



Township of Douro-Dummer Agenda for a Regular Meeting of Council

**Tuesday, October 15, 2024, 5:00 p.m.
Council Chambers in the Municipal Building**

Please note, that Council may, by general consensus, change the order of the agenda, without prior notification, in order to expedite the efficiency of conducting business.

Hybrid Meetings

Regular and Special meetings of Council are being held in person and electronically. Regular Meetings are recorded and live-streamed on the Township YouTube channel. Special Meetings will be recorded and live-streamed where feasible.

To watch the meeting live or access a recording please visit the Township's YouTube Channel
https://www.youtube.com/channel/UCPpzm-uRBZRDjB89o2X6R_A

Please contact the Clerk if you require an alternative method to virtually attend the meeting.
martinac@dourodummer.on.ca or 705-652-8392 x210

	Pages
1. Call to Order	
2. Land Acknowledgement	
3. Moment of Silent Reflection	
4. Disclosure of Pecuniary Interest:	
5. Adoption of Agenda: October 15, 2024	
6. Adoption of Minutes and Business Arising from the Minutes	
6.1 Regular Council Meeting Minutes October 1, 2024	1
6.2 Special Council Meeting Minutes October 1, 2024	9
7. Consent Agenda (Reports voted upon by ONE motion) - No Debate	
7.1 Technical Advisory Committee (TAC) OP Modification Meeting Minutes - No.10 - September 12, 2024	11
7.2 Municipal Appraisal Form (MAF) for Severance Files B-19-24 and B-20-24	14

7.3	Eastern Ontario Wardens' Caucus (EOWC) - Municipal Infrastructure Policy Paper	24
8.	Delegations, Petitions, Presentations or Public Meetings:	
8.1	Public Meeting - Zoning By-law Amendment File R-10-24 (Sewage Systems) Public Meeting Report, Planning-2024-23	61
	This amendment applies to all of the Township of Douro-Dummer.	
8.2	Presentation - Lorri Rork, Community Development Coordinator regarding Community Care Programing	90
9.	Public Comment Period - No Debate or Decision	
	The deadline to register for this meeting has been extended to Tuesday, October 15th, 2024 at 10:00 a.m. due to the Thanksgiving long weekend. A list of registrants will be released at 4:00 p.m. prior to the meeting.	
10.	Staff Reports	
10.1	Report and Capital Project Status	98
10.2	Provincial Planning Statement (PPS, 2024, Planning-2024-24	103
10.3	Purchasing Report - Fire Pumper Apparatus, Treasurer-2024-22	172
10.4	Request to Stop-up, Close and Sell part of Sixth Line Road North Dummer - Little - Report No. 2, Clerk's Office-2024-23	177
11.	Committee Minutes and Other Reports:	
11.1	Committee of the Whole Meeting Minutes - October 8, 2024	181
12.	Correspondence – Action Items:	
12.1	Ontario Big City Mayors (OBCM) - Request for support of the "Solve the Crisis" Campaign	186
12.2	Town of Cobourg - Resolution regarding Involuntary Care for Individuals with Severe Mental Health and Addictions Issues	201
12.3	Town of Bradford West Gwillimbury - Resolution regarding Ontario Deposit Return Program	203
13.	By-laws:	

13.1	By-law 2024-61 - To assume certain parcels into the Township Road System, Severance Files: B-100-23, Parent Roll: 1522-020-001-01900 and B-16-23, Parent Roll: 1522-010-003-04900 (10' Strips)	204
13.2	By-law 2024-62 - To amend By-law Number 10-1996, as amended, otherwise known as "The Township of Douro-Dummer Comprehensive Zoning By-law" (Sewage Systems)	205
14.	Reports derived from previous Notice of Motions	
15.	Notices of Motion - No Debate	
16.	Announcements:	
17.	Closed Session: None	
18.	Confirming By-law 2024-63	208
19.	Next Meeting Regular Council Meeting - November 5, 2024	
20.	Adjournment	

Minutes of the Regular Meeting of Council of the Township of Douro-Dummer

**October 1, 2024, 5:00 PM
Council Chambers in the Municipal Building**

Member Present: **Mayor Heather Watson**
 Deputy Mayor Harold Nelson
 Councillor Thomas Watt
 Councillor Adam Vervoort
 Councillor Ray Johnston

Staff Present: **Interim CAO Mike Rutter**
 Clerk Martina Chait-Hartwig
 Treasurer Paul Creamer
 Manager of Recreation Facilities Mike Mood

1. Call to Order

With a quorum of Council being present, the Mayor called the meeting to order at 5:04 p.m.

2. Land Acknowledgement

The Mayor recited the Land Acknowledgement.

3. Moment of Silent Reflection

Council observed a moment of silent reflection.

4. Disclosure of Pecuniary Interest:

The Mayor reminded members of Council of their obligation to declare any pecuniary interest they might have. None were declared.

5. Adoption of Agenda: October 1, 2024

Resolution Number 348-2024

Moved by: Councillor Vervoort

Seconded by: Councillor Johnston

That the agenda for the Regular Council Meeting, dated October 1, 2024, be adopted, as circulated.

Carried

6. Adoption of Minutes and Business Arising from the Minutes

6.1 Regular Council Meeting Minutes - September 17, 2024

6.2 Emergency Council Meeting Minutes - September 24, 2024

Resolution Number 349-2024

Moved by: Councillor Watt

Seconded by: Councillor Johnston

That the Minutes from the Regular Council meeting held on September 17, 2024, and Emergency Council meeting held on September 24, 2024, both be received and approved.

Carried

7. Consent Agenda (Reports voted upon by ONE motion) - No Debate

7.1 Peterborough County Council Minutes - September 4, 2024

7.2 Municipal Appraisal Form (MAF) for Severance File B-79-24 (Armstrong)

Resolution Number 350-2024

Moved by: Councillor Vervoort

Seconded by: Deputy Mayor Nelson

The Consent Agenda items for October 1, 2024, be received.

Carried

8. Delegations, Petitions, Presentations or Public Meetings:

8.1 Presentation - Jamie Hobbs, Asset Management Advisor, PSD Citywide Inc. - 2024 Asset Management Plan

Resolution Number 351-2024

Moved by: Councillor Watt

Seconded by: Deputy Mayor Nelson

That the Presentation from Jamie Hobbs, Asset Management Advisor, PSD Citywide Inc. regarding the Township of Douro-Dummer 2024 Asset Management Plan be received with thanks. Carried

9. Public Comment Period - No Debate or Decision – None

10. Staff Reports

10.1 Report and Capital Project Status

Resolution Number 352-2024

Moved by: Councillor Johnston

Seconded by: Councillor Watt

That the Report and Capital Project Status document be received. Carried

10.2 Douro CC Ice Surface Floor Replacement, Recreation Facilities-2024-05

Resolution Number 353-2024

Moved by: Councillor Johnston

Seconded by: Deputy Mayor Nelson

That the report, dated October 1, 2024, regarding Douro Community Centre (CC) Ice Surface Floor Replacement be received that Council direct staff to apply for the Community Sport and Recreation Infrastructure Fund for the purpose of replacing the Douro Community Centre Ice Surface Floor. Carried

Resolution Number 354-2024

Moved by: Councillor Watt

Seconded by: Councillor Vervoort

That the staff be requested to investigate in-floor heating options as part of the application for funding to replace the Douro Community Centre Ice Surface Floor.

Carried

10.3 Asset Management Plan, Treasurer-2024-18

Resolution Number 355-2024

Moved by: Councillor Vervoort

Seconded by: Deputy Mayor Nelson

That the report, dated October 1, 2024, regarding the Asset Management Plan be received, that the Asset Management Plan be approved and that it be posted on the Township website.

Carried

Resolution Number 356-2024

Moved by: Deputy Mayor Nelson

Seconded by: Councillor Vervoort

The staff be requested to send a letter to the Ministry of Municipal Affairs and Housing and MPP Dave Smith, regarding concerns with the current funding arrangements for municipalities from senior levels of government.

Carried

10.4 Financial Report - September 23, 2024, Treasurer-2024-19

Resolution Number 357-2024

Moved by: Councillor Johnston

Seconded by: Councillor Vervoort

That the report, dated October 1, 2024, regarding the Financial Report – September 23, 2024, be received.

Carried

10.5 Procurement Update - October 2024, Treasurer-2024-20

Resolution Number 358-2024

Moved by: Councillor Watt

Seconded by: Deputy Mayor Nelson

That the report, dated October 1, regarding Purchasing Report – October 2024 be received; and

That Powell (Richmond Hill) Contracting Limited be awarded the 2024 Roadside Safety Devices tender for the installation of new Mash Energy Attenuating Terminal Systems and new Type M steel beam Guide Rail for Hickey Road. Carried

10.6 Community Engagement Meeting, Council-2024-01

Resolution Number 359-2024

Moved by: Councillor Johnston

Seconded by: Councillor Watt

That the report, regarding a community engagement event from Mayor Watson, dated October 1, 2024, be received, that Council support the hosting of a Community Engagement Meeting on November 6, 2024, in the Town Hall and further that senior municipal staff be requested to attend. Carried

11. Committee Minutes and Other Reports:

11.1 Township of Douro-Dummer Arena Facilities Future Ad-Hoc Committee Minutes - October 12, 2023

Resolution Number 360-2024

Moved by: Councillor Johnston

Seconded by: Deputy Mayor Nelson

That the minutes from the Township of Douro-Dummer Arena Facilities Future Ad-Hoc Committee meeting held on October 12, 2023, be received and approved. Carried

12. Correspondence – Action Items:

12.1 City of Kitchener - Resolution regarding Renovictions - Safe and Adequate Housing

Resolution Number 361-2024

Moved by: Councillor Vervoort

Seconded by: Councillor Watt

That the resolution from the City of Kitchener, dated September 1, 2024, regarding renovictions be received. Carried

13. By-laws:

13.1 By-law 2024-57 - A By-law to assume certain parcels into the Township Road System. Severance File: B-87-23, Parent Roll: 1522-020-005-42700

Moved by: Deputy Mayor Nelson

Seconded by: Councillor Johnston

That the By-law 2024-57 to assume certain parcels into the Township Road System. Severance File: B-87-23, Parent Roll: 1522-020-005-42700, be passed, in open Council this 1st day of October 2024 and that the Mayor and the Clerk be directed to sign same and affix the Corporate Seal thereto. Carried

13.2 By-law 2024-58 - A By-law to amend By-law No. 2022-21, as amended (Procedural By-law) to Amend Committee of the Whole Meeting Dates

Moved by: Councillor Vervoort

Seconded by: Deputy Mayor Nelson

That the By-law 2024-58 to amend By-law No. 2022-21, as amended (Procedural By-law) to Amend Committee of the Whole Meeting Dates, be passed, in open Council this 1st day of October 2024 and that the Mayor and the Clerk be directed to sign same and affix the Corporate Seal thereto. Carried

13.3 By-law 2024-59 - Being a By-law to Appoint a Chief Administrative Officer, a Deputy Chief Administrative Officer and Repeal By-law 2024-41

Moved by: Councillor Watt

Seconded by: Councillor Johnston

That the By-law 2024-59 to appoint a Chief Administrative Officer, a Deputy Chief Administrative Officer and Repeal By-law 2024-41, be passed, in open Council this 1st day of October 2024 and that the Mayor and the Clerk be directed to sign same and affix the Corporate Seal thereto.

Carried

16. Announcements:

Councillor Watt - Lakefield IDA Pharmacy will celebrate its 50th anniversary on October 5, 2024.

Councillor Johnston - The Douro-Dummer Fire Association's 2024 fundraiser calendar is now available for purchase at the Township Office, S&B Foods in Warsaw, and the Douro-Dummer Public Library.

Mayor Watson and Deputy Mayor Nelson - The Community Tree Planting program was a tremendous success – thank you to everyone who participated.

Mayor Watson - Culture Days will take place on October 5th, 2024, featuring the Douro-Dummer Land Geology Bus Tour (\$10 per participant) and the Douro-Dummer Mural Art Project (Drop-in, FREE), organized by the Friends of the Library.

Councillor Watt - A big thank you to all the volunteers who made the Truck Roadeo a huge success.

Councillor Johnston - Remembrance Day services will be held on November 11, 2024, and Douro-Dummer Santa Claus Parade will take place on November 30, 2024.

Mayor Watson - The Peterborough County Plowmen's Association will host its annual plowing match in the Township of Douro-Dummer on September 28, 2024.

17. Closed Session: None

18. Confirming By-law 2024-60

Moved by: Deputy Mayor Nelson
Seconded by: Councillor Vervoort

That By-law Number 2024-58, being a By-law to confirm the proceedings of the Regular Meeting of Council, held on the 1st day of October 2024, be passed in open Council and that the Mayor and the Clerk be directed to sign same and affix the Corporate Seal thereto. Carried

19. Next Meeting

Committee of the Whole - October 8th, 2024, at 10:00 a.m.

Regular Council Meeting - October 15th, 2024, at 5:00 p.m.

20. Adjournment

Resolution Number 362-2024

Moved by: Councillor Watt
Seconded by: Councillor Vervoort

That this meeting adjourn at 6:15 p.m. Carried

Mayor, Heather Watson

Clerk, Martina Chait-Hartwig

Minutes of the Special Meeting of Council of the Township of Douro-Dummer

**October 1, 2024, 4:00 PM
Council Chambers in the Municipal Building**

Present: **Mayor Heather Watson
Deputy Mayor Harold Nelson
Councillor Thomas Watt
Councillor Adam Vervoort
Councillor Ray Johnston**

Staff Present: **Interim CAO Mike Rutter
Clerk Martina Chait-Hartwig
Fire Chief Chuck Pedersen**

1. Reason(s) for Special Meeting:

The Mayor called the meeting to order at 4:02 p.m. and stated that the reason for the Special Meeting was to allow sufficient time for the presentation of the Fire Master Plan and Community Risk Assessment.

2. Land Acknowledgement

The Mayor recited the Land Acknowledgement.

3. Disclosure of Pecuniary Interest:

The Mayor reminded members of Council of their obligation to declare any pecuniary interest they might have. None were declared.

4. Adoption of Agenda: October 1, 2024

Resolution Number 345-2024

Moved By: Deputy Mayor Nelson

Seconded By: Councillor Watt

That the agenda for the Special Council Meeting, dated October 1, 2024, be adopted, as circulated.

Carried

5. Delegations, Petitions or Presentations:

- 5.1 Presentation - Richard Boyes, Brian Durdin, Sue Dawson, Brad Bigrigg from the Emergency Services Strategy and Solutions Inc.- Township of Douro-Dummer Fire Master Plan and Community Risk Assessment

Resolution Number 346-2024

Moved By: Deputy Mayor Nelson

Seconded By: Councillor Vervoort

That the Presentation from Richard Boyes and Brian Durdin from the Emergency Services Strategy and Solutions Inc. regarding the Township of Douro-Dummer Fire Master Plan and Community Risk Assessment be received and approved. Carried

6. Adjournment

Resolution Number 347-2024

Moved By: Councillor Vervoort

Seconded By: Councillor Watt

That this meeting adjourn 4:55 p.m. Carried

Mayor, Heather Watson

Clerk, Martina Chait-Hartwig

County Official Plan Modifications

Meeting Minutes – September 12, 2024 Technical Advisory Committee OP Modification Meeting No. 10



Location: Committee Room, County Court House

Attendees: Sonia Aaltonen (HBM), Matt Wilkinson (CM), Karen Ellis (CM), Shannon Herman (AN), Christina Coulter (DD), Derek Bertram (TL), Per Lundberg (SEL), Arya Hejazi (County), Iain Mudd (County), Keziah Holden (County)

Regrets: Emily Baker (OSM), Ed Whitmore (AN), Emily Fitzgerald (NK), Darryl Tighe (NK), Madhupreeta Muralidhar (DD Student), Tom Cowie (Hiawatha FN), Kaitlin Hill (Curve Lake FN), Adele Arbour (TL), Barb Waldron (TL), Bryan Weir (County)

NOTE: Modification Meetings are being held to draft modifications to the new Official Plan to be consistent with the draft Provincial Planning Statement and as directed by County Council through report PPW 2023-17, and to incorporate Official Plan Amendments approved since the time of adoption of the new Official Plan.

Meeting started at 2:00pm

Items and issues discussed at the meeting were as follows:

Update on New County Official Plan

- County received a letter from Minister Calandra (Ministry of Municipal Affairs and Housing) in relation to the new County Official Plan.
 - Requesting the County to repeal the adopting by-law pursuant to Section 21(1) of the Planning Act so that the OP is no longer before the Minister for a decision.
 - Letter is currently on the September 18th County Council agenda to be received with a recommendation to be referred back to staff for a report.
- TAC discussed options that could be available to Council. It is noted that the information provided in the letter was new to everyone, and that other alternatives may present themselves after staff have had time to consider the request further. Options discussed were as follows:
 - Repeal as requested and the OP exercise begins again in accordance with the Planning Act (non-appealable). Have the ability to make changes not only to reflect new PPS, but also any other changes Council wishes to see.
 - Could specifically limit changes to be made in accordance with PPS, 2024 only.

- Time frame unclear, but would be significant given the requirement to go back out to public with legislated time frames associated with that process.
- Requirements of Planning Act will be required to be adhered to (i.e. public meeting, open house, resolution from each Township and adoption by County Council etc.).
- Uncertain whether the Minister would still need to be provided a copy of the draft OP in advance of the public meeting in accordance with Section 17(17.1) of the Planning Act. County Staff to discuss with MMAH.
- Don't repeal By-law and request Minister to approve the OP in its current form as adopted and take the modification work that has been done to develop OPA #1 to the new County OP.
 - Allows a certain policy framework to be in place in a shorter amount of time but would be bound by OP policy (developed to conform to the Growth Plan) which is more restrictive than what will be in place with new PPS.
 - The OPA would be required to go through the regular amendment and public consultation process, and the OPA could be appealed.
 - Would allow lower-tier municipalities to move forward with comprehensive reviews to update their zoning by-laws.
 - Discussion over Settlement Area boundaries, agricultural land uses (i.e. Prime Agricultural lands), and environmental restrictions.
- Repeal the adopting by-law but carry on with the use of the current in-effect OP.
 - Current OP policies are outdated in many aspects, though they are fairly consistent with the new PPS.
 - Can format the current OP without an Amendment (adding section numbers etc. for ease of reading) but would need an OPA to update the policies that are out of date (including any Township specific policies) and any that may conflict with the new PPS.
 - This option would be wasteful of time and effort spent developing the new OP.
- Discussion over the cost of these options. To utilize the new OP, repealing may be the more cost-effective route, but still requires further exploration.
- If a repeal moves forward, it will have to go through the lower-tier municipalities and support from the Townships will be required via resolutions.
- Pros/Cons of each approach will eventually need to be crafted and presented to County Council.
- Future TAC meetings are tentative, pending direction from County Council

Aird & Berlis Webinar – New Provincial Planning Statement

- TAC Members watched a live webinar hosted by Aird and Berlis, reviewing notable changes in the new Provincial Planning Statement (2024) which comes into effect on October 20th. Webinar started at 3:00pm.

Meeting adjourned at 4:00pm



COUNTY OF PETERBOROUGH
MUNICIPAL APPRAISAL FORM

APPLICANT: Melanie Robinson

FILE B – B-19-24

LOT: 13, 14, 15, CON.: 6 MUNICIPAL WARD: Dummer

911 address: 866 Centre Dummer Road, Roll #: 1522-020-003-38000, Island # or other: _____

APPLICATION FOR: Creation of a new lot - Residential

RECOMMENDATION:

Application **conforms** to the Official Plan. Severed parcel **conforms** to the Zoning By-Law. Retained parcel **conforms** to the Zoning By-Law. The Township **recommends** this application. If the application is approved, the following conditions are requested:

1. ☒ **\$1250** Cash-in-lieu of parkland fee be paid to the Municipality.
2. ☐ Rezoning of the severed parcel to the satisfaction of the Municipality.
3. ☐ Rezoning of the retained parcel to the satisfaction of the Municipality.
4. ☐ Minor Variance for the severed parcel to the satisfaction of the Municipality.
5. ☐ Minor Variance for the retained parcel to the satisfaction of the Municipality.
6. ☒ A 3-metre strip of frontage from the severed parcel be deeded to the Township for road widening purposes. Cost to be incurred by the applicant.
7. ☒ A Mitigation Measures Agreement is to be entered into between the Owner and the Municipality and registered on title at the owner's expense, which would recognize the recommendations outlined in Section 7.0 of the Environmental Impact Study prepared by Cambium Inc. dated January 19, 2024.
8. ☒ A test hole for the septic system be inspected, there is a fee to inspect test holes to ensure a septic system would be viable – current fees are \$150 per severed lot severed and applicant is responsible for the digging of the test holes. The fee has been paid.
9. ☒ The draft survey, prepared by an Ontario Land Surveyor, illustrate that an entrance can be located in accordance with the Manager of Public Works comments below and the requirements of the Township Zoning By-law Sections 3.31.2 (a) & 3.31.3.
10. ☐ _____

Comments: The Manager of Public Works has noted that the new entrance for the severed parcel must be located a minimum of 30 metres from the intersection of Centre Dummer Road and Seventh Line Road-N-Dummer.

OFFICIAL PLAN:

Application **conforms** to the Township Official Plan policies, Section(s) **6.2.2.2, 6.2.2.3 (b) & (d), 6.2.2.5 (a), (d) & (e), 6.1.1 and 7.12.**

Severed Parcel:

- a) Proposed Use: Residential.
- b) Land Use Designation(s): Rural.
- c) The proposed use **is** a permitted one.
- d) Special policies affecting the severed parcel (i.e. OPA): _____.

Retained Parcel(s):

- a) Proposed Use: Recreational.
- b) Land Use Designation(s): Rural, Locally Significant Wetland & Provincially Significant Wetland.
- c) The proposed use **is** a permitted one.
- d) Special policies affecting the retained parcel (i.e. OPA): _____.

ZONING BY-LAW:

Severed Parcel:

- a) The severed parcel **conforms** to the Township Zoning By-Law provisions, Section(s) **9.1.5, 9.2.4 (a) & (b).**
- b) ☒ A rezoning **is not** required for the severed parcel.
- c) ☒ A minor variance **is not** required for the severed parcel.
- d) The existing zoning of the severed parcel is: (RU).
- e) The recommended zoning of the severed parcel would be: _____.

Retained Parcel(s):

- a) The retained parcel **conforms** to the Township Zoning By-Law provisions, Section(s) **9.1.3, 9.2.1 (a) & (b), 19.1.2, 19.1.4, 19.2.1.**
- b) ☒ A rezoning **is not** required for the retained parcel.
- c) ☒ A minor variance **is not** required for the retained parcel.
- d) The existing zoning of the retained parcel is: (RU), (EC) & ((EC)(P)).
- e) The recommended zoning of the retained parcel would be: _____.

General:

- a) If the severed and/or retained parcel(s) do not conform to the Zoning By-Law, Council **supports** a rezoning and/or minor variance.

Completed By: Christina Coulter

Date: October 2, 2024

Amended Date: _____

B-19-24 MAF

FILE: B-19-24 Lot 1
DATE: February 29, 2024

Notice of Application For Consent

TO: ☒ Municipality ☐ Public Works ☐ Other
☒ Planning Department ☐ City of Peterborough ☒ Bell Canada
Septic Comments ☐ Ministry of Transportation (K) (B)
☐ Public Health ☐ North Kawartha ☐ Trent Severn Waterway
☒ Douro Dummer ☒ Chief, First Nation Council ☒ KPR & PVNCCD School
☒ (ORCA) ☐ (CVCA) ☐ (KRCA) ☐ CP Rail Boards

Pursuant to Section 3(8) of Ontario Regulation 197/96, under the Planning Act, I am enclosing a copy of an application for Consent, for your review and comments to the Peterborough County Land Division Office.

An application for Consent has been made by **Melanie Robinson**.

Purpose and Effect

The purpose of the application is to request the consent of the Land Division Office to the conveyance of a parcel of land having a frontage of approximately **85.34m** and an area of approximately **1 hectare**.

The effect of the application is to create a new residential lot

Location of Land

Municipality: (Ward of) **Dummer** Lot **14** Concession **6**. Plan _____ Block _____
911 Address: 866 Centre Dummer Road

Other Planning Act Applications: This land is the subject of the application is the subject of another application under the Planning Act for:

☐ Official Plan Amendment:	File Number _____
☐ Zoning By-Law Amendment:	File Number _____
☐ Minor Variance:	File Number _____
☐ Minister's Zoning Order Amendment:	File Number _____

Decision and Appeal

If you wish to be notified of the decision in respect of the proposed consent, you must make a written request to the Land Division Office at the address noted below.

If a person or public body, that files an appeal of a decision in respect of the proposed consent, does not make a written submission to the Land Division Office before it gives or refuses to give a provisional consent, then the Local Planning Appeal Tribunal may dismiss the appeal.

Last Day for Receiving Comments:

Pursuant to Section 53 (14) of the Planning Act, if an application is made for a consent and a decision regarding the application is not made within 60 days after the day the application is received by the Land Division Office, the applicant may appeal to the Local Planning Appeal Tribunal.

It is the policy of the Land Division Committee that there be 35 consecutive days allowed for agencies to submit their comments.

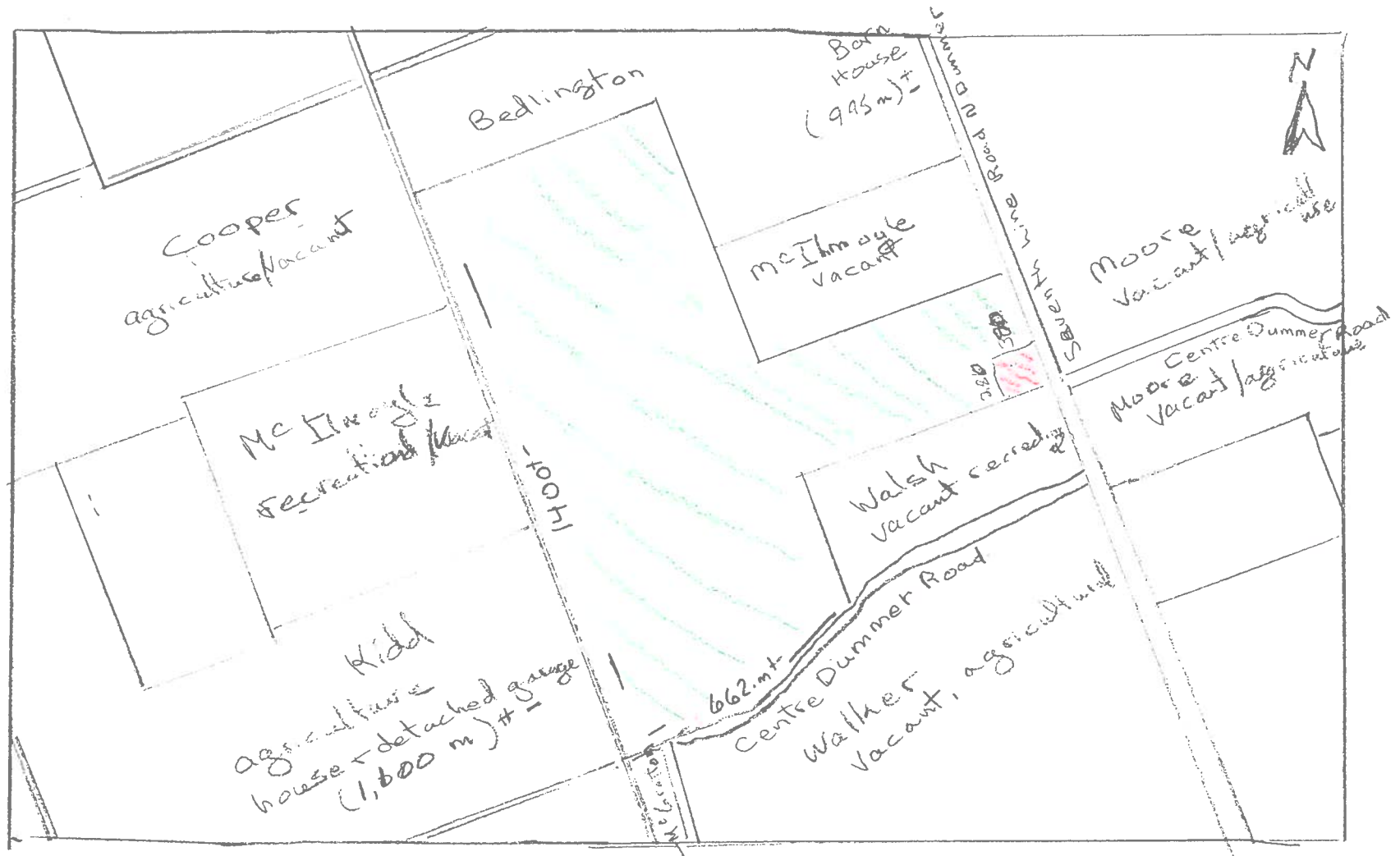
Therefore, your comments are required to be received prior to April 4, 2024. If comments are not received, prior to this date, the Committee may proceed with the hearing of this application.

Please quote the name of the applicant and the file number, which is located at the top right hand corner of the application form, on your correspondence which is directed to this office.

Additional information regarding this application will be available to the public for inspection between 8:30 a.m. to 4:30 p.m. - Monday to Friday at:

**County of Peterborough, Land Division Office,
County Court House, 470 Water Street, Peterborough, Ontario. K9H 3M3**

If you require this information in an accessible format, please contact Ann Hamilton at
ahamilton@ptbocounty.ca 705-743-0380 extension 2406





Legend

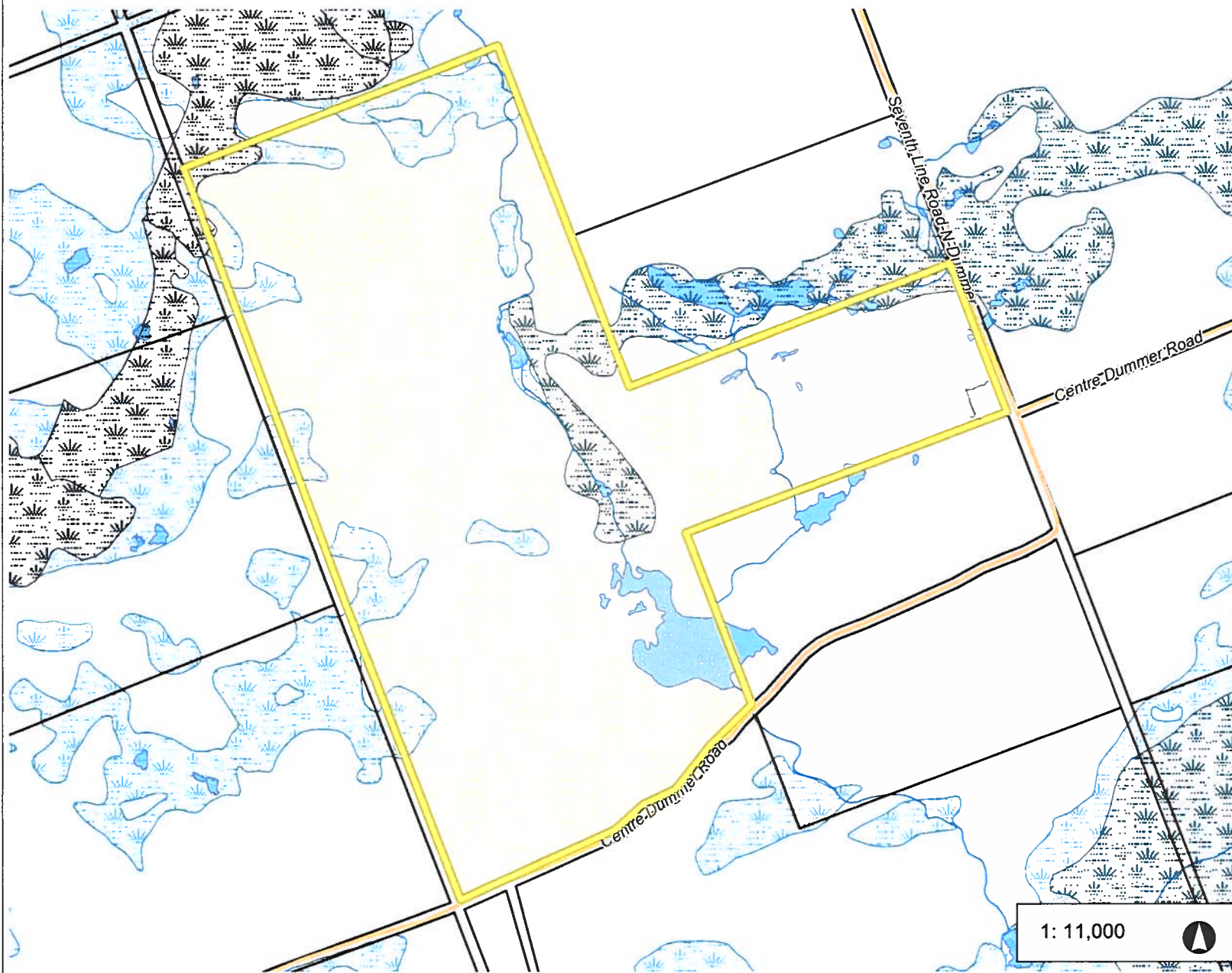
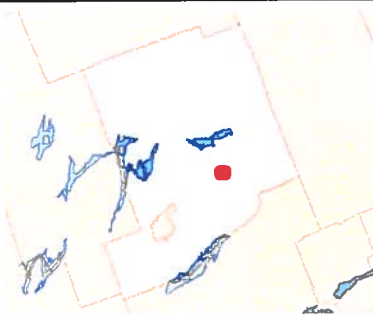
- Hydro Lines
- Roads < 50,000
 - PRIV ; Private; PRIV
 - City Arterial
 - City Collector and Local
 - City Owned Unclassified
 - Provincial
 - County
 - Township
 - Water Access Only
- Outside Roads < 50,000
 - Major Roads
 - Local Roads
- Peterborough Proposed Bypass
- First Nations
- Civic Address
- Parcel Fabric
- Parcel First Nations - Canada I
- Rivers
 - Intermittent
 - Permanent
- Clean Water Act Policies Apply
- Provincially Significant Wetlands
- Locally Significant Wetlands
- Non-evaluated Wetlands
- Lakes - Local Scale
- Municipal Boundary - Upper Ti
- <all other values>

1: 2,000



101.6 0 50.80 101.6 Meters

Notes



Legend

Roads < 50,000

- PRIV : Private, PRIV
- City Arterial
- City Collector and Local
- City Owned Unclassified
- Provincial
- County
- Township
- Water Access Only

Outside Roads < 50,000

- Major Roads
- Local Roads

Peterborough Proposed Bypass

First Nations

- Parcel Fabric
- Parcel First Nations - Canada I
- Rivers

- Intermittent
- Permanent

Clean Water Act Policies Apply

- Provincially Significant Wetlands
- Locally Significant Wetlands
- Non-evaluated Wetlands
- Lakes - Local Scale

Municipal Boundary - Upper Ti

<all other values>

COUNTY OF PETERBOROUGH

1: 11,000



558.8 0 279.40 558.8 Meters

Notes



COUNTY OF PETERBOROUGH
MUNICIPAL APPRAISAL FORM

APPLICANT: Melanie Robinson

FILE B – B-20-24

LOT: 13, 14, 15, CON.: 6 MUNICIPAL WARD: Dummer

911 address: 866 Centre Dummer Road, Roll #: 1522-020-003-38000, Island # or other: _____

APPLICATION FOR: Creation of a new lot - Residential

RECOMMENDATION:

Application **conforms** to the Official Plan. Severed parcel **conforms** to the Zoning By-Law. Retained parcel **conforms** to the Zoning By-Law. The Township **recommends** this application. If the application is approved, the following conditions are requested:

1. ☒ **\$1250** Cash-in-lieu of parkland fee be paid to the Municipality.
2. ☐ Rezoning of the severed parcel to the satisfaction of the Municipality.
3. ☐ Rezoning of the retained parcel to the satisfaction of the Municipality.
4. ☐ Minor Variance for the severed parcel to the satisfaction of the Municipality.
5. ☐ Minor Variance for the retained parcel to the satisfaction of the Municipality.
6. ☒ A 3-metre strip of frontage from the severed parcel be deeded to the Township for road widening purposes. Cost to be incurred by the applicant.
7. ☒ A Mitigation Measures Agreement is to be entered into between the Owner and the Municipality and registered on title at the owner's expense, which would recognize the recommendations outlined in Section 7.0 of the Environmental Impact Study prepared by Cambium Inc. dated January 19, 2024.
8. ☒ A test hole for the septic system be inspected, there is a fee to inspect test holes to ensure a septic system would be viable – current fees are \$150 per severed lot severed and applicant is responsible for the digging of the test holes. The fee has been paid.
9. ☐ _____
10. ☐ _____

Comments: _____

OFFICIAL PLAN:

Application **conforms** to the Township Official Plan policies, Section(s) **6.2.2.2, 6.2.2.3 (b) & (d), 6.2.2.5 (a), (d) & (e), 6.1.1 and 7.12.**

Severed Parcel:

- a) Proposed Use: Residential.
- b) Land Use Designation(s): Rural.
- c) The proposed use **is** a permitted one.
- d) Special policies affecting the severed parcel (i.e. OPA): _____.

Retained Parcel(s):

- a) Proposed Use: Recreational.
- b) Land Use Designation(s): Rural, Locally Significant Wetland & Provincially Significant Wetland.
- c) The proposed use **is** a permitted one.
- d) Special policies affecting the retained parcel (i.e. OPA): _____.

ZONING BY-LAW:

Severed Parcel:

- a) The severed parcel **conforms** to the Township Zoning By-Law provisions, Section(s) **9.1.5, 9.2.4 (a) & (b).**
- b) ☒ A rezoning **is not** required for the severed parcel.
- c) ☒ A minor variance **is not** required for the severed parcel.
- d) The existing zoning of the severed parcel is: (RU).
- e) The recommended zoning of the severed parcel would be: _____.

Retained Parcel(s):

- a) The retained parcel **conforms** to the Township Zoning By-Law provisions, Section(s) **9.1.3, 9.2.1 (a) & (b), 19.1.2, 19.1.4, 19.2.1.**
- b) ☒ A rezoning **is not** required for the retained parcel.
- c) ☒ A minor variance **is not** required for the retained parcel.
- d) The existing zoning of the retained parcel is: (RU), (EC) & ((EC)(P)).
- e) The recommended zoning of the retained parcel would be: _____.

General:

- a) If the severed and/or retained parcel(s) do not conform to the Zoning By-Law, Council **supports** a rezoning and/or minor variance.

Completed By: Christina Coulter

Date: October 2, 2024

Amended Date: _____

B-20-24 MAF

FILE: B-20-24 Lot 12
DATE: February 29, 2024

Notice of Application For Consent

TO: ☒ Municipality ☐ Public Works ☐ Other
☒ Planning Department ☐ City of Peterborough ☒ Bell Canada
Septic Comments ☐ Ministry of Transportation (K) (B)
☐ Public Health ☐ North Kawartha ☐ Trent Severn Waterway
☒ Douro Dummer ☒ Chief, First Nation Council ☒ KPR & PVNCCD School
☒ (ORCA) ☐ (CVCA) ☐ (KRCA) ☐ CP Rail Boards

Pursuant to Section 3(8) of Ontario Regulation 197/96, under the Planning Act, I am enclosing a copy of an application for Consent, for your review and comments to the Peterborough County Land Division Office.

An application for Consent has been made by **Melanie Robinson**.

Purpose and Effect

The purpose of the application is to request the consent of the Land Division Office to the conveyance of a parcel of land having a frontage of approximately **115 m** and an area of approximately **1 hectare**.

The effect of the application is to create a new residential lot

Location of Land

Municipality: (Ward of) **Dummer** Lot **14** Concession **6**. Plan _____ Block _____
911 Address: 866 Centre Dummer Road

Other Planning Act Applications: This land is the subject of the application is the subject of another application under the Planning Act for:

☐ Official Plan Amendment:	File Number _____
☐ Zoning By-Law Amendment:	File Number _____
☐ Minor Variance:	File Number _____
☐ Minister's Zoning Order Amendment:	File Number _____

Decision and Appeal

If you wish to be notified of the decision in respect of the proposed consent, you must make a written request to the Land Division Office at the address noted below.

If a person or public body, that files an appeal of a decision in respect of the proposed consent, does not make a written submission to the Land Division Office before it gives or refuses to give a provisional consent, then the Local Planning Appeal Tribunal may dismiss the appeal.

Last Day for Receiving Comments:

Pursuant to Section 53 (14) of the Planning Act, if an application is made for a consent and a decision regarding the application is not made within 60 days after the day the application is received by the Land Division Office, the applicant may appeal to the Local Planning Appeal Tribunal.

It is the policy of the Land Division Committee that there be 35 consecutive days allowed for agencies to submit their comments.

Therefore, your comments are required to be received prior to April 4, 2024. If comments are not received, prior to this date, the Committee may proceed with the hearing of this application.

Please quote the name of the applicant and the file number, which is located at the top right hand corner of the application form, on your correspondence which is directed to this office.

Additional information regarding this application will be available to the public for inspection between 8:30 a.m. to 4:30 p.m. - Monday to Friday at:

**County of Peterborough, Land Division Office,
County Court House, 470 Water Street, Peterborough, Ontario. K9H 3M3**

If you require this information in an accessible format, please contact Ann Hamilton at
ahamilton@ptbocounty.ca 705-743-0380 extension 2406



Legend

- Hydro Lines
- Roads < 50,000
 - PRIV ; Private; PRIV
 - City Arterial
 - City Collector and Local
 - City Owned Unclassified
 - Provincial
 - County
 - Township
 - Water Access Only
- Outside Roads < 50,000
 - Major Roads
 - Local Roads
- Peterborough Proposed Bypass
- First Nations
- Civic Address
- Parcel Fabric
- Parcel First Nations - Canada 1
- Rivers
 - Intermittent
 - Permanent
- Clean Water Act Policies Apply
- Provincially Significant Wetlands
- Locally Significant Wetlands
- Non-evaluated Wetlands
- Lakes - Local Scale
- Municipal Boundary - Upper Ti
- <all other values>



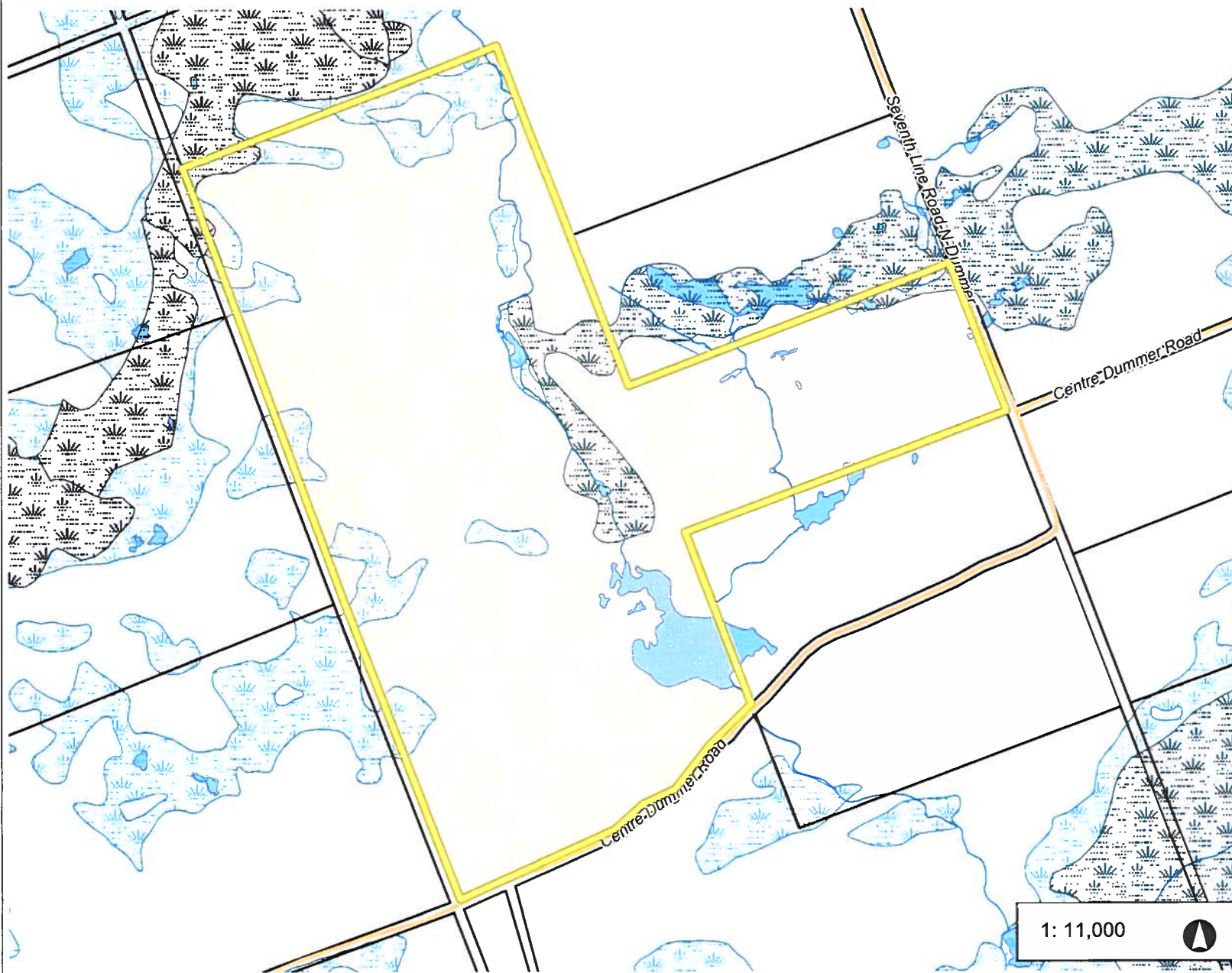
101.6 0 50.80 101.6 Meters

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This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

Notes





Legend

Roads < 50,000

- PRIV ; Private; PRIV
- City Arterial
- City Collector and Local
- City Owned Unclassified
- Provincial
- County
- Township
- Water Access Only

Outside Roads < 50,000

- Major Roads
- Local Roads

Peterborough Proposed Bypass

First Nations

- Parcel Fabric
- Parcel First Nations - Canada I
- Rivers

- Intermittent
- Permanent

Clean Water Act Policies Apply

Provincially Significant Wetlands

Locally Significant Wetlands

Non-evaluated Wetlands

Lakes - Local Scale

Municipal Boundary - Upper Ti

<all other values>

COUNTY OF PETERBOROUGH

1: 11,000



558.8 0 279.40 558.8 Meters

Notes

EASTERN ONTARIO WARDENS' CAUCUS

MUNICIPAL INFRASTRUCTURE POLICY PAPER

Produced by the Eastern Ontario Wardens' Caucus

www.eowc.org

May 2024

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Introduction

May 21, 2024

It is with great pride and pleasure that the Eastern Ontario Wardens' Caucus presents its partners in the municipal, provincial and federal sectors with the conclusion of one part of its research into the ongoing financial sustainability of local governments across rural Ontario. In this report, the focus is on *municipal infrastructure*.

This report updates one of five policy papers originally published in 2013-2014 as a follow-up to the landmark analysis titled *"Facing our Fiscal Challenges: A Report on the Financial Sustainability of Local Government in Eastern Ontario"*. Ten years on, rural ratepayers across the region are increasingly challenged to pay the costs of vital municipal services. This is especially challenging because rural areas have large and growing amounts of infrastructure to be maintained by a relatively small and widely-disperse population. This fact has been amplified by the COVID-19 pandemic's impact on intra-migration, the serious degradation of health and community services, the imposition of additional service responsibilities by the Province of Ontario, and a housing crisis that puts rural municipalities on the front lines.

In presenting this policy paper, the EOWC is looking to continue its efforts that have previously explored with its partners and which have largely proven to be successful. As financial circumstances and budgets continue to be tight, rural municipal governments will require more active support in stimulating growth and employment, and responding effectively to external factors that create turbulent economic and social circumstances. At the same time, provincial and federal partners must continue to partner with municipalities to develop and implement new approaches to lighten the burden for ratepayers.

As it has for more than 20 years, the EOWC will continue to advocate on behalf of its 103 member municipalities across rural Eastern Ontario and work diligently to generate revenues and contain costs. It should be noted that, as in the original municipal infrastructure report, (2013), this update offers analysis and projections that can guide the formulation of recommendations and collective action.

When we consider the capital and operating costs associated with transportation, housing, environmental services, health and long-term care, we face a challenging future to which we must all bring our best. Our physical and digital infrastructure is the bedrock for delivering vital services and ultimately for our shared well-being. On each issue, residents are counting on us.

Peter Emon
Chair, Eastern Ontario Wardens' Caucus 2024-2025

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1. Executive Summary

Municipalities in Rural Eastern Ontario manage \$12 billion in physical assets, with another \$7.8 billion in separated cities and towns (2021). Half of the value of infrastructure in the EOWC area (\$6.6 billion) is invested in transportation infrastructure (primarily roads and bridges). Another \$3.4 billion is invested in EOWC municipalities' environmental services (water, wastewater and sewer; waste management/landfills); the separated cities and towns have nearly as much: \$3.1 billion of this type of infrastructure. Together, these two types of infrastructure represent 80 percent of infrastructure investments in Rural Eastern Ontario.

Municipalities continue to invest in their infrastructure: over the past decade (2012 to 2021 inclusive), EOWC member municipalities invested \$4 billion in total or \$403 million a year on average, in multiple forms of infrastructure but have continued to see the book value decline. These assets now have a book value of \$6.7 billion.

The capital infrastructure deficit is estimated at \$5.8 billion, up from \$3.74 billion in 2011. This simple estimate is based on the difference between the cost of the original investment and the current (depreciated) value. An estimate based on current replacement value of the assets would be much higher.¹

Two-thirds of the capital infrastructure deficit estimate (\$3.5 billion) is for roads and bridges, with another \$1.2 billion associated with environmental services. Rural municipalities are responsible for 86 percent of the region's paved roads (41,734 lane-kilometres), virtually all unpaved roads (19,274 lane-kilometres), 1,829 bridges and 11,364 large culverts. The associated capital infrastructure deficit for transportation infrastructure alone is now \$3.5 billion, up from \$2.48 billion in 2011.

"Ontario's 444 municipalities own and manage the majority of public infrastructure in the province, more than both the federal and provincial governments combined."

[Financial Accountability Office, 2021](#)

EOWC municipalities are spending \$536 million a year to operate and undertake basic maintenance on their transportation infrastructure and services, roughly double that spent in EOMC municipalities (\$235 million). EOWC municipalities also spend \$321 million a year operating and performing basic maintenance on their environmental services infrastructure. Together these two infrastructure assets require \$771 million a year in operating expenditure support.

\$980 Million in Annual Capital Investments is Required. Closing the capital investment gap for *current* infrastructure would require an *additional* minimum annual investment of \$578 million a year (beyond the 10-year average of \$403 million already being invested). This estimate assumes the infrastructure deficit is to be eliminated in 10 years and the \$403 million investment level is maintained. This is more than double the levels of municipal investment, that would have to start now. Note that this estimate does not include any capital investment for growth.

¹ In 2021, the [Financial Accountability Office of Ontario](#) used Current Replacement Value to estimate the "backlog" (infrastructure deficit) for Ontario's municipal infrastructure. For municipal assets with condition reports, the FAO estimated that 45.3 percent of municipal assets province-wide are not in a state of good repair. However, the FAO says that the share could be as high as 50 percent or as low as 40 percent. By comparison, only 34.7 percent of [provincial assets](#) are not in a state of good repair, suggesting that municipalities are having a more difficult time maintaining infrastructure than the Province of Ontario.

Key Statistics for Rural Eastern Ontario's Physical Infrastructure

Infrastructure Type/Function	Capital Assets at Cost (2021) (CC)	Book Value of Capital Assets (2021) (BV)	Net Value of Assets as % of Capital Cost	Simple Calculation Capital Infrastructure Deficit (CC-BV)
Transportation Serv.	6,671,689,152	3,127,924,676	47	\$3,543,764,476
Environmental Serv.	3,392,967,988	2,213,768,099	65	\$1,180,199,899
Recreational & Culture	836,865,107	523,398,873	63	\$ 313,466,234
Protection Services	411,612,885	217,372,810	53	\$ 194,240,075
General Government	404,359,013	259,851,265	64	\$ 144,507,748
Social Housing	356,858,607	149,686,827	42	\$ 207,171,780
Social and Family Serv.	253,195,470	130,420,245	52	\$ 122,775,225
Health Services	95,922,983	48,399,044	50	\$ 47,523,939
Planning & Develop.	59,720,878	39,531,441	66	\$ 20,189,437
Other	11,879,676	9,256,440	78	\$ 2,623,236
Total – EOWC Area	11,954,133,904	6,718,609,720	54	\$5,776,462,049

Source: Financial Information Returns (FIRs) for all municipalities in Rural Eastern Ontario

Rural Eastern Ontario is a Growing Economy that Can Grow more with Infrastructure Investment.

The EOWC area (24 percent of Ontario's municipalities) generates \$61 billion in annual economic activity. When the separated cities and towns are included, Eastern Ontario's economic contribution to the province rises to \$107 billion a year. Rural Eastern Ontario exports \$20 billion a year in manufactured goods outside its regional boundaries.

Major Business Investment is Coming to Rural Eastern Ontario. Examples are: Umicore, battery storage facilities in Edwardsburgh-Cardinal and Loyalist Townships, Chalk River Great Wolf Lodge, and Eastern Ontario Correctional Complex expansion. They need upgraded or expanded infrastructure. Investments in infrastructure have a strong economic impact multiplier (return on investment to the entire community, region and province.) There is, however, an upfront cost to growth which rural municipalities will not be able to manage on their own.

In Rural Ontario, 10 households (on average) maintain a lane-kilometre of paved municipal road; in separated cities and towns, there are 28 households to carry this financial burden. In the EOWC area, 236 households must maintain a bridge; in separated cities and towns, that cost is spread over 709 households.

Rural Eastern Ontario's Population Growth Exceeds the Provincial Average. The population of the EOWC area grew by six (6) percent between 2016-2021; the number of households grew by 2.3 per cent. This growth was higher than for Ontario as a whole (5.8%), Canada (5.2%) or the City of Toronto (2.3%). In-migration to Eastern Ontario as a whole rose by 34 percent in the first year of the pandemic compared to the preceding four years.

The EOWC Area is a strong performer on housing. In the 2016-2021 period, EOWC municipalities built more housing units per 100,000 population (39) than the City of Toronto (17) or Ontario as a whole (27). Rural municipalities handled \$2.9 billion in building permits (2021), with another \$1.07 billion in the region's separated cities and towns; \$4 billion for Eastern Ontario as a whole). More than 90 percent of EOWC municipalities are meeting the provincial 10-day median working days standard for processing residential building permits.

Rural Eastern Ontario municipalities can't finance infrastructure investments on their own. This report notes that none of the three financing mechanisms for addressing infrastructure needs (funded directly from property taxes, utilization of reserves, or taking on debt) is sustainable for Rural Ontario municipalities. The current debt burden for EOWC municipalities is now \$647 million. While the associated annual repayment limit (as defined by the Province) is \$352.2 million, own purpose revenues (from the municipal property tax base) could not support this level of annual principal and interest payments.

Total reserves (obligatory and discretionary) totalled \$590 million in 2021, less than half the reserves in separated cities and towns (\$1.0 billion), meaning that if current reserves in EOWC municipalities were applied to close the infrastructure deficit, they would be depleted in less than two years. If applied as part of a tripartite infrastructure investment program with provincial and federal governments (an additional \$192 million a year), these reserves would support a longer-term approach to addressing the infrastructure deficit.

Net Revenues for EOWC municipalities are \$1.7 billion a year, meaning that the total annual repayment limit (debt charges and interest) is \$352 million. Financial Information Returns (FIRs) for these municipalities have \$289 million currently unused. However, if current cost-sharing and financing arrangements offered by the Province continue in their current configuration, this capacity will support just \$433 million in additional infrastructure investment.

Rural eastern Ontario municipalities would have to increase their own purpose revenues (with tax increases being the only likely means) by an average of five (5) percent per year for 20 years just to address the current infrastructure deficit. This estimate does not include any tax increases to address rising *operating* costs for any of the services provided by municipalities. Given that on average, jobs across all sectors pay \$6,869 less in rural Eastern Ontario than for Ontario as a whole, ratepayers' ability to pay these kinds of increases is not sustainable.

Innovation must be part of the infrastructure solution. Innovative approaches to capital investments in infrastructure assets as well as their maintenance can significantly extend the lifecycle of assets, optimizing their utility and value over time. Purpose-built innovation (at the time of initial investment) is typically far more effective than retrofitting solutions later on. This approach saves both time and resources and avoids time out of service. Innovation can also lead to operational savings, enhancing the cost-effectiveness of infrastructure management. For example, every one (1) per cent that EOWC municipalities could save on current operating costs for transportation services and environmental services, would result in an \$85 million/year savings that could be redirected to other investment, including future-proofing infrastructure to address climate change impacts.

Recommendations:

The EOWC requests that the Federal Government and the Ontario Government assist in addressing the growing infrastructure deficit:

1. Ensure eligibility for programs and funding fits both rural and small urban circumstances.
2. Federal and provincial funding programs are often unpredictable and irregular in their timing. Predictable, non-competitive, permanent infrastructure funding stream is needed.
 - Determine the increase to the Ontario Community Infrastructure Fund (OCIF) that is necessary to enable rural Eastern Ontario's municipalities to maintain their infrastructure, then allocate provincial funds to do so.
3. Investing in housing goes hand-in-hand with investing in institutional, commercial or industrial (ICI) land uses. Take an integrated approach to infrastructure investments, that also considers Return on Investment that is shared by communities and the Province.
4. Reevaluate debt financing options for small municipalities with limited resources to raise funds, ensuring that funds are directed towards infrastructure development rather than servicing debt interest. Specific considerations should include higher upfront/advance contributions as well as the contribution to GDP of "local" investments to provincial priorities.
5. Work with the provincial Financial Accountability Office to ensure that missing/incomplete data that would make their infrastructure reports more robust is provided, that the evolution in asset management plans is reflected in both municipal and FAO work, and that the FAO and the EOWC compare their methodologies for estimating infrastructure deficits/backlogs.

Background to this Report

This policy paper is expected to contribute to formulation of the EOWC's 2024-2027 strategic plan and any advocacy plans which ensue. The paper was prepared in draft form by Kathryn Wood, CEO of Pivotal Momentum Inc., then reviewed by the EOWC infrastructure working group comprised of:

- Kurt Greaves, CAO Lanark County
- Marcia Wallace, CAO Prince Edward County
- Gary Dyke, CAO Haliburton County
- Connor Dorey, CAO Hastings County
- Meredith Staveley-Watson, Manager of Government Relations and Policy, EOWC.

The primary data sources for this paper were:

- [Financial Information Returns \(FIRs\)](#) for all the municipalities within the geographic area served by the EOWC. Data was also extracted and aggregated for the 10 separated cities and towns served by the EOWC. In some cases, FIR data going back to 2000 were used to project operating and capital expenditures through to 2030. For reference purposes, this report used 2021 municipal data because it was the fiscal year for which FIRs were posted publicly for virtually all municipalities in Eastern Ontario. At the time of analysis, more than 40 municipalities had not posted FIRs for 2022.
- [Statistics Canada Census data, 2021](#). This source was used for population, household, dwelling unit and other similar statistics. All data used in this report was gathered and analyzed at the census subdivision level.
- [Financial Accountability Office of Ontario](#) – Municipal Infrastructure and Provincial Infrastructure reports produced in 2021 and 2020 respectively.
- Asset Management Plan(s) posted in the public domain, on municipal websites.
- [Lightcast Analyst](#) was used to obtain data on average wages and economic data (e.g. production, exports). At the time the analysis was undertaken, the EOWC had an annual license to this service.
- [Censusmapper.ca](#), an online/public domain platform displaying Canadian census data in map form.

2. Municipalities in Rural Eastern Ontario Manage \$12 Billion in Assets

2.1 Total Municipal Infrastructure Assets

At the end of 2021, municipalities in Rural Eastern Ontario held \$11.95 billion in capital assets --- valued at cost. These holdings are up by 37 per cent from 2011 (\$8.7 billion). Upper/single tier municipalities are responsible for roughly \$3.3 billion of this infrastructure (28% of the total) and lower tier municipalities (townships and small towns) are responsible for the rest: \$8.6 billion (72% of the total)

Capital Infrastructure Assets in Eastern Ontario (EOWC and EOMC)

Jurisdiction	Capital Assets (at cost) 2011 (in \$billion)	Capital Assets (at cost) 2021 (in \$billion)	Percentage Change (%)
Rural Eastern Ontario (EOWC)	\$ 8.7	\$11.9	36.8%
Separated Cities & Towns (EOMC)	\$ 5.3	\$ 7.8	47.2%
Total – Eastern Ontario	\$14.0	\$19.7	40.7%

Figure 1 – Capital Assets (Infrastructure) Held by Municipalities in Eastern Ontario Source: Financial Information Returns.

For comparative purposes: in 2021, the value of capital assets in the City of Ottawa was \$23.1 billion.

2.2 Municipal Infrastructure Assets By Type

These capital assets, commonly referred to as municipal infrastructure, cover the full range of services provided by local government and most of these services are mandated by the Province for delivery by municipalities. They are not optional. For municipal governments in Rural Eastern Ontario, these infrastructure assets include:

- *Transportation systems* (roads, bridges, sidewalks, lighting fixtures, guardrails, maintenance equipment, sand/salt facilities)
- *Environmental services* (such as water and sewer systems, water distribution systems, storm water systems, landfills, fleets for waste collection and recycling)
- *Community housing* (such as rent-geared-to-income facilities)
- *Health and Long-Term Care assets* (such as ambulances and homes for the aged)
- *Protection Services* (such as fire stations or emergency measures centres)
- *Community Facilities for Culture and Recreation* (such as community halls, libraries, arenas, theatres and parks)
- *Municipal buildings* (for administrative services and municipal governance).

Across Rural Eastern Ontario, the types of infrastructure that require the largest initial investment and the largest maintenance responsibilities tend to be transportation assets and environmental assets. For smaller municipalities especially, the cost of building/purchasing and maintaining any of these assets is a heavy burden.

Rural Eastern Ontario – Infrastructure Assets by Type/Function

Infrastructure Type/Function	Capital Assets at Cost (2021) (CC)	Book Value of Capital Assets (2021) (BV)	Net Value of Assets as % of Capital Cost	Simple Calculation Capital Infrastructure Deficit (CC-BV)
Transportation Serv.	6,671,689,152	3,127,924,676	47	\$3,543,764,476
Environmental Serv.	3,392,967,988	2,213,768,099	65	\$1,180,199,899
Recreational & Culture	836,865,107	523,398,873	63	\$ 313,466,234
Protection Services	411,612,885	217,372,810	53	\$ 194,240,075
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Planning & Develop.	59,720,878	39,531,441	66	\$ 20,189,437
Other	11,879,676	9,256,440	78	\$ 2,623,236
Total – EOWC Area	11,954,133,904	6,718,609,720	54	\$5,776,462,049

Figure 3 – Infrastructure Assets by Type/Function Source: Financial Information Returns (FIRs) for all municipalities in Rural Eastern Ontario

Rural and Urban Eastern Ontario (EOWC and EOMC Areas) – Infrastructure Assets by Type

Capital Assets by Type/Function (2021)	Rural Eastern Ontario (EOWC) Value at Cost (\$billion)	Separated Cities & Towns (EOMC) Value at Cost (\$billion)	Eastern Ontario Total (Value at Cost) (\$billion)
Transportation Services	\$6.7	\$2.7	\$9.4
Environmental Services	\$3.4	\$3.1	\$6.5
Recreation & Cultural	\$0.8	\$0.9	\$1.7
Protection Services	\$0.4	\$0.3	\$0.7
General Government	\$0.4	\$0.2	\$0.6
Social Housing	\$0.4	\$0.3	\$0.7
Social and Family Services	\$0.3	\$0.09	\$0.39
Health Services	\$0.09	\$0.02	\$0.11
Planning & Development	\$0.06	\$0.03	\$0.09
Other	\$0.01	\$0.1	\$0.11
Total	\$11.9	\$7.8	\$19.7

Figure 4 – Infrastructure Assets by Type/Function Source: Financial Information Returns (FIRs) for all municipalities in Eastern Ontario

2.3 Total Capital Investments Over the 2012-2021 Period

Annual capital investments by local governments in Eastern Ontario totalled \$4 billion since 2012 and have been highly variable in that period. The year with the lowest capital investment was 2012 with just \$301 million invested; the year with the highest investment was 2018 at \$479 million invested.

The highly variable investment pattern over the years suggests that municipalities act on infrastructure needs when they have the resources to do so, especially when there are provincial or federal cost-sharing programs available.

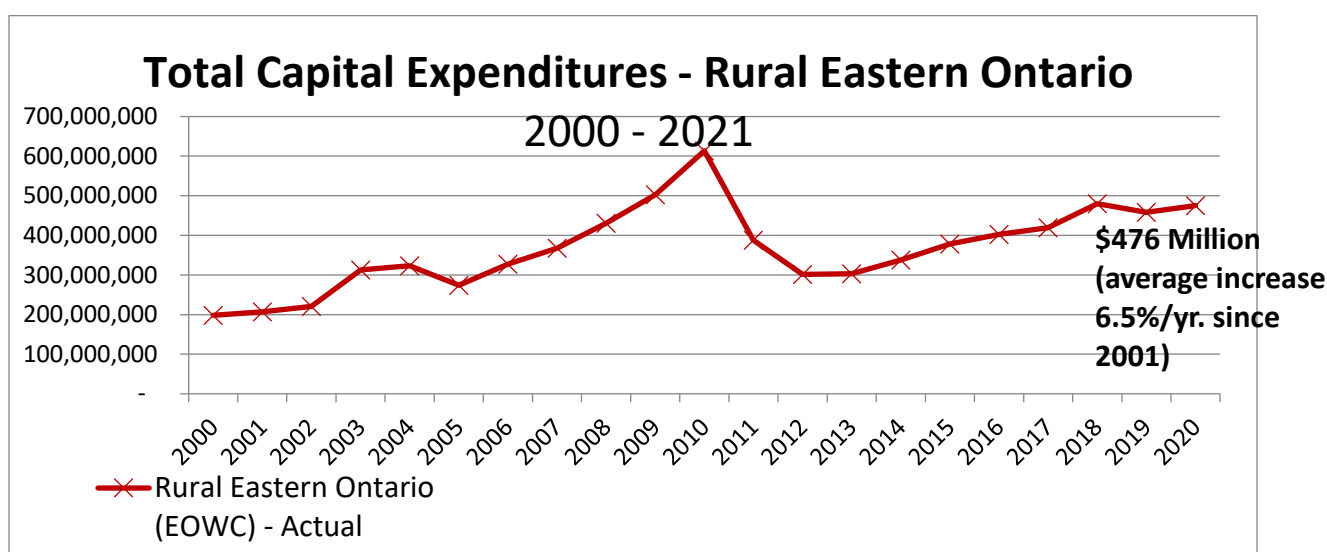


Figure 5 – Total Capital Expenditures – Rural Eastern Ontario 2000 to 2021 Source: Financial Information Returns (FIRs)

2.4 Operating Expenditures Rise by 29 Percent in 2012-2021 Period: Now at \$2.57 Billion

Total operating expenditures by municipal governments across Rural Eastern Ontario rose from \$1.988 billion in 2012 to **\$2.570 Billion** in 2021, an increase of 29 per cent. Operating expenditures for separated cities and towns rose from \$1.1 billion to \$1.4 billion in the same period, an increase of 28 per cent. In total, municipal government operating expenses across Eastern Ontario were just under \$4 billion in 2021.

For comparative purposes, the total operating expenditures in 2012 in the City of Ottawa were \$2.9 billion and had risen by 34.4 percent to \$3.9 billion in 2021--- very similar to the Eastern Ontario total.

Total Capital and Operating Expenditures Across Eastern Ontario – 2012 and 2021

Jurisdiction	Total Operating Expenditures 2012 (\$ billion)	Total Operating Expenditures 2021 (\$ billion)	Percentage Change (2012-2021) %
Rural Eastern Ontario	\$1.998	\$2.57	29.3
Separated Cities	\$1.12	\$1.44	28.6
Total – Eastern Ontario	\$3.098	\$3.97	28.1
City of Ottawa	\$2.93	\$3.94	34.4

Figure 6 – Total Capital and Operating Expenditures of Municipal Governments in Eastern Ontario – by Rural Ontario, Separated Cities and Towns, and the City of Ottawa Source: Financial Information Returns SLC 52 9910 01

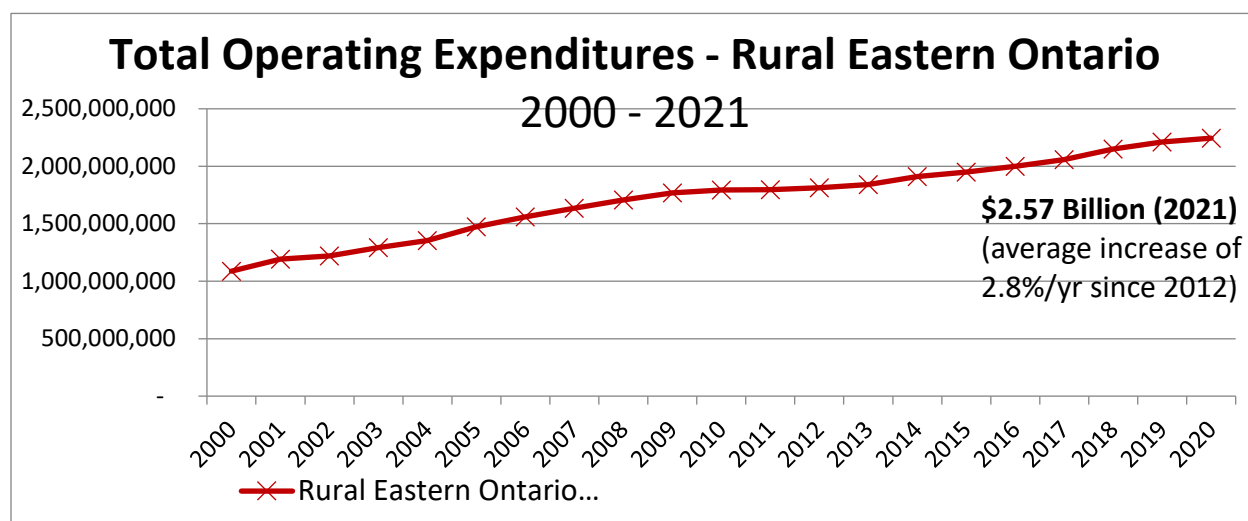


Figure 7 – Total Operating Expenditures – Rural Eastern Ontario 2000-2021 Source: Financial Information Returns

2.5 Municipal Governments in Rural Eastern Ontario Manage \$3.0 Billion A Year

When capital and operating costs are taken together, municipalities in Rural Eastern Ontario are managing just over \$3 billion a year in 2021. With separated cities and towns managing \$1.94 billion a year, the Eastern Ontario total is roughly \$5 billion a year.

For comparative purposes, the combined capital and operating expenditures of the City of Ottawa were \$6.39 billion, well above the Eastern Ontario total. The operating expenditures were similar (roughly \$4 billion) but the City of Ottawa invested three times as much in capital infrastructure (by 2021).

Total Capital and Operating Expenditures Managed by Municipal Governments (2021)

Jurisdiction	Capital Expenditures (2021) (\$ millions)	Operating Expenditures (2021) (\$ billions)	Total – Capital and Operating Expend. (2021) (\$ billions)
Rural Eastern Ontario	\$ 476	\$2.57	\$3.04
Separated Cities & Towns	\$ 393	\$1.55	\$1.94
Total – Eastern Ontario	\$ 869	\$4.12	\$4.98
City of Ottawa	\$2,643	\$3.94	\$6.39

Figure 8 – Total Capital and Operating Expenditures of Municipal Governments in Eastern Ontario – by Rural Ontario, Separated Cities and Towns, and the City of Ottawa Source: Financial Information Returns SLC 52 9910 07 LC 53 1020 01

2.6 Revisiting Capital Expenditure Patterns As Projected in 2013

As part of the 2013 Municipal Infrastructure Policy Paper, municipal capital investment patterns of the 2000-2011 period were analyzed to project what the future pattern of capital investments might look like between 2012 and 2020. Three different scenarios were used in the 2013 paper, providing an opportunity to assess which one was the most accurate (comparing projected to actual). This is especially important given the potential disruptive influence of the pandemic at the end of the projection period. The three scenarios utilized in 2013 were:

- Annual capital investments follow the pattern of 2000 to 2011 (long-term)
- Annual capital investments follow the pattern of 2007 to 2011 (medium-term)
- Annual capital investments follow the pattern of 2009 to 2011 (short-term)

As is shown in Figure 9, the most accurate projection of actual investments for 2012 to 2020 was the medium-term version (2007-2011). The actual capital expenditures tracked the four-year projection very closely. The longer-term projection significantly overestimated the actual capital investments for the 2012 to 2020 period, and the short-term projection significantly underestimated the actual capital investments that were in fact made in the 2012 to 2020 period.

Note that projected operating expenditures tracked the annual actuals for the 2000 to 2011 period quite well regardless of scenario, so the four-year scenario (from 2017 to 2021) was used to project capital expenditures through from 2021 to 2030. The results are shown in Figure 10.

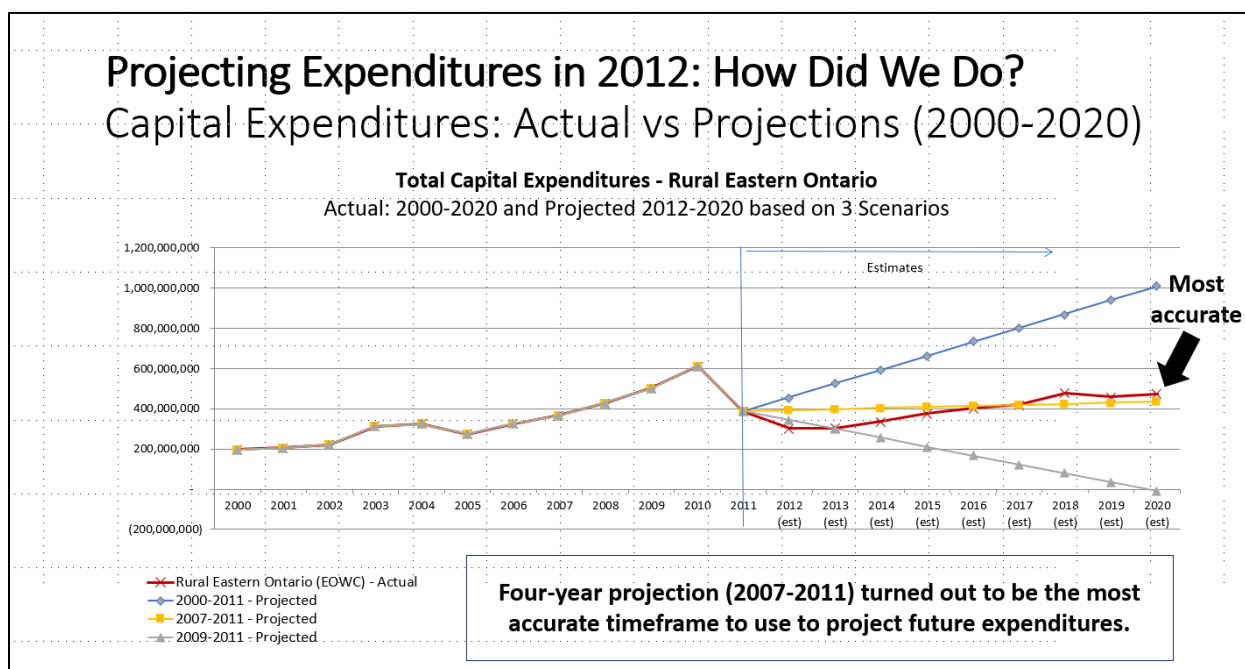


Figure 9 – Revisiting Projected Capital Expenditures for the 2000 to 2011 period Source: Financial Information Returns and 2013 Municipal Infrastructure Policy Paper

2.7 Capital Investments Projected to 2030

Using the average annual percentage change in capital expenditures derived from the 2007 to 2021 data, the annual capital expenditures from 2021 to 2030 were estimated.

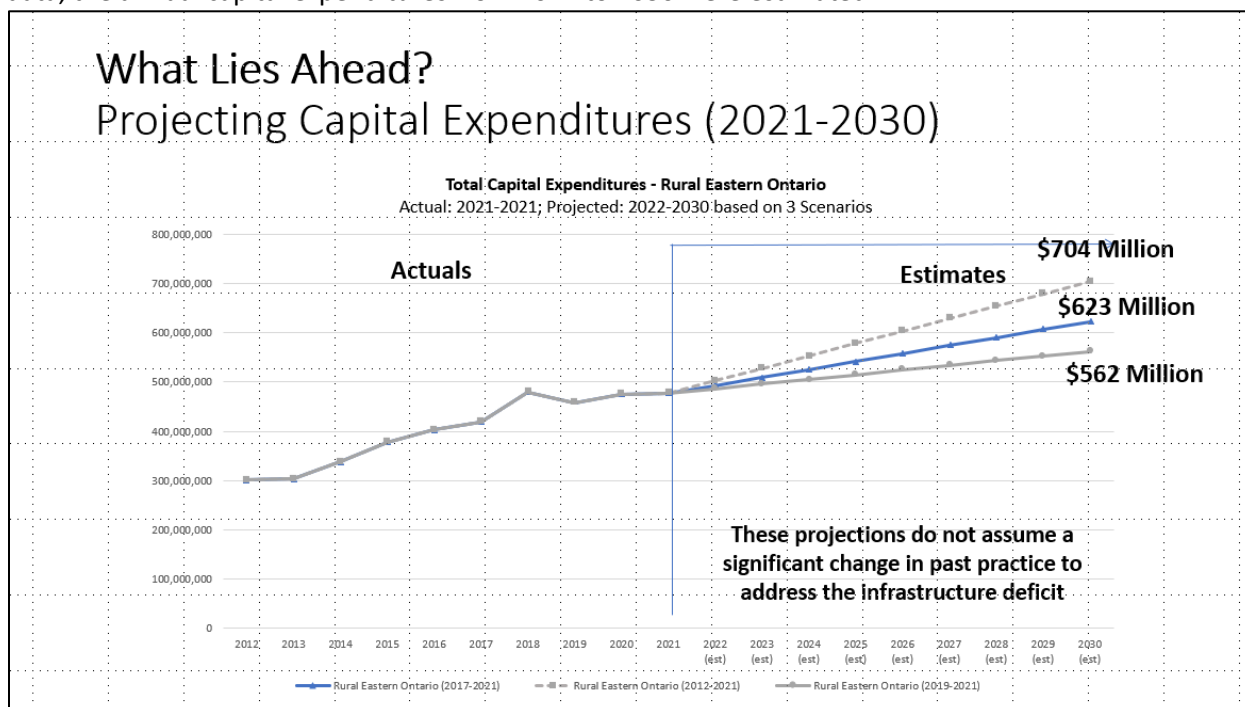


Figure 10 – Projected Annual Capital Expenditures from 2021 to 2030 Source Financial Information Returns

These projections suggest that EOWC municipalities will be making roughly \$623 million a year in capital infrastructure investments by the end of the decade (the mid-range estimate). It is possible that these annual investments might reach \$704 million a year by 2030 or climb more slowly to \$562 million. These estimates may maintain asset value in its current state but **none of the three projections will reach the investment levels required to address the current infrastructure deficit let alone address the region's growth prospects.**

3. Capital Expenditures by Asset Type

3.1 Transportation and Environmental Assets Account for 80 Percent of Capital Assets

The dominance of transportation assets in Rural Eastern Ontario's infrastructure mix is clear: these assets account for 53 percent of the EOWC area's assets. Environmental services assets are the second most dominant asset type at 27 percent. The two asset types combined account for just over 80 percent of total capital infrastructure assets. In other words, most of the new investment in infrastructure --- whether coming from municipalities or upper levels of government --- will need to be focused on these two asset types if further erosion in the state of these assets is to be avoided.

Infrastructure Assets across Rural Eastern Ontario, by Type/Function (2021)

Infrastructure Type/Function	Capital Assets at Cost (2021) (CC)	Book Value of Capital Assets (2021) (BV)	Percentage of Total Assets (2021) (\$)
Transportation Serv.	6,671,689,152	3,127,924,676	53.39
Environmental Serv.	3,392,967,988	2,213,768,099	27.15
Recreational & Culture	836,865,107	523,398,873	6.70
Protection Services	411,612,885	217,372,810	3.29
General Government	404,359,013	259,851,265	3.24
Social Housing	356,858,607	149,686,827	2.86
Social and Family Serv.	253,195,470	130,420,245	2.03
Health Services	95,922,983	48,399,044	0.77
Planning & Develop.	59,720,878	39,531,441	0.48
Other	11,879,676	9,256,440	0.10
Total – EOWC Area	11,954,133,904	6,718,609,720	100.00

Figure 10 - Source: Financial Information Returns (FIRs) for all municipalities in Rural Eastern Ontario

3.2 EOWC Municipalities Manage \$6.7 Billion in Transportation Assets

Municipalities in the EOWC area are managing \$6.7 billion in transportation assets. The book value of these assets (after depreciation is taken into account), leaves a capital infrastructure deficit of \$3.5 billion just for this asset class. Using this measure (assets at cost minus book value), transportation assets across the region have lost more of their value than any other asset class (book value of 46.9 %). With annual capital investments averaging roughly \$288 million a year, Rural Eastern Ontario's municipalities will continue to lose ground on the state of their transportation infrastructure. Staying abreast of 2021 levels would require at least \$66 million a year invested across the region in addition to the current investments.

Separated cities and towns in Eastern Ontario are faring slightly better, having preserved 52.7 percent of the transportation asset values (\$857 million at cost). Taken together, Eastern Ontario is managing \$7.5 billion in transportation assets that have been amortized to 47.5 percent of their value at cost. There is now a combined capital infrastructure deficit of \$3.95 billion, most of which is in Rural Eastern Ontario.

Asset Values for Transportation Services – 2021

Jurisdiction	Asset Value at Cost (2021)	Book Value of Assets (2021)	Percentage of Asset Value Retained (2021)	Capital Infrastructure Deficit (2021)
Rural Eastern Ontario (EOWC)	6,671,689,152	3,127,924,676	46.9	3,543,764,476
Separ. Cities & Towns (EOMC)	857,764,795	452,122,281	52.7	405,642,514
Total – Eastern Ontario	7,529,453,947	3,580,046,957	47.5	3,949,406,990

Figure 11 – Asset Values for Transportation Services – 2021 Source: Financial Information Returns

Figure 12 suggests that annual capital investments may be trending up in Rural Eastern Ontario. This will not be confirmed until all 2022 and 2023 FIR data can be included in the analysis.

Capital Expenditures on Transportation Services – 2019-2022

Jurisdiction	Capital Expenditures 2019	Capital Expenditures 2020	Capital Expenditures 2021	Capital Expenditures 2022 (Est)
Rural Eastern Ontario (EOWC)	244,348,737	277,446,333	277,690,431	353,081,338
Separ. Cities & Towns (EOMC)	129,839,961	122,480,757	140,369,628	277,753,614
Total – Eastern Ontario	374,188,698	399,927,090	418,060,060	630,834,952

Figure 12 – Capital Expenditures on Transportation Services – 2019 to 2022 (estimated) Source: Financial Information Returns with 2021 data carried forward into 2022 for those municipalities whose FIRs had not been posted at the time of analysis. For this reason, the expenditure totals for 2022 must be considered estimates until all FIRs for that fiscal year are submitted and posted.

In addition to annual capital investments, municipalities in Rural Eastern Ontario are spending more than \$500 million a year to operate and maintain transportation assets and services. Together with the operating expenditures of separated cities and towns (more than \$200 million a year), total operating expenditures on transportation assets and services across all of Eastern Ontario exceed \$770 million and may now be in the range of \$850 million.

Operating Expenditures on Transportation Services – 2019-2022

Jurisdiction	Operating Expenditures 2019	Operating Expenditures 2020	Operating Expenditures 2021	Operating Expenditures 2022 (Est)
Rural Eastern Ontario (EOWC)	520,265,852	518,601,331	536,227,737	590,944,962
Separ. Cities & Towns (EOMC)	235,856,389	226,635,542	235,970,110	259,235,066
Total – Eastern Ontario	756,122,241	745,236,873	772,197,847	850,198,028

Figure 13 – Annual Operating Expenditures on Transportation Services – 2019 to 2022 (estimated) Source: Financial Information Returns. Note that the expenditure totals for 2022 must be considered estimates until all FIRs for that fiscal year are submitted and posted.

Total Capital and Operating Expenditures on Transportation Services – 2019-2022

Jurisdiction	Cap & Oper. Expenditures 2019	Cap & Oper. Expenditures 2020	Cap & Oper. Expenditures 2021	Cap & Oper. Expenditures 2022 (Est)
Rural Eastern Ontario (EOWC)	764,614,589	796,047,664	813,918,169	944,026,300
Separ. Cities & Towns (EOMC)	365,696,350	349,116,299	376,339,738	537,006,680
Total – Eastern Ontario	1,130,310,939	1,145,163,963	1,190,257,907	1,481,032,680

Figure 14 – Total Capital and Operating Expenditures on Transportation Services – 2019 to 2022 (estimated). Note that the expenditure totals for 2022 must be considered estimates until all FIRs for that fiscal year are submitted and posted.

3.3 EOWC Municipalities Manage \$3.4 Billion in Environmental Assets

Municipalities in the EOWC area are managing \$3.4 billion in environmental services assets. The book value of these assets (after depreciation is taken into account), leaves a capital infrastructure deficit of \$1.2 billion just for this asset class. Using this measure (assets at cost minus book value), environmental services assets across the region have lost less of their value than most other asset class (retaining 65 % of value at cost). With annual capital investments varying between \$90 and \$130 million a year, Rural Eastern Ontario's municipalities may be able to maintain the value of these assets but will not be well-positioned for either a significant asset failure or for growth. For some assets in this class (e.g. treatment plants or landfills), upfront capital costs are significant.

When environmental services assets for the EOMC area are taken into account (capital cost of \$1.1 billion and book value of \$764 million), investment in environmental assets in Eastern Ontario is \$4.5 billion, roughly three-quarters of which is in Rural Eastern Ontario.

The combined infrastructure deficit for this asset class is \$1.5 billion, of which two-thirds (\$1.2 billion) is in Rural Eastern Ontario.

Asset Values for Environmental Services Infrastructure – 2021

Jurisdiction	Asset Value at Cost (2021)	Book Value of Assets (2021)	Percentage of Asset Value Retained (2021)	Capital Infrastructure Deficit (2021)
Rural Eastern Ontario (EOWC)	3,392,967,998	2,212,768,099	65.2	1,180,199,899
Separ. Cities & Towns (EOMC)	1,136,361,572	764,888,572	67.3	371,473,000
Total – Eastern Ontario	4,529,329,570	2,977,656,671	65.7	1,551,672,999

Figure 15 – Asset Values for Environmental Services Infrastructure – 2021 Source: Financial Information Returns

Capital Expenditures on Environmental Services – 2019-2022

Jurisdiction	Capital Expenditures 2019	Capital Expenditures 2020	Capital Expenditures 2021	Capital Expenditures 2022 (Est)
Rural Eastern Ontario (EOWC)	126,496,718	73,890,716	90,554,531	127,397,209
Separ. Cities & Towns (EOMC)	82,296,185	82,591,804	230,170,520	81,174,819
Total – Eastern Ontario	208,792,903	156,482,520	320,725,051	208,572,028

Figure 16 – Capital Expenditures on Environmental Services – 2019-2022 Source: Financial Information Returns. Note that the expenditure totals for 2022 must be considered estimates until all FIRs for that fiscal year are submitted and posted.

Rural Eastern Ontario municipalities are spending roughly \$300 million a year to operate their environmental services. That number nearly doubles when expenditures by separated cities and towns (EOMC municipalities) are included. There may be an upward trend in these numbers in 2022 but confirmation should await integration of any outstanding Financial Information Returns for that year.

Taken together, municipalities in Rural Eastern Ontario are spending roughly \$400 million a year in capital and operating costs for environmental services, three-quarters of which is operating expenditures. EOWC member municipalities spend more each year to operate environmental services than do the EOMC member municipalities. For Eastern Ontario as a whole, municipal spending for environmental services likely tops \$600 million a year.

Operating Expenditures on Environmental Services – 2019-2022

Jurisdiction	Operating Expenditures 2019	Operating Expenditures 2020	Operating Expenditures 2021	Operating Expenditures 2022 (Est)
Rural Eastern Ontario (EOWC)	293,798,957	307,649,375	306,201,139	321,365,780
Separ. Cities & Towns (EOMC)	238,595,063	222,479,444	240,143,881	253,614,069
Total – Eastern Ontario	532,394,020	530,128,819	546,345,020	600,905,035

Figure 17 – Operating Expenditures on Environmental Services 2019-2022. Source: Financial Information Returns. Note that the expenditure totals for 2022 must be considered estimates until all FIRs for that fiscal year are submitted and posted.

Total Capital and Operating Expenditures on Environmental Services – 2019-2022

Jurisdiction	Cap & Oper. Expenditures 2019	Cap & Oper. Expenditures 2020	Cap & Oper. Expenditures 2021	Cap & Oper. Expenditures 2022 (Est)
Rural Eastern Ontario (EOWC)	420,077,998	376,505,011	394,028,398	448,762,988
Separ. Cities & Towns (EOMC)	320,891,248	305,071,248	470,314,401	334,788,888
Total – Eastern Ontario	740,969,246	681,576,259	864,342,799	783,551,876

Figure 18 – Total Capital and Operating Expenditures on Environmental Services – 2019 to 2022 (estimated). Note that the expenditure totals for 2022 must be considered estimates until all FIRs for that fiscal year are submitted and posted.

3.4 \$207 Million Infrastructure Deficit on Community Housing Assets

As of 2021, Rural Eastern Ontario municipalities have invested \$356 million in community (social) housing assets. With a book value of \$150 million, these assets are now worth only 42 percent of their original cost. This means there is a \$207 million infrastructure deficit for these units. These investments and their associated capital infrastructure deficit is larger than for the separated cities and towns in the region (\$277 million in value at cost with a \$134 million deficit).

Community housing in EOMC areas has retained significantly more of its value than in rural areas (59.5% compared to 41.9% respectively). Eastern Ontario as a whole has \$633 million invested in community housing with an associated capital infrastructure deficit of \$343 million.

Asset Values for Community (Social) Housing Services– 2021

Jurisdiction	Asset Value at Cost (2021)	Book Value of Assets (2021)	Percentage of Asset Value Retained (2021)	Capital Infrastructure Deficit (2021)
Rural Eastern Ontario (EOWC)	356,858,607	149,686,827	41.9	207,171,780
Separ. Cities & Towns (EOMC)	276,601,754	141,892,600	59.5	134,709,154
Total – Eastern Ontario	633,460,361	291,579,427	46.0	343,880,934

Figure 19 – Asset Values for Community (Social) Housing Services – 2021. Source: Financial Information Returns.

Whether considering the EOWC or EOMC areas, capital investments in Community (Social) Housing have been modest in the 2019 to 2022 period, totalling roughly \$25 million a year. This level of investment is a contributor to the low percentage of asset value retained (46%).

Capital Expenditures on Community (Social) Housing Services – 2019-2022

Jurisdiction	Capital Expenditures 2019	Capital Expenditures 2020	Capital Expenditures 2021	Capital Expenditures 2022 (Est)
Rural Eastern Ontario (EOWC)	12,453,560	12,314,048	13,497,504	14,634,312
Separ. Cities & Towns (EOMC)	10,634,436	18,949,030	12,047,114	11,084,556
Total – Eastern Ontario	23,087,996	31,263,078	25,544,618	25,718,868

Figure 20 – Capital Expenditures on Community (Social) Housing Service – 2019-2022 Source: Financial Information Returns. Note that the expenditure totals for 2022 must be considered estimates until all FIRs for that fiscal year are submitted and posted.

Operating Expenditures for Community Housing total roughly \$128 million a year in Rural Eastern Ontario municipalities with EOMC municipalities adding another \$106 million. This brings the total for Eastern Ontario to \$235 million a year. These expenditures appear to be trending upward but confirmation should await the completion of analysis of 2022 Financial Information Returns data.

Operating Expenditures on Community (Social) Housing Services – 2019-2022

Jurisdiction	Operating Expenditures 2019	Operating Expenditures 2020	Operating Expenditures 2021	Operating Expenditures 2022 (Est)
Rural Eastern Ontario (EOWC)	111,877,667	120,369,501	132,143,692	128,745,315
Separ. Cities & Towns (EOMC)	88,088,245	90,730,061	97,380,066	106,903,555
Total – Eastern Ontario	199,965,912	211,099,562	229,523,758	235,648,870

Figure 21 – Annual Operating Expenditures for Community (Social) Housing – 2019 to 2022 (estimated). Note that the expenditure totals for 2022 must be considered estimates until all FIRs for that fiscal year are submitted and posted.

The combined total of annual capital and operating expenditures on Community (Social) Housing Services has risen from \$223 million in 2019 to \$261 million by 2022 (estimated). Rural Eastern Ontario is responsible for 55 percent of the total.

Total Capital and Operating Expenditures on {Community} Housing Services – 2019-2022

Jurisdiction	Cap & Oper. Expenditures 2019	Cap & Oper. Expenditures 2020	Cap & Oper. Expenditures 2021	Cap & Oper. Expenditures 2022 (Est)
Rural Eastern Ontario (EOWC)	124,331,227	132,683,549	145,641,196	143,379,627
Separ. Cities & Towns (EOMC)	98,722,681	109,679,091	109,427,180	117,988,111
Total – Eastern Ontario	223,053,908	242,362,640	255,068,376	261,367,738

Figure 22 – Total Capital and Operating Expenditures for Community (Social) Housing – 2019 to 2022 (estimated). Note that the expenditure totals for 2022 must be considered estimates until all FIRs for that fiscal year are submitted and posted.

3.5 Operating Expenditures on Health and Emergency Services Outpace Capital Expenditures

Rural Eastern Ontario has health and emergency services assets valued (at cost) at \$96 million with a capital infrastructure deficit of \$48 million. These data will change significantly in the coming years as new long-term care capacity comes onstream across the EOWC area.

With the additional \$22 million in asset value from the EOMC area, total health and emergency services assets are roughly \$118 million in total with a \$57 million capital infrastructure deficit.

Asset Values for Health and Emergency Services – 2021

Jurisdiction	Asset Value at Cost (2021)	Book Value of Assets (2021)	Percentage of Asset Value Retained (2021)	Capital Infrastructure Deficit (2021)
Rural Eastern Ontario (EOWC)	\$ 95,922,983	\$ 48,399,044	50.5%	\$ 47,523,939
Separ. Cities & Towns (EOMC)	\$ 22,136,022	\$ 12,802,982	57.8%	\$ 9,333,040
Total – Eastern Ontario	\$ 118,059,005	\$ 61,202,026	51.8%	\$ 56,856,979

Figure 23 – Asset Values for Health and Emergency Services – 2021. Source: Financial Information Returns.

Capital spending on health and emergency services is relatively modest in relation to other asset classes: Rural Eastern Ontario invests between seven (7) and nine (9) million dollars a year on these services while EOMC area municipalities spend only one to two million a year. Taken together, Eastern Ontario's capital investments range between eight and ten million a year.

Capital Expenditures on Health and Emergency Services – 2019-2022

Jurisdiction	Capital Expenditures 2019	Capital Expenditures 2020	Capital Expenditures 2021	Capital Expenditures 2022 (Est)
Rural Eastern Ontario (EOWC)	\$ 9,217,908	\$ 7,234,269	\$ 9,490,864	\$ 7,003,225
Separ. Cities & Towns (EOMC)	\$ 1,149,412	\$ 1,311,099	\$ 1,884,848	\$ 1,146,003
Total – Eastern Ontario	\$10,367,320	\$ 8,545,368	\$11,375,712	\$ 8,149,228

Figure 24 – Capital Expenditures on Health and Emergency Services – 2019-2022 Source: Financial Information Returns. Note that the expenditure totals for 2022 must be considered estimates until all FIRs for that fiscal year are submitted and posted.

For health and emergency services, operating expenditures are a much larger part of municipal budgets. Rural Eastern Ontario spending on these services is now over \$200 million a year and appears to be climbing. The same trend is evident for separated cities and towns, with their annual spending rising to more than \$80 million a year. Taken together, Eastern Ontario municipalities are now spending more than \$300 million a year on these services, with Rural Eastern Ontario being responsible for three-quarters of these expenditures (\$225 million of \$308 million).

Operating Expenditures on Health and Emergency Services – 2019-2022

Jurisdiction	Operating Expenditures 2019	Operating Expenditures 2020	Operating Expenditures 2021	Operating Expenditures 2022 (Est)
Rural Eastern Ontario (EOWC)	\$185,043,621	\$203,705,244	\$225,290,429	\$238,662,451
Separ. Cities & Towns (EOMC)	\$ 69,080,816	\$ 74,043,275	\$ 82,810,435	\$ 83,175,881
Total – Eastern Ontario	\$254,124,437	\$277,748,519	\$308,100,864	\$321,838,332

Figure 25 – Operating Expenditures on Health and Emergency Services – 2019-2022 Source: Financial Information Returns. Note that the expenditure totals for 2022 must be considered estimates until all FIRs for that fiscal year are submitted and posted.

Total Capital and Operating Expenditures on Health and Emergency Services – 2019-2022

Jurisdiction	Cap & Oper. Expenditures 2019	Cap & Oper. Expenditures 2020	Cap & Oper. Expenditures 2021	Cap & Oper. Expenditures 2022 (Est)
Rural Eastern Ontario (EOWC)	\$194,261,529	\$210,939,513	\$234,781,293	\$245,665,677
Separ. Cities & Towns (EOMC)	\$ 70,230,228	\$ 75,354,374	\$ 84,695,283	\$ 84,321,884
Total – Eastern Ontario	\$264,491,757	\$286,293,887	\$319,476,576	\$329,987,561

Figure 26 – Total Capital and Operating Expenditures on Health and Emergency Services – 2019 to 2022 (estimated). Note that the expenditure totals for 2022 must be considered estimates until all FIRs for that fiscal year are submitted and posted.

4 Municipal Capital Spending Not Keeping Up to Needs

4.1 Capital Infrastructure Deficit Continues to Grow, Now Approaching \$6 Billion

Between 2019 and 2021, Rural Eastern Ontario's investment in capital infrastructure grew by \$782 million (roughly seven percent over the two-year period). However, the capital infrastructure deficit for the EOWC area grew by 5.2 percent (roughly 2.6 percent per year). If a Current Replacement Value (two times the infrastructure deficit) is used, the capital infrastructure deficit of Rural Eastern Ontario would be \$11.6 billion --- a difference of \$575 million in two years.

Change in Capital Assets and Capital Infrastructure Deficit Between 2019 and 2021

Jurisdiction	Capital Assets at Cost (2019) (CC)	Capital Infrastructure Deficit (2019)	Capital Assets at Cost (2021) (CC)	Capital Infrastructure Deficit (2021)
Rural Eastern Ontario	\$11,171,932,273	\$5,487,424,171	\$11,954,133,904	\$5,776,462,049
Sep. Cities & Towns	\$ 8,218,922,600	\$3,057,279,020	\$ 7,852,048,309	\$3,360,302,393
Total – East. Ontario	\$19,587,938,804	\$8,544,703,191	\$19,806,182,213	\$9,136,764,442

Figure 27 – Change in Capital Assets and Capital Infrastructure Deficit Between 2019 and 2021 Source: Financial Information Returns

As Figure 28 shows, most of the infrastructure deficit for Rural Eastern Ontario --- 82 per cent --- is concentrated in Transportation Services and Environmental Services. These two components of the infrastructure deficit account for \$4.7 billion of the \$5.7 billion deficit total.

Breakout of Infrastructure Deficit by Infrastructure Type/Function

Infrastructure Type/Function	Capital Assets at Cost (2021) (CC)	Book Value of Capital Assets (2021) (BV)	Net Value of Assets as % of Capital Cost	Simple Calculation Capital Infrastructure Deficit (CC-BV)
Transportation Serv.	6,671,689,152	3,127,924,676	47	\$3,543,764,476
Environmental Serv.	3,392,967,988	2,213,768,099	65	\$1,180,199,899
Recreational & Culture	836,865,107	523,398,873	63	\$ 313,466,234
Protection Services	411,612,885	217,372,810	53	\$ 194,240,075
General Government	404,359,013	259,851,265	64	\$ 144,507,748
Social Housing	356,858,607	149,686,827	42	\$ 207,171,780
Social and Family Serv.	253,195,470	130,420,245	52	\$ 122,775,225
Health Services	95,922,983	48,399,044	50	\$ 47,523,939
Planning & Develop.	59,720,878	39,531,441	66	\$ 20,189,437
Other	11,879,676	9,256,440	78	\$ 2,623,236
Total – EOWC Area	11,954,133,904	6,718,609,720	54	\$5,776,462,049

Figure 28 – Breakout of Infrastructure Deficit by Infrastructure Type/Function Source: Financial Information Returns (FIRs) for all municipalities in Rural Eastern Ontario

4.2 Significant Additional Investment is Required to Address the Deficit

Closing the capital investment gap for *current* infrastructure would require an *additional* minimum annual investment of \$578 million a year (beyond the 10-year average of \$403 million), assuming the deficit is to be eliminated in 10 years and the \$403 million investment level is maintained. This is more than double the current levels of municipal investment, that would have to start now. Note that this estimate does not include any capital investment for growth. **\$980 Million in Annual Capital Investments is Required.**

4.3 The Ontario Financial Accountability Office Has Developed Infrastructure Deficit Estimates

In 2021, the provincial Financial Accountability Office (FAO) [released a report](#) containing its infrastructure deficit calculations (described as the backlog) for all 444 Ontario municipalities. The FAO's methodology is based on an estimate of backlog using Current Replacement Value (CRV) and current condition reports of municipal infrastructure, endeavouring to estimate the cost to bring all municipal assets into a state of good repair. The FAO used 2020 as the baseline year for their analysis.

For EOWC purposes, the highlights of the FAO analysis are that:

- The CRV of Ontario's municipal infrastructure is estimated to be \$484 billion, of which municipal roads and bridges account for \$171 billion (35%). Municipal water infrastructure has a CRV of \$299 billion (47%).
- The total municipal infrastructure deficit is estimated at \$45 to \$59 billion (a range is used because the FAO was not able to get complete information on all assets from all municipalities).
- The total "Eastern Ontario" backlog is \$10.1 Billion, which is between 17 and 22 percent of the province-wide total. See the map on the following page to view the area defined as Eastern Ontario. It is comprised of three (3) economic regions. It is not clear how much of the backlog is attributed to the City of Ottawa or to the District of Muskoka. As a result, what share of the \$10.1 billion is attributed to the EOWC or EOMC areas is also unclear.
- The backlog in the Kingston-Pembroke economic region is estimated to be \$3.1 billion
- The backlog in the Muskoka-Kawartha economic region is estimated to be \$2.1 billion
- The backlog in the Ottawa economic region is \$4.9 billion. (This region includes the United Counties of Prescott and Russell, Lanark, Leeds and Grenville and Stormont, Dundas and Glengarry as well as separated cities and towns within those counties).

For comparative purposes, the FAO calculates the backlog for the City of Toronto at \$15.4 billion.

The FAO's methodology may lead to significantly different estimates of the capital infrastructure deficit for EOWC municipalities. The EOWC has typically calculated the difference between asset values "at cost" and book value (after asset depreciation has been taken into account).

As part of the EOWC's strategic plan implementation and its ongoing advocacy with the Province of Ontario, there is merit in meeting with the FAO to compare data sets and to ensure that municipalities in Rural Eastern Ontario are fully represented in the FAO's analysis.

FAO Infrastructure Backlog as a Share of Current Replacement Value, by Economic Region

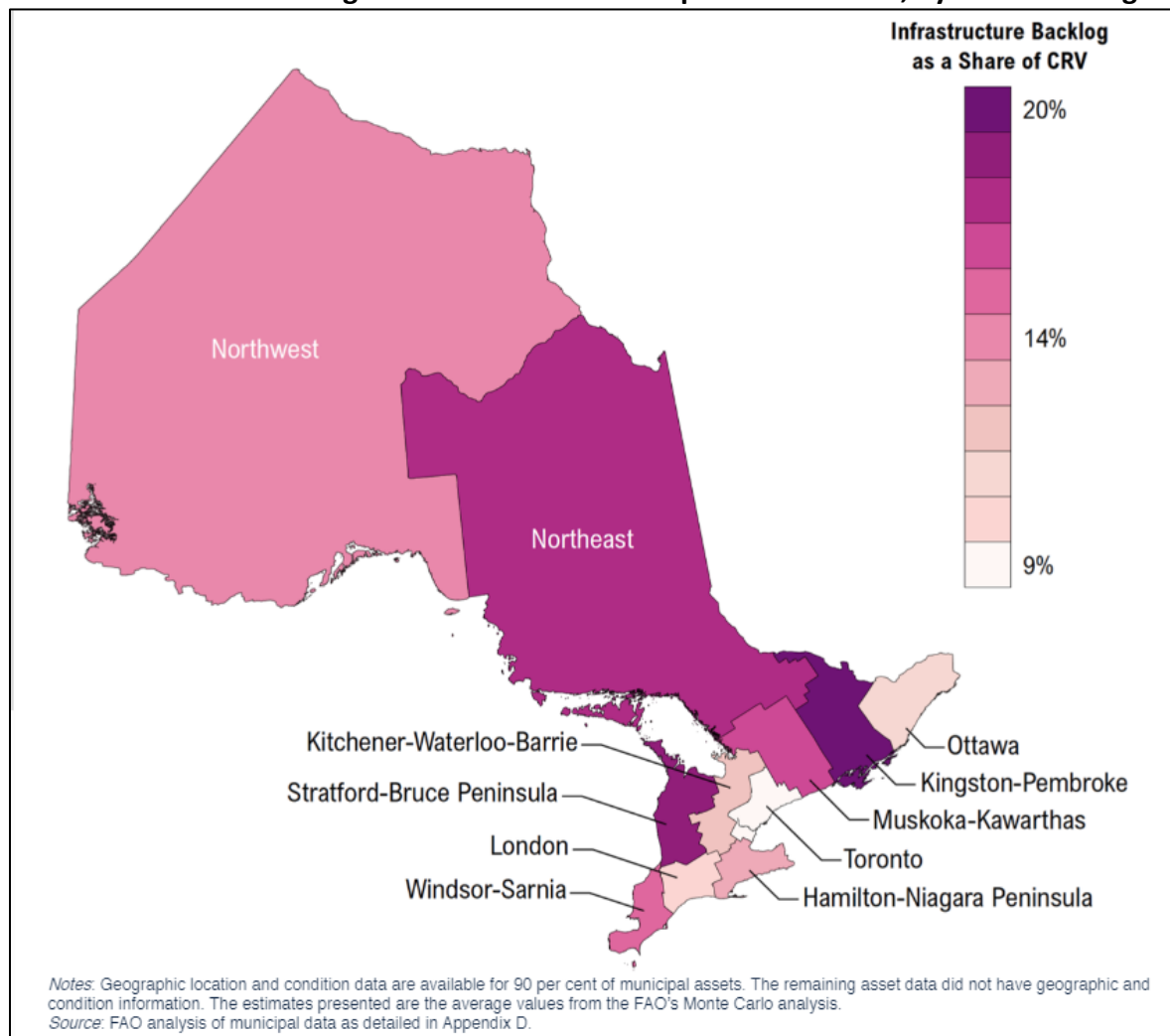


Figure 29 – Infrastructure Backlog as a Share of Current Replacement Value (CRV) as calculated by the Financial Accountability Office of Ontario

5 Rural Municipalities Have Limited Debt Capacity to Finance Infrastructure

5.1 Municipal Governments in Rural Eastern Ontario Are Carrying \$641 Million in Debt

Municipalities in Rural Eastern Ontario are carrying roughly \$641 million debt (2021). Debt levels have risen by 10.5% over the past decade, significantly less than the debt now carried by the separated cities and towns (\$837 million). Across the region (Eastern Ontario), municipalities are carrying \$1.478 billion in debt.

Current Debt Burden (2021)

Jurisdiction	Debt Burden (2012) (\$ millions)	Debt Burden (2021) (\$ millions)	Percentage Change 2012 to 2021 (%)
Rural Eastern Ontario	\$ 580	\$ 641	10.5
Separated Cities & Towns	\$ 465	\$ 837	80.0
Total – Eastern Ontario	\$1,045	\$1,478	41.4
City of Ottawa	\$1,775	\$3,432	93.4

Figure 30 – Total Debt Burden for Municipal Governments in Eastern Ontario – by Rural Ontario, Separated Cities and Towns, and the City of Ottawa. Source: Financial Information Returns SLC 9910 01

Municipal Debt Burden: 2012 to 2022

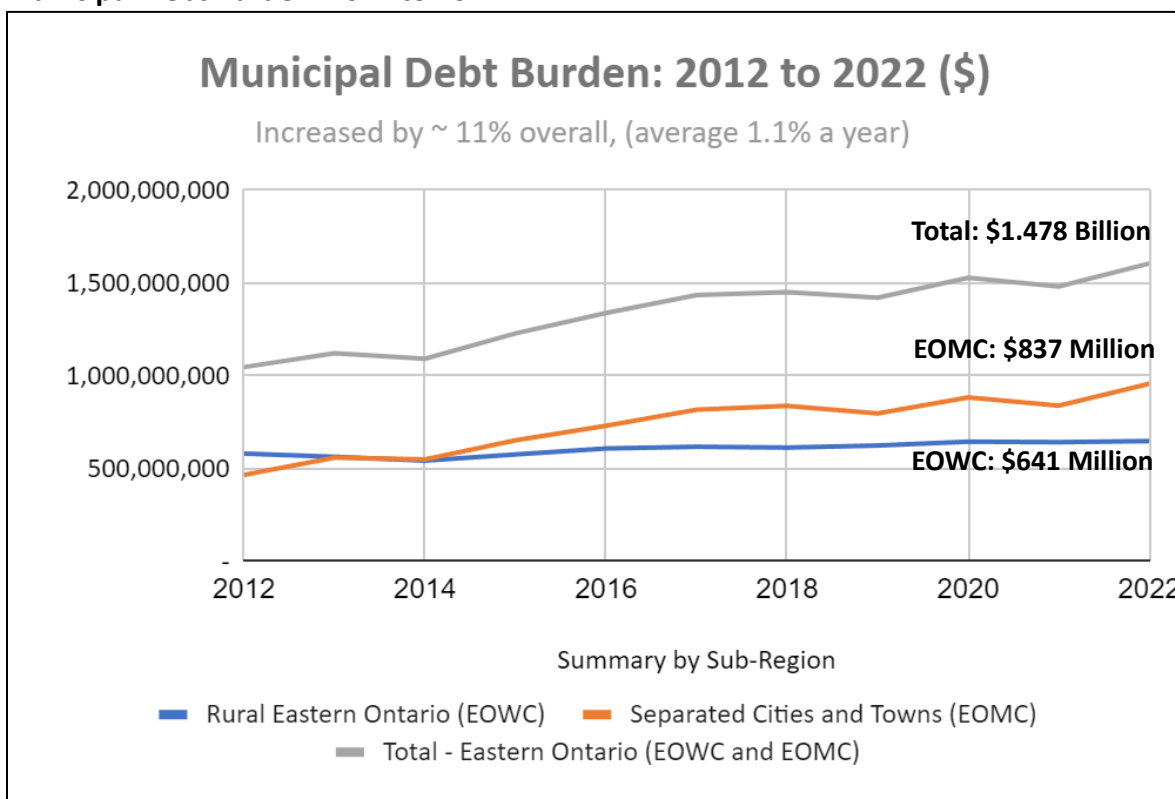


Figure 31 – Municipal Debt burden by year, 2012 to 2022, broken out by EOWC and EOMC Source: Financial Information Returns

As part of the EOWC's strategic plan implementation and ongoing advocacy, debt burden data should be updated to at least the 2023 FIR basis.

5.2 Debt Servicing Costs for EOWC Area Municipalities Total \$84 Million a Year

From \$70 million in 2012 to \$84 million in 2022 (estimate), debt servicing costs for Rural Eastern Ontario municipalities have risen by 20 per cent. Across the separated cities and towns (EOMC), debt servicing costs have risen from \$50 million to \$89 million in the same timeframe, an increase of 78 percent over the same timeframe.

Total Debt Servicing Costs – 2012 to 2022

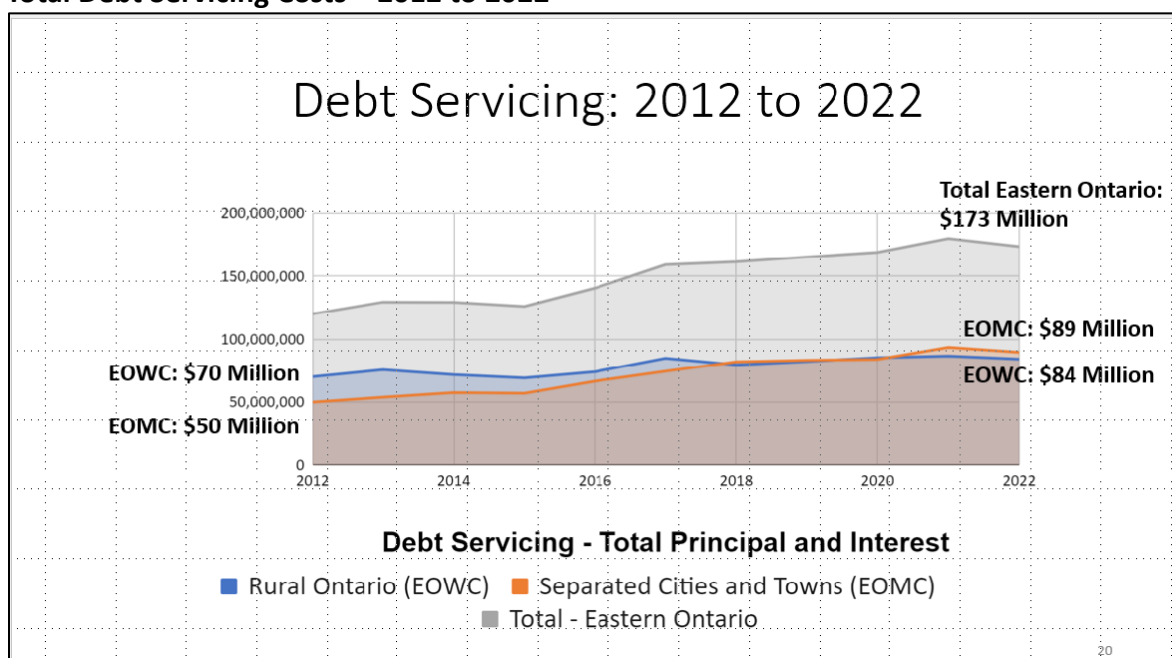


Figure 32 – Total Debt Servicing Costs from 2012 to 2022, broken out by EOWC and EOMC Source: Financial Information Returns

As shown in Figure 32, of the total debt servicing costs, principal repayment comprises \$63 million a year for municipalities that are part of the EOWC membership. Interest is \$21 million a year.

For EOMC municipalities, principal repayment is \$63 million a year, with interest payments of \$29 million making up the balance.

Upper/single tier municipalities (counties, cities and towns) are carrying \$37.2 million of the debt servicing total, while lower tiers within counties are paying \$63.4 million of the debt servicing load.

Debt Servicing Costs – Breakout by Interest and Principal Repayments

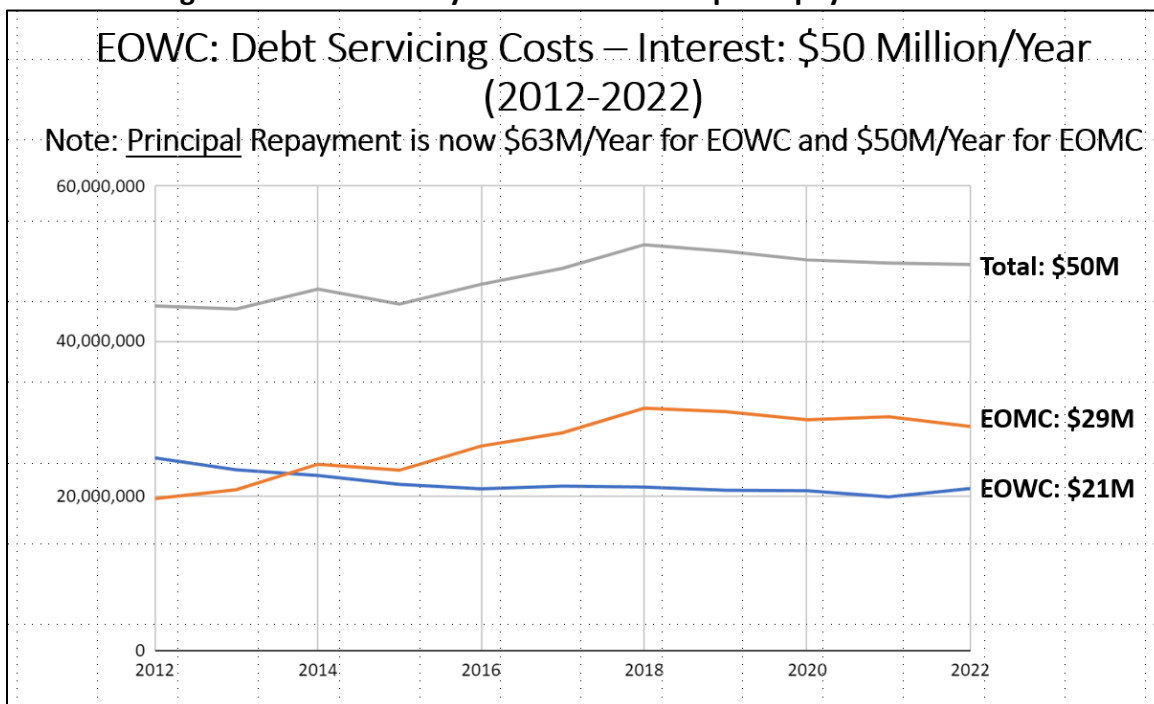


Figure 33 – Debt Servicing Costs – Breakout by Interest and Principal Repayment, by EOWC and EOMC. Source: Financial Information Returns.

5.3 Rural Eastern Ontario Municipalities Have a \$352 Million in Annual Debt Repayment Limit

Based on the Province of Ontario formula for calculating municipalities' annual debt servicing limits, the total estimated annual repayment limit for municipalities in the EOWC area is \$352 million, of which \$100 million was being used in 2021. As a result, EOWC municipalities have an additional \$251.6 million in available debt servicing capacity. However, these municipalities must be able to generate sufficient property tax revenues to cover the interest and principal repayments each year. This is a challenge for municipalities with relatively small tax bases.

Annual Debt Capacity for Eastern Ontario Municipalities (2021)

Sub-Region	Net Revenues (2021)	25% of Net Revenues (2021)	Estimated Annual Repayment Limit	Over/Under Estimated Annual Limit (2021)
Rural Eastern Ontario (EOWC)	\$1,736,937,495	\$434,234,374	\$352,252,830	\$251,600,717
Separated Cities and Towns (EOMC)	\$1,181,274,989	\$295,318,747	\$199,630,729	\$106,191,436
Total - Eastern Ontario (EOWC and EOMC)	\$2,918,212,484	\$729,553,121	\$551,883,560	\$357,792.154

Figure 34 – Annual Debt Capacity for Eastern Ontario municipalities, broken out by EOWC and EOMC Source: Financial Information Returns

5.4 Scenario Analysis Demonstrates Need for Upper Level Government Support for Infrastructure

In a separate analysis conducted by the EOWC, three scenarios were examined in order to understand what degree of increase in Own Purpose Revenues (OPR) would be required to generate sufficient revenue to sustain municipal infrastructure *without support from other levels of government*. The three scenarios were:

- Scenario 1: Increase OPR by five (5) percent more revenue each year, for the next eight (8) years, ending in 2032-2033.
- Scenario 2: Increase OPR by ten (10) percent in 'year one', then implement four (4) percent increases annually for the next seven (7) years
- Scenario 3: Increase OPR by three (3) percent a year for eight years (3% was the average annual rate of increase in the 2012-2022 period)

The percentage change in annual Own Purposes Revenues by 2032 for each scenario would be:

- Scenario 1: 63% increase
- Scenario 2: 57% increase
- Scenario 3: 34% increase

Based on an infrastructure deficit of \$6 billion, the only scenarios that would allow sufficient investment to address it are Scenarios 1 and 2, but only if applied over a period of 20 years. This is because the property tax base is limited.

A five percent increase, applied to a \$1.27 billion OPR total *across all of Rural Eastern Ontario*, only generates \$64 million in the first year. In a *single city*, such as Ottawa or Toronto, a five percent increase generates between \$90 and \$235 million in the first year. This is because their OPR is so much larger than individual municipalities in Rural Eastern Ontario. In fact, it is larger than the OPR for all 103 municipalities that are part of the EOWC area.

Revenue Generation Potential from Municipalities with Varying Sizes of Own Purpose Revenues

Jurisdiction	Own Purpose Revenues from Property Taxation (2021)	Annual Revenue Generated by a five (5) percent increase in OPR
City of Toronto	\$4,704,939,344	\$235 million
City of Ottawa	\$1,850,956,478	\$ 93 million
Rural Eastern Ontario	\$1,270,082,850	\$ 64 million

Figure 35 – Examples of the revenue generation potential from municipalities with varying sizes of Own Purpose Revenues. Source: Financial Information Returns

6 Rural Eastern Ontario Had \$621 Million in Reserves in 2022

6.1 Rural Eastern Ontario increased reserves by more than nine percent since 2012

Municipalities in Rural Eastern Ontario increased their total reserves from \$266 million to \$590 million between 2012 and 2021 --- a compound annual growth rate of 9.11 percent. While this policy more than doubled reserves (an additional \$324 million), it is still insufficient to address a capital infrastructure deficit that requires nearly \$600 million in *additional* resources each year for the next decade. This is another example of the challenges faced by municipalities with small tax bases; a nine per cent tax increase may seem ample but applied to a small tax base, the additional reserves that can be set aside are modest.

By comparison, the separated cities and towns (EOMC members) increased their total reserves by 7.44 percent, going from \$535 million to \$1.0 billion, adding \$465 to their total reserves by 2021. Across Eastern Ontario, total reserves are \$1.6 billion.

Increase in Total Reserves 2012 to 2021

Jurisdiction	Total Reserves (2012)	Total Reserves (2021)	Compound Annual Growth Rate (2012-2021)
Rural Eastern Ontario (EOWC)	\$266,458,635	\$590,391,541	9.11%
Separated Cities and Towns (EOMC)	\$535,693,651	\$1,022,234,744	7.44%
Total – Eastern Ontario	\$805,152,286	\$1,612,626,285	8.02%

Figure 36 – Increase in Total Reserves 2012 to 2021, broken out by EOWC and EOMC Source: Financial Information Returns

7. Recommendations

The EOWC requests that the Federal Government and the Ontario Government assist in addressing the growing infrastructure deficit:

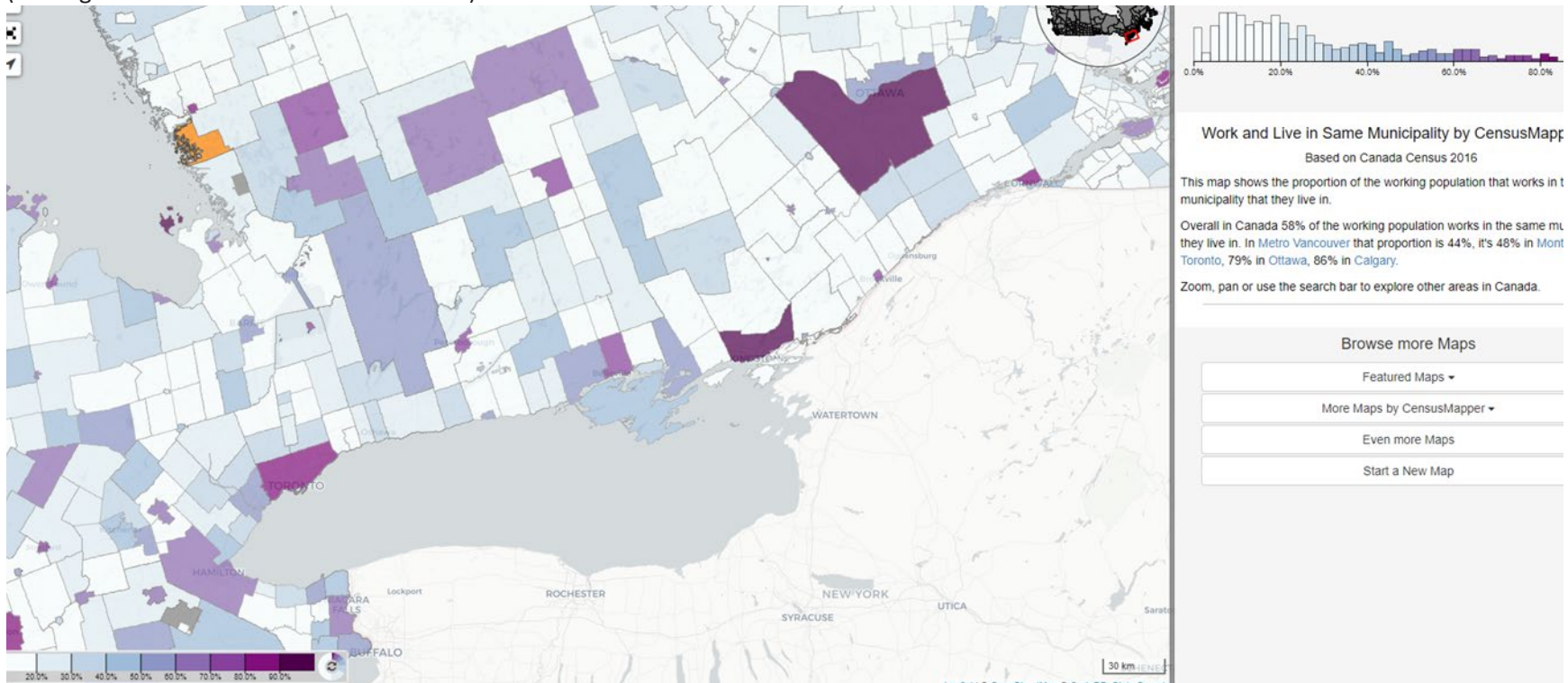
1. Ensure eligibility for programs and funding fits both rural and small urban circumstances.
2. Federal and provincial funding programs are often unpredictable and irregular in their timing. Predictable, non-competitive, permanent infrastructure funding stream is needed.
 - Determine the increase to the Ontario Community Infrastructure Fund (OCIF) that is necessary to enable rural Eastern Ontario's municipalities to maintain their infrastructure, then allocate provincial funds to do so.
3. Investing in housing goes hand-in-hand with investing in institution, commercial or industrial (ICI) land uses. Take an integrated approach to infrastructure investments, that also considers Return on Investment that is shared by communities and the Province.
4. Reevaluate debt financing options for small municipalities with limited resources to raise funds, ensuring that funds are directed towards infrastructure development rather than servicing debt interest. Specific considerations should include higher upfront/advance contributions as well as the contribution to GDP of "local" investments to provincial priorities.
5. Work with the provincial Financial Accountability Office to ensure that missing/incomplete data that would make their infrastructure reports more robust is provided, that the evolution in asset management plans is reflected in both municipal and FAO work, and that the FAO and the EOWC compare their methodologies for estimating infrastructure deficits/backlogs.

8. Appendices

Long Commutes Put Extra Stress on Transportation Infrastructure

The map below shows the percentage of people within a municipality (census subdivision) who live and work in the same CSD. The lighter colours correspond to lower percentages; in other words, **in lighter coloured municipalities, a larger share of workers is commuting across municipal boundaries for work, making greater use of roads (and bridges) and incurring higher costs to do so.** The darker colours, primarily the urban areas, have smaller percentages of people commuting to neighbouring CSDs.

(The legend is in the lower left-hand corner).



Source: censusmapper.ca

Summary of Original Recommendations (from 2013 report)

Municipal Infrastructure – EOWC

- Develop and implement a regional economic development strategy
- Create a regional infrastructure task force
- Create a transportation infrastructure renewal network
 - Draft “terms of reference” provided in Appendix
- Complete Asset Management Plans

Municipal Infrastructure – Province

- Permanent, predictable non-competitive infrastructure fund
 - Detailed design provided by EOWC in Appendix
- Implement social services upload
- Compensation for lands with assessment constraints (ex. PIL for Crown Lands)

Note: EOWC also made a major [submission](#) to the Provincial Infrastructure Consultations in 2015

Social (Community) Housing – EOWC

- Region-wise economic development strategy
- Work with Service Managers on more cost-effective ways to meet community housing needs
 - Different operational models
- Support AMO and FCM advocacy work re: housing
 - EOWC support for AMO principles
 - Sustainable funding not from property tax base
- Share analysis and recommendation with EOMC

Note: EOWC also asked for reinstatement of federal Home Renovation Tax Credit (energy efficiency) and provincial Home Renovation Tax Credit (seniors and co-resident family members)

Social (Community) Housing – Province

- Comprehensive National Housing Strategy
- Greater local/service area flexibility
 - Interpretation of/changes: “prescribed units”
 - Mix of public and private housing options - same project
 - Best mix of types of accommodation
 - Allocate available housing units to those on waiting list likely to be successful in specific types of units available
- Contain the growing costs for program and service delivery, especially by using information technology
- Policy flexibility on provincial gas tax funds for supportive transit
- Interest-free loans for upgrading existing housing stock
- Increase Rent-Geared-To-Income subsidy levels
- Consultation when legislation, regulations and policies change.

Key Findings – Municipal Infrastructure

- Transportation services and Environmental Services continue to dominate the infrastructure agenda
- Capital investments continue to be highly variable while operating costs are on an upward trending straight line
- EOWC and its members:
 - Now manage \$12 billion in physical assets (up from \$8.7 billion in 2011)
 - Cash flow: \$1.69 billion in Total Operating Revenue (up from \$1.07 billion in 2011)
 - Have an infrastructure deficit of \$5.99 billion in 2021 (up from \$3.74 billion in 2011)
 - Need to add \$600 million a year in capital investments for the next 10 years to maintain existing assets and address deficit (up from \$686 million/year in 2011)
 - Are using about 28 percent of total debt capacity
 - Continue to experience many of the same fiscal and affordability challenges as existed in 2013-2014.

Report to Council

Re: Planning-2024-23

From: Don Helleman and Christina Coulter

Date: October 15, 2024

RE: File R-10-24 (Sewage Systems)

Recommendation:

That the Planning-2024-23 report, dated October 15, 2024, regarding File R-10-24 (Sewage Systems) be received and;

That Council receive all comments related to File R-10-24; and

That the By-law to enact the Zoning By-law Amendment be passed at the appropriate time during the meeting.

Overview:

At the [March 19, 2024 Regular Meeting of Council](#), the Council of the Township of Douro-Dummer passed Resolution Number 078-2024 as follows:

"10.2 Status of Septic Systems in the Township's Zoning By-law, Building Department-2024-03

Resolution Number 078-2024

Moved by: Deputy Mayor Nelson

Seconded by: Councillor Watt

That the setback requirement for septic systems from public and private roads, be reduced to 3 metres and;

That a septic system no longer be referred to as a structure in the Zoning By-law.

Carried"

As directed, the Zoning By-Law Amendment proposed will revise provisions regulating sewage systems in the Comprehensive Zoning By-law No. 10-1996, as amended.

The draft By-law has removed "any component of a private sewage system" from the definition of Structure, Section 22.233. As a result, a sewage system will no longer be considered a structure for the purposes of the Zoning By-law. Similarly, the provisions of Section 3.1 Accessory Buildings, Structures and Uses no longer applies to sewage systems.

For further clarity, the definition of Structure, Section 22.233 has been revised to add that "infrastructure" is not considered a structure for the purposes of the Comprehensive Zoning By-law. For reference, Infrastructure is defined in Section 22.110 of the By-law as "physical structures which form the foundation for development and includes sewage and water lines and pumping stations, electric power transmission lines and transformers, communication transmission lines and relay towers, transit or transportation corridors and appurtenant facilities, oil and gas pipelines and appurtenant facilities, and recycling drop off or collection sites. Infrastructure does not include any related administrative facility, building or structure, nor does it include land,

buildings or structures for treatment of water, sewage or wastes, production of electric power, production of communication transmissions, or the production of oil or gas.”

The draft By-law has revised Section 3.55 to capture the requirements of the Official Plan (as further regulated in Section 3.57) that sewage systems must be located a minimum of 30 metres from the high-water mark and to implement the direction of Council to reduce the minimum setback from a street or private road from 15 metres to 3 metres.

In all other instances, sewage systems shall be regulated in accordance with the Ontario Building Code.

Notice of the public meeting was given on September 20, 2024, by ordinary mail and/or e-mail to all prescribed public bodies and to every person and public body that has provided a written request for Notice.

Notice of the public meeting was published in the Peterborough Examiner on September 21, 2024 (one day in print and 7 days online) and in the Lakefield Herald on September 27, 2024. The Notice was also posted on the Township Website.

A copy of the Notice is attached to this Report. The giving of Notice complies with the applicable Regulation of the Planning Act.

A copy of the draft By-law that was provided with the Notice is attached to this Report along with the final version of the draft By-law.

Conformity to Provincial Planning Statement (PPS, 2024):

Section 3(5) of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS, 2024 defines individual on-site sewage services as “sewage systems, as defined in O. Reg. 332/12 under the *Building Code Act, 1992*, that are owned, operated and managed by the owner of the property upon which the system is located.

Policy 3.6.1(b)(3) of the PPS, 2024 requires that planning for sewage and water shall ensure that these services are provided in a manner that, among other things, protects human health and safety, and the natural environment, including the quality and quantity of water.

Policy 3.6.4 permits individual on-site sewage services provided site conditions are suitable for the long-term provision of such services with no negative impacts.

The proposed amendment appears to be consistent with the applicable policies of the PPS, 2024.

Conformity to Official Plan:

As it relates to physical services and utilities, which includes the collection and disposal of sewage, the goal of the Official Plan is "to ensure the adequate provision of services and utilities consistent with the environmental, cultural and economic goals of the County." (S. 4.7.1).

Among other matters, the objectives of the Official Plan include:

- encouraging the provision of adequate water, sewage and solid waste disposal facilities to achieve and facilitate orderly growth; and
- improving the environment and maintaining it at a clean and healthy level based on a watershed approach.

In Shoreland areas and the waterfront, local plans and zoning by-laws are required to ensure that all new development and leaching beds are set back at least 30 metres from the ordinary high-water marks of all waterbodies. The only exceptions from this requirement are marina facilities, docks and other water access facilities, pumphouses, and minor accessory buildings and structures as defined in zoning by-laws (S. 4.4.3).

Within the Seasonal Residential and Lakeshore Residential designations structures, including leaching beds of septic systems must be set back a minimum of 30 metres from the shoreline of any lake or major water course. This setback is necessary in order to encourage the preservation of naturally vegetated shoreline in order to minimize destruction to the shoreline and wetbeach habitat, minimize visual impact on the waterbody, maintain wildlife habitats and corridors and improve water quality.

Sewage system leaching beds requiring replacement due to structural damage or malfunction should be set back a minimum of 30 metres from the high-water mark if possible or to the greatest setback that is achievable to the satisfaction of the authority having jurisdiction.

Vacant lots of record (existing on October 22, 2008) must attempt to have structures and septic systems set back a minimum of 30 metres from the high-water mark. Where it is not possible to achieve the 30 metre setback, then new buildings and structures shall be set back as far as possible from the high water mark. In this regard, a Minor Variance or Zoning by-law Amendment for a reduced setback for existing vacant lots of record may be permitted provided that the relief sought:

- i) maintains the intent of the zoning by-law;
- ii) is minor in nature;
- iii) maintains the intent of the Official Plan regarding environmental objectives; and
- iv) is desirable and appropriate for the area.

Minor variances or zoning changes to accommodate proposed expansions of a structurally-permanent nature to existing structures and/or septic systems that further reduce any applicable minimum water setback shall not be permitted unless it is a matter of public health and/or safety ((Ss. 6.2.5.3 (h) and 6.2.6.3 (c)).

All lots within the Seasonal Residential and Lakeshore Residential designations must have sufficient area so that a private well for water supply can be located without danger of contamination by the sewage system, and so that a serious drawdown of groundwater levels beyond the boundaries of the lot can be avoided (Ss. 6.2.5.3 (j) and 6.2.6.3(g)).

The proposed amendment does not appear to conflict with the applicable policies of the Official Plan.

Comments:

As of the writing of this Report, there have been no comments received from members of the public.

Comments were received from the following agencies:

- Enbridge Gas Inc.: No objections to the application.
- Bell Canada: Bell Canada does NOT generally comment on zoning by-law amendments. If required, a follow-up email will be provided by Bell Canada to outline any input to be considered on the infrastructure / policy initiative circulation received at this time.
- Kawartha Pine Ridge District School Board (KPRDSB): KPRDSB has reviewed the application and has not identified any concerns or issues related to our mandate with the proposed zoning by-law amendment.
- Otonabee Region Conservation Authority (ORCA): Otonabee Conservation staff have reviewed the proposed changes as it relates to our mandate and Ontario Regulation 41/24. We have no comments for the proposed changes to the Zoning By-law.
- Ministry of Transportation Ontario (MTO): The Ministry has no concerns with the proposed amendment to the Zoning By-Law.

The Ministry requests that once the municipality makes a final decision on the Zoning By-law Amendment application, that the municipality provide a copy of the decision to the Ministry for its records.

All setback and frontage requirements in all zones abutting a Provincial Highway are to be consistent with those of the Ministry's requirements. A request that a general statement be included in the by-law indicating that properties located adjacent to a highway will be subject to the requirements of the Ministry, will

serve as a notice that the requirements of the Ministry supersede those of the municipality.

The Ministry does advise that should there be any changes to any of the previously submitted Zoning By-law Amendment, that Ministry review and approvals are required prior to implementation of any changes.

The Ministry reserves the right to modify and expand on these preliminary comments should further information is submitted to MTO for review.

Please note that all land development on lands that abut a provincial highway or fall within MTO zone of permit control will require MTO approvals and permits prior to the issuance of any municipal building permits or approvals as per section 8. (2) (a) of the Building Code Act.

Copies of the agency comments are attached to this Report.

Based on the comments received from MTO, the item 4, Section 3.55 of the draft By-law has been revised. A copy of the revised draft By-law is attached to this Report.

For ease of understanding, a track changes redline version of the revised sections of the Comprehensive Zoning By-law is also attached to this Report.

The application was circulated to Senior Staff on September 20, 2024. As of the writing of this Report, there were no concerns identified by Senior Staff.

Conclusion:

As proposed, the Draft By-law has been revised to address the comments received from the Ministry of Transportation. The By-law appears to be consistent with the applicable policies of the PPS, 2024 and does not appear to conflict with the applicable policies of the Official Plan.

The By-law does not preclude the regulation of sewage systems in accordance with the Ontario Building Code.

Financial Impact:

The cost of advertising the public meeting in the Lakefield Herald was \$190.01 (tax included) and the cost of advertising in the Peterborough Examiner was \$572.91 (tax included).



Service Modernization and Innovation

Modernizing, refining and innovating services for residents is essential to effectively meet the needs of our community, enhance our operational efficiency, and ensure we remain adaptable in a rapidly changing world.



Business Attraction, Expansion, and Retention

Business attraction, expansion, and retention is vital for the economic health and sustainability of our Township, such as job creation, tax revenue, investing in innovation, maintaining our quality of life, and supporting community stability.



Infrastructure Renewal

Infrastructure renewal is a critical investment for our Township as it will ensure our adherence to health and safety, economic development, investment attraction, environmental sustainability, quality of life, public confidence, and regional competitiveness.

Report Approval Details

Document Title:	R-10-24 (Sewage Systems) Public Meeting Report.docx
Attachments:	- R-10-24 - Final Draft By-law per MTO comments.pdf - R-10-24 - Redline Sections.pdf - R-10-24 - ZBA Notice.pdf - R-10-24 - Draft By-law - Version 1.pdf - MTO Comments R-10-24 (September 27, 2024).pdf - Bell Comments R-10-24 (September 20, 2024).pdf - Enbridge Comments R-10-24 (September 27, 2024).pdf - KPRDSB Comments R-10-24 (September 23, 2024).pdf - ORCA Comments R-10-24 (October 3, 2024) PPLD-2328.pdf
Final Approval Date:	Oct 9, 2024

This report and all of its attachments were approved and signed as outlined below:

Martina Chait-Hartwig

Mike Rutter

The Corporation of the Township of Douro-Dummer

By-law Number 2024 - XX

**Being a By-law to amend By-law Number 10-1996, as amended,
otherwise known as "The Township of Douro-Dummer
Comprehensive Zoning By-law"**

Whereas By-law Number 10-1996, as amended, regulates the use of land and the use and erection of buildings and structures within the Township of Douro-Dummer;

And whereas Section 34 of The Planning Act, RSO 1990, as amended, permits the Council to pass an amending Zoning By-law;

And Whereas the Council of the Township of Douro-Dummer has initiated a zoning by-law amendment to amend By-Law No. 10-1996, as amended, insofar as it is necessary to clarify provisions regulating sewage systems within the Township;

Now therefore the Council of the Township of Douro-Dummer hereby enacts as follows:

1. The area affected by this By-Law includes all lands within the Township of Douro-Dummer. As such, there is no schedule attached to this amendment.
2. Section 3 – General Provisions – Table of Contents is amended by changing the name of subsection 3.55 from "Sewage System Leaching Beds" to "Sewage Systems".
3. Subsection 3.1.2 - Location is amended by deleting the last paragraph in its entirety and replacing the word "public" in the second last paragraph with the word "street" so that the subsection shall now read as follows:

"3.1.2 Location

Except as otherwise provided herein, in any residential zone category and where a residential lot is created in the Rural Zone (RU) for the purpose of constructing a detached dwelling, any accessory building or structure which is not part of the main building shall not be erected:

- (a) within any required front yard or water yard; save and except as permitted in accordance with Sections 3.1.5 and 3.1.6 hereof;
- (b) within a minimum rear yard of 1.5 metres;
- (c) within a minimum side yard of 1.5 metres;
- (d) within a minimum separation distance of 1.5 metres, from any building, structure, or part thereof, and not to be intruded upon by any awning, canopy, roof, wall or similar structure.

Notwithstanding any setback requirements of this By-law to the contrary; no accessory building or structure may be located within 15 metres of any lot line abutting a street or private road."

4. Section 3.55 Sewage System Leaching Beds is deleted in its entirety and replaced with the following:

"3.55 Sewage Systems

Sewage systems must be located a minimum of 30 metres from the high water mark and a minimum of 3 metres from any street or private road.

Vacant lots of record which were in existence prior to March 28, 2006 are subject to the regulations outlined in Section 3.57 of this By-law.

Sewage systems on lots of record that existed prior to April 1, 2008, which require replacement due to structural damage or malfunction should be set back a minimum of 30 metres from the high water mark if possible or to the greatest setback that is achievable to the satisfaction of the authority having jurisdiction. Due to their importance towards ensuring public health and/or safety, a Minor Variance and/or Zoning By-law Amendment will not be required in the case where the replacement sewage system must be located within the 30-metre setback of the high water mark.

Notwithstanding the above, properties located adjacent to a Provincial Highway will be subject to the requirements of the Ministry of Transportation. The requirements of the Ministry supersede those of the municipality."

5. Subsection 22.218 – Definitions "Sewage System, Private" is amended by deleting the word "Private".
6. Subsection 22.233 – Definitions "Structure" is amended by deleting the words "including any component of a private sewage system" and adding the word "infrastructure" so that the definition shall read as follows:

"22.233 "Structure" means anything constructed, built or erected, the use of which requires location on or in the ground, or attached to something having location on or in the ground; but does not include a sign, trailer, mobile home, tent or infrastructure."

7. All other relevant provisions of By-law 10-1996, as amended, shall apply.

If no notice of objection is filed with the Clerk within the time provided, this By-law shall become effective on the date of passing hereof, subject to the provisions of The Planning Act, RSO 1990, as amended.

Passed in open council this XXth day of XXXX, 2024.

Mayor, Heather Watson

Clerk, Martina Chait-Hartwig

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3.1 Accessory Buildings, Structures and Uses

3.1.1 Permitted Uses

Where this By-law provides that a lot may be used, or a building or a structure erected or used for a purpose, that purpose shall include any accessory building, structure or use, but shall not include the following:

- (a) any occupation for gain or profit conducted within a dwelling unit or on the lot except as specifically permitted in this By-law.
- (b) any building or structure used for human habitation except as specifically permitted in this By-law.

3.1.2 Location

Except as otherwise provided herein, in any residential zone category and where a residential lot is created in the Rural Zone (RU) for the purpose of constructing a detached dwelling, any accessory building or structure which is not part of the main building shall not be erected:

- (a) within any required front yard or water yard; save and except as permitted in accordance with Sections 3.1.5 and 3.1.6 hereof;
- (b) within a minimum rear yard of 1.5 metres;
- (c) within a minimum side yard of 1.5 metres;
- (d) within a minimum separation distance of 1.5 metres, from any building, structure, or part thereof, and not to be intruded upon by any awning, canopy, roof, wall or similar structure.

Notwithstanding any setback requirements of this By-law to the contrary; no accessory building or structure may be located within 15 metres of any lot line abutting a ~~public street~~ or private road.

~~Notwithstanding any other provisions of this By-law to the contrary, no component of any private sewage system shall be located within 3.1 metres of any side or rear lot line.~~

3.1.3 Lot Coverage

Except as otherwise permitted herein, the total lot coverage of all accessory buildings or structures of a lot shall not exceed 5% of the lot

3.53 Otonabee Region Conservation Authority (ORCA) Development Control Areas

The land use schedules appended to this Zoning By-Law identify Development Control Areas which are regulated by ORCA under Section 28(1) of the Conservation Authorities Act. These areas are shown on the schedules for information purposes and do not form any specific zoning regulations.

Development and/or site alteration may be permitted within ORCA's Development Control Areas if it has been demonstrated through an environmental review to the satisfaction of Council and ORCA that there will be no negative impacts on the natural features or ecological functions for which the area is identified. A permit will be required from ORCA for development to proceed in addition to any required Township permits.

Since the ORCA Development Control Areas may be re-delineated from time to time as a result of updated information, the zoning schedules for this Zoning By-Law shall be updated accordingly during each prescribed Planning Act update. For absolute clarity, the most current ORCA Development Control Area mapping shall be utilized as the principle document to determine which areas fall within the Development Control Areas.

3.54 Outdoor Solid-fuel Burning Devices

An outdoor solid-fuel burning device shall only be permitted to locate in the Rural Zone (RU); and shall not be permitted to locate in either the front, interior, side or water yard of any lot.

Notwithstanding any other provision of this By-law to the contrary, such a device shall comply with the following provisions:

- a) Minimum setback from any lot line shall be 150 metres.
- b) The installation of such unit/device shall require issuance of a building permit.

3.55 Sewage System ~~Leaching-Beds~~

Sewage systems must be located a minimum of 30 metres from the high-water mark and a minimum of 3 metres from any street or private road.

Vacant lots of record which were in existence prior to March 28, 2006 are subject to the regulations outlined in Section 3.57 of this By-law.

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Sewage system ~~leaching beds~~ on ~~existing~~ lots of record that existed prior to April 1, 2008, which require replacement due to structural damage or malfunction should be set back a minimum of 30 metres from the high-water mark if possible or to the greatest setback that is achievable to the satisfaction of the ~~Peterborough County City Health Unit~~ authority having jurisdiction. Due to their importance ~~to towards~~ ensuring public health and/or safety, a Minor Variance and/or Zoning By-law Amendment will not be required in the case where the ~~replacing-replacment leaching beds~~ sewage system must be located within the 30-metre setback of the high water mark.

Notwithstanding the above, properties located adjacent to a Provincial Highway will be subject to the requirements of the Ministry of Transportation. The requirements of the Ministry supersede those of the municipality.

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3.56 Special Occasion Uses

Nothing in this by-law shall prevent the use of land in any zone for the purpose of special occasion events such as a concert, fair, fundraising event or other similar use provided the operation of such use is in accordance with the Township's Festival By-law and a special occasion permit has been issued by the Municipality.

3.57 Waterfront Vacant Lots of Record

Vacant waterfront lots of record which were in existence prior to March 28, 2006, shall attempt to have structures and septic systems setback a minimum of 30 metres from the high-water mark. Where it is not possible to achieve the 30-metre setback, then new buildings and structures shall be setback as far as possible from the high-water mark. In this regard, a Minor Variance or Rezoning for a reduced setback for the existing vacant lots may be permitted provided that the relief being sought maintains the intent of the Zoning By-law, is minor in nature, maintains the intent of the Official Plan and is desirable and appropriate for the area.

3.58 Previous Minor Variances - Status

Any Minor Variance approvals granted prior to June 1, 2010, to By-Law #10-1996, as amended, will be deemed to continue to be in effect after the passage of By-Law # 2010-55.

- 22.216** **"Service Shop, Personal"** means an establishment wherein a personal service is performed. This definition may include a barber shop, a beauty salon, a dressmaking shop, a shoe repair shop, a tailor shop, a photographic studio or similar use.
- 22.217** **"Setback"** means the least horizontal dimension between the lot line and the nearest part of any excavation, building or structure on the lot, or the nearest open storage use on the lot.
- 22.218** **"Sewage System, ~~Private~~"**, means any type of mechanism or apparatus designed and intended for the collection, treatment or purification, and disposal of human waste; and shall typically includes a tank, weeping tile arrangement and any building connections.
- 22.219** **"Shall"** is to be construed as mandatory and not directory or discretionary.
- 22.220** **"Shopping Plaza"** means a group of commercial establishments which are not interdependent or inter-related and which have been designed, developed and managed as a unit by a single owner or tenant, or a group of owners and tenants, and primarily services the immediate surrounding trade area.
- 22.221** **"Shoreline"** means any lot line or portion thereof which abuts a waterbody.
- 22.222** **"Side Lot Line"** - See "Lot Line".
- 22.223** **"Side Yard"** - See "Yard".
- 22.224** **"Sight Triangle"** means the triangular space formed by the street lines of a corner lot and a line drawn from a point in one street line to a point in the other street line, each such point being 9 metres from the point of intersection of street lines (measured along the street lines). Where two street lines do not intersect at a point, the point intersection of the street lines shall be deemed to be the intersection of the projection of the street lines or the intersection of the tangents to the street lines.

- 22.233** **"Structure"** means anything constructed, built or erected, the use of which requires location on or in the ground, or attached to something having location on or in the ground ~~including any component of a private sewage system~~; but does not include a sign, trailer, mobile home, ~~or tent or~~ infrastructure.
- 22.234** **"Swimming Pool"**, means any privately-owned body of water located out of doors which is contained wholly or partly by artificial means and which can hold water exceeding 61 centimetres in depth at any point, and which is used or is capable of being used for swimming. Not included in this definition is any swimming pool owned by a public or governmental body, agency or authority.
- 22.235** **"Take-Out Restaurant"** - See "Restaurant, Take-Out".
- 22.236** **"Temporary"** means brief duration, for a short period of time, non-permanent, sporadic or transient.
- 22.237** **"Tent"** means a portable shelter of canvas, nylon or other fabricated materials which is support by one or more poles or frame and is not permanently affixed to the site. A tent is not considered a structure within the meaning of this By-law.
- 22.238** **"Through Lot"** - See "Lot".
- 22.239** **"Tourist Establishment"** means a building or area designed or used for the accommodation of the travelling or vacationing public, and shall include a lodge, motel, rental cabin or rental cottage.
- 22.240** **"Tourist Trailer"** means a trailer capable of being used for the temporary living, sleeping or eating accommodation of persons (notwithstanding that its running gear is or may be removed), and only in zone(s) where such vehicle is a permitted use. This definition shall not include a mobile home as defined herein.
- 22.241** **"Tourist Trailer Park"** means an establishment consisting of camping lots and comprising land used or maintained for the overnight camping or parking of travel trailers, mobile camper trailers, truck campers, motor



Township of Douro-Dummer Notice of Complete Application and Public Meeting Concerning a proposed Zoning By-law Amendment Application R-10-24

The meeting will be held in person and electronically

Take Notice that the Council of The Corporation of the Township of Douro-Dummer has initiated a Zoning By-law Amendment and will hold a public meeting to consider the proposed amendment to the Township of Douro-Dummer Comprehensive Zoning By-law under Section 34 of the Planning Act, R.S.O., 1990.

Date and Time: **Tuesday, October 15, 2024 at 5:00 p.m.**

Location: Council Chambers of the Municipal Office
894 South Street, Warsaw ON and
Electronic Meeting Site

Public Hearing: The meeting will be held in person and electronically (virtual). Any person wishing to make written and/or oral submissions either in support of or opposition to the proposal must contact the Clerk by email at mchaithartwig@dourodummer.ca or call 705-652-8392 ext. 210 no later than 9:00 a.m. on the day of the scheduled public hearing. Please indicate if you wish to attend in person or virtually and you will be provided with the applicable instructions for participation.

If you wish to view the public meeting in real time, but do not wish to speak to the application, the meeting will be hosted on the [Township's YouTube Channel](#). The meeting will also be recorded and available after the meeting for public viewing on the same platform.

It is the responsibility of the interested member of the public to have technology in place to connect to the meeting.

Legal Description/ Address:	The amendment applies throughout the Township
Owner/Applicant:	Township of Douro-Dummer
File Name:	R-10-24

A Key Map is not attached as the amendment applies generally throughout the Township.

Purpose and Effect of Application:

At the direction of Council, the Zoning By-Law Amendment will revise provisions regulating sewage systems within the Township.

Additional Information relating to the proposed zoning by-law amendment is available by contacting the undersigned or by visiting the Township Website at:

<https://www.dourodummer.ca/modules/news/en>.

Accessibility: If you have accessibility needs and require alternative formats or other accommodations, please contact the undersigned.

Notification: If you wish to be notified of the decision of the Council of the Township of Douro-Dummer on the proposed zoning by-law amendment, you must make a written request to the Clerk of the Township of Douro-Dummer using the contact information provided below.

The Right to Appeal

If a person or public body would otherwise have an ability to appeal the decision of the Township of Douro-Dummer 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 the Township of Douro-Dummer before the by-law is passed, 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 the Township of Douro-Dummer before the by-law is passed, 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.

Notwithstanding the above, subsection 34(19) of the Planning Act defines the parties that are eligible to appeal the decision to the Ontario Land Tribunal.

Privacy Disclosure: All written submissions, documents, correspondence, e-mails or other communications (including your name and address) are collected under the authority of the *Planning Act* and become part of the public record and may be made available for public viewing or distribution. Please note that by submitting any of this information, you are providing the Township with your consent to use and disclose this information as part of the planning process.

Dated this 20th day of September, 2024 at the Township of Douro-Dummer.

Martina Chait-Hartwig
Clerk
705-652-8392 Ext. 210
mchaithartwig@dourodummer.ca

Don Helleman
Chief Building Official
705-652-8392 Ext. 216
dhelleman@dourodummer.ca

The Corporation of the Township of Douro-Dummer

By-law Number 2024 - XX

**Being a By-law to amend By-law Number 10-1996, as amended,
otherwise known as "The Township of Douro-Dummer
Comprehensive Zoning By-law"**

Whereas By-law Number 10-1996, as amended, regulates the use of land and the use and erection of buildings and structures within the Township of Douro-Dummer;

And whereas Section 34 of The Planning Act, RSO 1990, as amended, permits the Council to pass an amending Zoning By-law;

And Whereas the Council of the Township of Douro-Dummer has initiated a zoning by-law amendment to amend By-Law No. 10-1996, as amended, insofar as it is necessary to clarify provisions regulating sewage systems within the Township;

Now therefore the Council of the Township of Douro-Dummer hereby enacts as follows:

1. The area affected by this By-Law includes all lands within the Township of Douro-Dummer. As such, there is no schedule attached to this amendment.
2. Section 3 – General Provisions – Table of Contents is amended by changing the name of subsection 3.55 from "Sewage System Leaching Beds" to "Sewage Systems".
3. Subsection 3.1.2 - Location is amended by deleting the last paragraph in its entirety and replacing the word "public" in the second last paragraph with the word "street" so that the subsection shall now read as follows:

"3.1.2 Location

Except as otherwise provided herein, in any residential zone category and where a residential lot is created in the Rural Zone (RU) for the purpose of constructing a detached dwelling, any accessory building or structure which is not part of the main building shall not be erected:

- (a) within any required front yard or water yard; save and except as permitted in accordance with Sections 3.1.5 and 3.1.6 hereof;
- (b) within a minimum rear yard of 1.5 metres;
- (c) within a minimum side yard of 1.5 metres;
- (d) within a minimum separation distance of 1.5 metres, from any building, structure, or part thereof, and not to be intruded upon by any awning, canopy, roof, wall or similar structure.

Notwithstanding any setback requirements of this By-law to the contrary; no accessory building or structure may be located within 15 metres of any lot line abutting a street or private road."

4. Section 3.55 Sewage System Leaching Beds is deleted in its entirety and replaced with the following:

"3.55 Sewage Systems

Sewage systems must be located a minimum of 30 metres from the high water mark and a minimum of 3 metres from any street or private road.

Vacant lots of record which were in existence prior to March 28, 2006 are subject to the regulations outlined in Section 3.57 of this By-law.

Sewage systems on lots of record that existed prior to April 1, 2008, which require replacement due to structural damage or malfunction should be set back a minimum of 30 metres from the high water mark if possible or to the greatest setback that is achievable to the satisfaction of the authority having jurisdiction. Due to their importance towards ensuring public health and/or safety, a Minor Variance and/or Zoning By-law Amendment will not be required in the case where the replacement sewage system must be located within the 30-metre setback of the high water mark."

5. Subsection 22.218 – Definitions "Sewage System, Private" is amended by deleting the word "Private".
6. Subsection 22.233 – Definitions "Structure" is amended by deleting the words "including any component of a private sewage system" and adding the word "infrastructure" so that the definition shall read as follows:

"22.233 "Structure" means anything constructed, built or erected, the use of which requires location on or in the ground, or attached to something having location on or in the ground; but does not include a sign, trailer, mobile home, tent or infrastructure."

7. All other relevant provisions of By-law 10-1996, as amended, shall apply.

If no notice of objection is filed with the Clerk within the time provided, this By-law shall become effective on the date of passing hereof, subject to the provisions of The Planning Act, RSO 1990, as amended.

Passed in open council this XXth day of XXXX, 2024.

Mayor, Heather Watson

Clerk, Martina Chait-Hartwig

Ministry of Transportation

Corridor Management Section
1355 John Counter Boulevard
Postal Bag 4000
Kingston, Ontario K7L 5A3
Tel.: 613-483-5307
George.Taylor2@ontario.ca

Ministère des Transports

Section de gestion des couloirs routiers
1355, boulevard John Counter
CP/Service de sacs 4000
Kingston (Ontario) K7L 5A3
Tél.: 613-483-5307
George.Taylor2@ontario.ca



27 September 2024

Christina Coulter

Planning Department
Municipality of Douro-Dummer
Telephone: 705-652-8392 ext. 211

Email: building-planning@dourodummer.ca

Re: Municipality of Douro-Dummer – Zoning By-law Amendment 10-1996

Thank you for circulating the application to amend Zoning By-law 10-1996. The Ministry understands that the purpose of the application is to amend the Zoning By-law to clarify provisions regulating sewage systems within the Township.

The Ministry offers the following comments:

- The Ministry has no concerns with the proposed amendment to the Zoning By-Law.
- The Ministry requests that once the municipality makes a final decision on the Zoning By-law Amendment application, that the municipality provide a copy of the decision to the Ministry for its records.
- All setback and frontage requirements in all zones abutting a Provincial Highway are to be consistent with those of the Ministry's requirements. A request that a general statement be included in the by-law indicating that properties located adjacent to a highway will be subject to the requirements of the Ministry, will serve as a notice that the requirements of the Ministry supersede those of the municipality.
- The Ministry does advise that should there be any changes to any of the previously submitted Zoning By-law Amendment, that Ministry review and approvals are required prior to implementation of any changes.
- The Ministry reserves the right to modify and expand on these preliminary comments should further information is submitted to MTO for review.

Please note that all land development on lands that abut a provincial highway or fall within MTO zone of permit control will require MTO approvals and permits prior to the issuance of any municipal building permits or approvals as per section 8. (2) (a) of the Building Code Act.

If you have other questions relating this matter, please feel free to call me at (613) 483-5307 or email me at George.Taylor2@ontario.ca.

Sincerely,

George Taylor
Corridor Management Planner
Ministry of Transportation

From: [CA - Circulations](#)
To: [Christina Coulter](#)
Subject: RE: R-10-24 (Sewage Systems)
Date: September 20, 2024 4:17:51 PM
Attachments: [image001.png](#)
Importance: Low



Your E-mail was Received on: Friday, September 20, 2024

Thank you for your email on: R-10-24 (Sewage Systems)

The information that municipalities provide to Bell Canada is instrumental to the provisioning of telecommunications infrastructure and we appreciate the opportunity to be proactively engaged in development applications and infrastructure and policy initiatives.

Bell Canada will provide a response should any comments / input be required on the information included in the circulation received. Bell Canada kindly requests that even if a specific comment is not provided at this time that you continue to circulate us at circulations@wsp.com on any future materials related to this development project or infrastructure / policy initiative so that we can continue to monitor its progress and are informed of future opportunities for engagement.

1) Bell Canada Responses to Pre-Consultation & Complete Development Application Circulations:

Pre-consultation Circulations

Please note that Bell Canada does NOT generally comment on pre-consultation circulations unless the information provided identifies that a future draft plan of subdivision, draft plan of condominium and/or site plan control application will be required to advance the development proposal.

Complete Application Circulations & Recirculations

Please note that Bell Canada does NOT generally comment on the following development applications - official plan and zoning by-law amendments, part lot control, temporary use and interim control by-laws. However, Bell Canada does generally comment on site plan approval, draft plans of subdivision and draft plan of condominium applications.

Bell Canada will generally comment on recirculations where the change modifies the proposed residential dwelling unit count and/or non-residential gross floor area in a draft plan of subdivision, draft plan of condominium and/or site plan control application.

2) Bell Canada Responses to Infrastructure and Policy Initiative Circulations:

If required, a follow-up email will be provided by Bell Canada to outline any input to be considered on the infrastructure / policy initiative circulation received at this time.

Concluding Remarks:

If you have any other specific questions, please contact planninganddevelopment@bell.ca directly.

We note that WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. **However, all responses to circulations and requests for information, such as requests for clearance, will come directly from Bell Canada, and not from WSP.** WSP is not responsible for the provision of comments or other responses.

Should you have any questions, please contact the undersigned.

Yours Truly,



Juan Corvalan

Bell Canada

Senior Manager – Municipal Liaison

Network Provisioning

planninganddevelopment@bell.ca

From: Christina Coulter <ccoulter@dourodummer.ca>

Sent: Friday, September 20, 2024 8:14:54 PM

Cc: Martina Chait-Hartwig <mchaithartwig@dourodummer.ca>; Don Helleman <delleman@dourodummer.ca>

Subject: R-10-24 (Sewage Systems)

Good Afternoon;

The Township has initiated a rezoning application File R-10-24 (Sewage Systems). A copy of the Notice of Application and Public Meeting and Draft By-law are attached and will be posted on the [Township website](#) today and in the Peterborough Examiner and Lakefield Herald in the coming days.

Please provide your comments no later than 4:00 p.m. on October 4, 2024.

Sincerely,
Christina

Christina Coulter B. Sc. (Hons.)
Planner
[Planning and Development](#)

T: 705 652 8392 x 226 F: 705 652 5044

Township of

Douro-Dummer

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-LAEmHhHzdJzBITWfs4Hgs7pbKI

From: [Municipal Planning](#)
To: [Christina Coulter](#)
Subject: RE: R-10-24 (Sewage Systems)
Date: September 27, 2024 11:39:00 AM
Attachments: [image001.png](#)

Thank you for your circulation.

Enbridge Gas does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions. This response does not signify an approval for the site/development.

Please always call before you dig, see web link for additional details:

<https://www.enbridgegas.com/safety/digging-safety-for-contractors>

Please continue to forward all municipal circulations and clearance letter requests electronically to MunicipalPlanning@Enbridge.com.

Regards,

Willie Cornelio CET (he/him)

Sr Analyst, Municipal Planning
Engineering

ENBRIDGE
TEL: 416-495-6411
500 Consumers Rd, North York, ON M2J1P8
enbridge.com
Safety. Integrity. Respect. Inclusion.

From: Christina Coulter <ccoulter@dourodummer.ca>
Sent: Friday, September 20, 2024 4:15 PM
Cc: Martina Chait-Hartwig <mchaithartwig@dourodummer.ca>; Don Helleman <delleman@dourodummer.ca>
Subject: [External] R-10-24 (Sewage Systems)

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Good Afternoon;

The Township has initiated a rezoning application File R-10-24 (Sewage Systems). A copy of the Notice of Application and Public Meeting and Draft By-law are attached and will be posted on the [Township website](#) today and in the Peterborough Examiner and Lakefield Herald in the coming days.

Please provide your comments no later than 4:00 p.m. on October 4, 2024.

Sincerely,
Christina

Christina Coulter B. Sc. (Hons.)
Planner
Planning and Development

T: 705 652 8392 x 226 F: 705 652 5044

Township of

Douro-Dummer

From: [Jeannette Thompson](#)
To: [Christina Coulter](#)
Subject: RE: R-10-24 (Sewage Systems)
Date: September 23, 2024 11:42:34 AM
Attachments: [image001.png](#)

Hello Christina –

Thank you for circulating the Zoning By-law Amendment Application File No.: R-10-24 (Sewage Systems) for review. It is our understanding that the intent of the amendment is to revise provisions regulating sewage systems within the Township of Douro-Dummer.

Please accept this as a formal response from Kawartha Pine Ridge District School Board (KPRDSB). KPRDSB has reviewed the application and has not identified any concerns or issues related to our mandate with the proposed zoning by-law amendment.

Thank you for the opportunity to comment.

Kind Regards,

Jeannette Thompson

Jeannette Thompson, BSc, MCIP, RPP

Manager, Planning Services

Kawartha Pine Ridge District School Board

1994 Fisher Drive Peterborough, ON K9J 6X6

705.742.9773 x 2169 | 1.877.741.4577 x 2169

www.kprschools.ca

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From: Christina Coulter <ccoulter@dourodummer.ca>

Sent: Friday, September 20, 2024 4:15 PM

Cc: Martina Chait-Hartwig <mchaithartwig@dourodummer.ca>; Don Helleman <dhelleman@dourodummer.ca>

Subject: R-10-24 (Sewage Systems)

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Good Afternoon;

The Township has initiated a rezoning application File R-10-24 (Sewage Systems). A copy of the Notice of Application and Public Meeting and Draft By-law are attached and will be posted on the [Township website](#) today and in the Peterborough Examiner and Lakefield Herald in the coming days.

Please provide your comments no later than 4:00 p.m. on October 4, 2024.

Sincerely,
Christina

Christina Coulter B. Sc. (Hons.)
Planner
[Planning and Development](#)

T: 705 652 8392 x 226 F: 705 652 5044

Township of

Douro-Dummer

From: [Marnie Guindon](#)
To: [Martina Chait-Hartwig](#)
Cc: [Don Helleman](#); [Christina Coulter](#); [Donald Allin](#)
Subject: Otonabee Conservation Response to: R-10-24 (Sewage Systems) PPLD-2328
Date: October 3, 2024 2:01:50 PM

Hello,

Thank you for circulating us on the proposed Zoning By-law amendment.

Otonabee Conservation staff have reviewed the proposed changes as it relates to our mandate and Ontario Regulation 41/24. We have no comments for the proposed changes to the Zoning By-law.

Thank you for notifying us and the circulation of the material.

Regards,

Marnie Guindon

Planning & Regulations Officer
Otonabee Region Conservation Authority
250 Milroy Drive, Peterborough, ON K9H 7M9
Tel: 705-745-5791, ext. 227
mguindon@otonabeeconservation.com

Are you planning upcoming winter shoreline work on your property?
Submit a Property Inquiry Form so we can help you understand how natural hazards may affect your property.

This e-mail is confidential. If you are not an addressee named above, please immediately delete and notify the sender. Thank you.

-----Original Message-----

From: Christina Coulter <ccoulter@dourodummer.ca>
Sent: September 20, 2024 4:15 PM
Cc: Martina Chait-Hartwig <mchaithartwig@dourodummer.ca>; Don Helleman <dhelleman@dourodummer.ca>
Subject: R-10-24 (Sewage Systems)

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Good Afternoon;

The Township has initiated a rezoning application File R-10-24 (Sewage Systems). A copy of the Notice of Application and Public Meeting and Draft By-law are attached and will be posted on the Township website <https://urldefense.proofpoint.com/v2/url?u=https-3A__www.dourodummer.ca_modules_news_en&d=DwMFAG&c=euGZstcaTDIlvimEN8b7jXrwqOf-v5A_Cdp gnVfiiMM&r=yUzi2G6JCp9TKTC-uMGZHcW-

WT8M8LeGM_ck7DAWcc8OJUmb8w43K_xkTx5Hwyh3&m=rvtQ9AChSu6Uth4zi0Ar4_ZsOFryZoN0NVbY-sYkLjLnzz2QNG1neeA1HYArhoS5&s=aHwx_gbGwNoJtLrEYDmNcuFsBxnp6oqkH79jTwXIAzE&e=> today and in the Peterborough Examiner and Lakefield Herald in the coming days.

Please provide your comments no later than 4:00 p.m. on October 4, 2024.

Sincerely,

Christina

Christina Coulter B. Sc. (Hons.)

Planner

Planning and Development <https://urldefense.proofpoint.com/v2/url?u=https-3A__www.dourodummer.ca_en_planning-2Dand-2Ddevelopment_planning-2Dand-2Ddevelopment.aspx-3F-5Fmid-5F-3D21208&d=DwMFAG&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_Cdp gnVfiiMM&r=yUzi2G6JCp9TKTC-uMGZHeW-WT8M8LeGM_ck7DAWcc8OJUmb8w43K_xkTx5Hwyh3&m=rvtQ9AChSu6Uth4zi0Ar4_ZsOFryZoN0NVbY-sYkLjLnzz2QNG1neeA1HYArhoS5&s=UMcmhCgri5LYTbfWAENCYSoDRpwYvPccawIRCBAAAs0&e=>

T: 705 652 8392 x 226 F: 705 652 5044

Township of

Douro-Dummer <https://urldefense.proofpoint.com/v2/url?u=http-3A__www.dourodummer.on.ca_&d=DwMFAG&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_Cdp gnVfiiMM&r=yUzi2G6JCp9TKTC-uMGZHeW-WT8M8LeGM_ck7DAWcc8OJUmb8w43K_xkTx5Hwyh3&m=rvtQ9AChSu6Uth4zi0Ar4_ZsOFryZoN0NVbY-sYkLjLnzz2QNG1neeA1HYArhoS5&s=u-s1h0yqhJjbIt_jqG74gHWnLaobCZ_HGsAZUQoZHTQ&e=>

Client Guide **Community Care Support Services**

Effective April 1, 2024

Service guidelines and fees subject to change without notice. Some services are not available in all areas.



For information, to access additional services, or to express comments or concerns about your individual service plan, contact your local office:

40 Rabbit Street, Box 001, Lakefield, ON K0L 2H0
Phone: 705-652-8655 E-mail: lakefield@commcareptbo.org

Help at Home

Brokered Helpers offer a wide variety of skills to assist those who have difficulty managing their own light housekeeping, yard work or one-time home maintenance jobs.

Brokered Helpers are not employees of Community Care; they work independently in partnership with the agency. The role of Community Care is to screen Brokered Helpers and match them to work requests. Community Care does not inspect work done and is not responsible for any work performed by the Brokered Helper. Any arrangement made for services with a Brokered Helper is a private business agreement between you and the Brokered Helper. Community Care recommends the hourly rate to charge, but the final fee will be negotiated between you and Brokered Helper.

- You must make all requests through the Community Care office.
- Before a job is started, you will meet with the Brokered Helper to: Discuss the work being requested; determine the time and manner the work is to be done; and negotiate the fee.
- Brokered Helpers are not permitted to: Drive you; provide personal or medical care; be involved in your financial or legal business; or engage in any other activity which could risk injury to you or the Brokered Helper.
- You will pay the Brokered Helper directly after the service has been completed.
- Brokered Helpers may refuse any jobs that fall outside the scope of this service.

Brokered Home Help

- May include light housework (dusting, vacuuming, mopping, general cleaning), light meal preparation, laundry, changing beds, or shopping.
- Provided on a regular basis, e.g. weekly, bi-weekly, monthly or other prearranged schedule.
- Cleaning is limited to your living quarters only.
- Requests requiring heavier cleaning, or lifting or moving heavy items may be declined.
- You are expected to provide cleaning products and equipment.

Brokered Home Maintenance

- May include minor home repairs, yard work, gardening, snow shoveling, and washing exterior windows.
- Service is not intended to involve major jobs or replace commercial tradespeople.
- You are responsible for the cost of all materials required to complete the work.
- Requests to climb on roofs or work at heights higher than one storey will be declined.
- Intended for properties where you live.

Transportation

Conventional and fully accessible modes of transportation can be provided to enable you to attend medical appointments, manage daily errands, and attend social activities. Fees are charged to reimburse expenses incurred by volunteer drivers or the agency in providing this service.

- **All requests for drives must be booked in advance through the Community Care office.** You may not call volunteers or Specialized Transportation Drivers directly to request service.
- Requests for drives must be made in advance and will be accepted based on demand and available resources.
- You are required to provide all necessary details when making your request:
 - name, address, telephone number
 - date, time, and address of destination
 - an estimate of how long the appointment could take.
- Drives outside office hours are provided for medical appointments only.
- For City of Peterborough residents, drives outside the City are for medical appointments only.
- For County residents, drives outside the County of Peterborough are for medical appointments only.
- You may be accompanied by another passenger/escort only if pre-approved by the Coordinator.
- The assigned driver will call you before the scheduled drive, to confirm information and arrange the pick-up time.
- You must pay all fees to the driver in cash (cheques are not accepted), unless other arrangements are approved by the Coordinator in advance.
- You are responsible to pay all parking fees.
- Drivers are instructed not to accept tips.
- You must call the office to cancel any drive. A minimum of six (6) hours' notice is required or a cancellation fee will apply.
- Smoking is prohibited and food may not be consumed while the vehicle is in motion.
- You must wear a seatbelt (including wheelchairs) at all times.
- You must be seated and facing the front of the vehicle while in motion. If you use a scooter with our accessible vehicles, you must transfer to a seat and your scooter will be secured. If you cannot transfer, you must complete a waiver absolving CCP of responsibility for any damage resulting in the transportation of a passenger on a scooter.

Volunteer Drivers

Volunteer drivers use their own vehicles to provide transportation. You must be able to get in and out of a conventional vehicle safely and independently. Volunteer drivers may provide minimal assistance but will not provide personal care or excessive physical support.

Accessible Transportation

Residents of rural areas in the County of Peterborough may use the **Caremobile**. It provides fully accessible transportation to those unable to access conventional modes of transportation due to physical disabilities. You are responsible for bringing an attendant. Trip tickets may be purchased.

Call **705-749-0036** and leave a message with your trip details.

Shopping Buddy / Volunteer Attendant

Whenever possible, a volunteer may be provided to assist you to use Transportation services to overcome specific barriers you may encounter. Volunteers can help you shop for groceries, holiday gifts or personal items, or provide additional support for you to attend appointments.

Access to Primary Care (APC)

If you require support to attend eligible medical appointments, a Personal Support Worker (PSW) can provide transportation and accompaniment. The service is for individuals who require assistance beyond what is offered by a volunteer driver due to mobility or cognitive limitations. Eligible appointments include primary care providers and related appointments. Lab visits, specialists, diagnostics, outpatient procedures, surgeries, and other medical appointments will be considered on a case-by-case basis.

APC offers individualized assistance, including 3 or more of any of the following supports from a PSW:

- Assistance in your home prior to the appointment if you need help to prepare;
- Transportation in the PSW's private vehicle or accompaniment in an accessible vehicle;
- Escorting you to the waiting room for your appointment;
- Accompaniment into appointments to take notes and/or provide support;
- Assistance scheduling follow-up visits;
- Personal care during the course of the outing;
- Reviewing your primary care provider's instructions upon arrival home.

If you do not require the full scope of support available through Access to Primary Care, you may be referred to the Transportation service provided by volunteers or accessible vehicles.

The PSW accompaniment and transportation is free, but you cover the cost of parking.

After registration for APC is complete, you may schedule PSW accompaniment by calling **705-872-6850**.

Social and Diner Events

Friendly Visiting – In Home

Those living or spending a lot of time alone may enjoy a weekly visit from a friendly volunteer to share activities and companionship. Visits take place in your home at a mutually agreed upon time, generally for one to two hours. Volunteers do not provide personal care, housekeeping, transportation, counselling, or caregiver relief.

Friendly Visiting – Telephone

As an alternative to in-home visiting, you may receive a weekly call (15-30 minutes) from a volunteer for a friendly chat over the telephone. If the volunteer does not reach you, they are not obligated to try and call again that week.

Diners' Clubs & Social Drop-Ins

Be added to our call list to be invited to enjoy a diners' club hot family style meal and entertainment. Your RSVP and payment is due a week prior to each event. Other social opportunities include weekly BINGO, euchre, and colouring on the first Saturday of each month. Contact the office for details.

Available in: Apsley, Buckhorn, Chemung, Havelock, Lakefield, Millbrook, Norwood

The style varies by location but may include a meal or refreshments, entertainment, guest speakers, or activities that promote health and well-being.

Healthy Eating

Nutritious, affordable meals prepared according to Canada's Food Guide are delivered regularly to ensure nutritional needs are being met. Diabetic, low salt, low fat diets and some texture modifications can be accommodated.

- For health and safety reasons, meals cannot be left if you are not home.
- 24 hours' notice is required to cancel or change any meal delivery. If you are not home or refuse a meal when delivered, you will be charged for the meal.
- You may pay at delivery using cash or cheque, or invoicing may be arranged.
- You are encouraged to have food stock on hand in the event that delivery is cancelled due to emergencies or inclement weather. Cancellations will be broadcast on 100.5 FM FRESH radio.

Meals on Wheels - Hot Meals

- Freshly cooked meals, prepared by a local food service provider.
- Delivery by volunteers within the Lakefield service area on Tuesdays and Thursdays between 11am and noon.
- The meal plan is rotated to provide variety, however, there is no menu available.
- A Hot Meal includes soup, main entrée, roll, and dessert.
- Hot Meals can generally be arranged within 2-3 days of your request.
- Safe Storage and Handling Guidelines:
 - If not eaten immediately, the meal should be put in the fridge, or frozen.
 - Fridge life for most meals is 2-3 days.

Meals on Wheels - Frozen Meals

- Choose from the menu which offers a wide variety of entrees, soups and desserts (see brochure).
- A selection of items for renal, gluten-free, lactose free and vegetarian diets, pureed or minced items is also available. Advance notice may be required to order these special diet items.
- Pick up at the Community Care office or arrange for free delivery (minimum three items).
- Safe Storage and Handling Guidelines:
 - Keep frozen at -18C.
 - Heat from frozen in a regular or microwave oven. Toaster ovens are not recommended.
 - Refer to individual heating instructions.
 - Consume by best before date on label.
 - Do not refreeze.

Grocery Shopping/Delivery

- This service is available upon request.
- Contact the office for details regarding scheduling and costs.

Safety at Home

Lifeline

Referrals can be made for this easy-to-use personal emergency response service that allows clients to live confidently and safely at home with the knowledge that they can summon help any time of the day or night. Options exist for fall detection technology and for GPS tracking for individuals who may wander.

Telephone Reassurance

Regularly scheduled calls are made to check on your safety and well-being. If the call is not answered within 2 hours, and/or if there is cause for concern, pre-determined contact people will be asked to check on you. If contacts cannot be reached, or if the situation is deemed an emergency, Emergency Services will be called.

- Calls are made at a pre-arranged time for one or more days per week, including weekends and holidays.
- You will provide phone numbers of at least two contacts who can access your home.
- You must inform your contacts of their role and responsibilities.
- To prevent unnecessary concern, you must notify the Community Care office in advance if you will not be home for your scheduled call.

Health and Wellness

Blood Pressure Clinics

Trained volunteers measure blood pressure and share information about maintaining a healthy lifestyle. Clinics are by appointment on the 1st and 3rd Wednesday of every month.

Fitness, Exercise and Falls Prevention Classes

Exercise is key to staying strong, energetic, and healthy as you get older. Classes are offered in many locations across the County and are geared to seniors. A variety of weekly classes –such as chair yoga, fitness, Pickle Ball, Zumba Gold, exercise, and falls prevention – are offered at the Lakefield Legion, The Regency Retirement Home, and the Community Care office at 40 Rabbit Street. Contact the office for more information or visit www.commcareptbo.org to view the schedule.

Foot Care Clinic

Trained volunteers provide basic skin care and toe-nail trimming to promote and maintain comfort and mobility. If your feet require attention beyond basic care, you may be referred to your primary care provider or a podiatrist.

Peterborough - 185 Hunter Street East – Tuesday and Thursday morning
No clinics are held in July and August

Havelock - Community Care Office -17 Smith Drive
- First and third Thursday of every month

- By appointment only.
- 24 hours' notice is required for cancellations or you will be billed for the full fee.
- You will receive a reminder call 2-3 days prior to each appointment.
- You are asked to bring two hand towels to each appointment, and to wash and soak feet for 10 minutes in the evening before the appointment. Bring a list of medications to the first appointment.

Medical Equipment Program

A wide variety of medical equipment is available to rent on a short term basis, e.g. walkers, wheelchairs, commodes, bath chairs, etc. Community Care provides no warranty as to the condition of the item. You should ensure that the equipment is complete, in good repair, and suitable for the intended purpose.

Available in: Apsley, Buckhorn, Chemung, Havelock, Lakefield, Millbrook

Hospital to Home

Home At Last (HAL)

HAL is a settlement service that supports you to settle in at home safely after a hospital stay. This free service is provided by a Community Care Personal Support Worker.

- A Personal Support Worker (PSW) drives or accompanies you home from hospital.
- Settling in may include picking up prescriptions, groceries, or medical equipment; assisting with unpacking; light housekeeping including meal preparation; providing personal care; offering complimentary frozen Meals on Wheels; and completing a safety assessment.
- Staff conduct follow-up calls and may refer you and your family to other community services.
- Referral forms are completed by staff at Peterborough Regional Health Centre.
- Service can often be arranged if you are admitted to a hospital outside of Peterborough.
- Inquiries can be made by calling **705-872-6850** or emailing homeatlast@commcareptbo.org

Home First

Promotes safe and timely care and services to meet the needs of patients and their families following a hospital stay. Eligible patients may receive short-term assistance with individualized supports upon discharge. Referrals are managed by the *Ontario Health East Home and Community Care Support Services*.

VOLUNTEERS MAKE A DIFFERENCE.

WE ARE LOOKING FOR THE FOLLOWING ROLES:

- Compensated volunteer drivers
- Reception & office support
- Home & Maintenance Helpers
- Friendly visiting
- Meals on Wheels & grocery shopping
- Blood pressure



*Empowering you to live at home
in the City and County of Peterborough*

Call 705-652-8655 or visit
www.commcareptbo.org



Please click on the link below to play the video:

<https://www.facebook.com/watch/?v=1593140847944738>



Township of Douro-Dummer

Report and Capital Project Status

- Directed by Council and/or CAO
- Directed by the Province/legislation
- Directed by an Agency
- New items and updates are highlighted in Yellow

Report Status

Department	Date Requested	Directed By	Resolution/Direction	Est. Report Date
Corporate	May 3, 2022	Council	Future Gravel Resources	2024
Finance/Clerk	February 21, 2023	Council	Policy to allow for multi-year budgets	Summer 2024
Planning	June 7, 2022	Council/Province	Bill 109 – Update to Site Plan Control By-law, Create Pre-Consultation By-law, ensure the language in Official Plan allows for Peer Review as part of Complete Application	Report no Longer needed as recent Provincial legislation has removed these requirements.
Public Works/CAO	March 7, 2023	Council	Indacom Drive Lot 3	Deferred Pending Budget
Planning	March 19, 2024	Council	ZBA – Setback for Septic System and remove from list of structures	September 2024
Corporate	April 16, 2024	Council	Approval of Strategic Plan	Complete

Finance	June 4, 2024	Council	Funds for Asphodel-Norwood Medical Centre for 2024 and 2025	Late Summer 2024
Finance	June 18, 2024	Council	Donation of \$300.00 to Curve Lake First Nation Pow Wow	Completed
Building	June 4, 2024	Council	Report regarding Septic Re-Inspection Program	Fall 2024
Planning	September 3, 2024	Council	Report regarding new Provincial Planning Statement	Fall 2024

Capital Project Status

Department	Capital Project List	Status
Clerk/C.A.O.	Enbridge Franchise Renewal Agreement	Ongoing
Clerk	Agreement with AMO for the Canada Community-Building Fund	Complete
Finance	Development Charges By-law	Complete
Fire	Douro Station Reconfiguration	Ongoing
Fire	Resurfacing of the parking lot at Fire Station 2	Regrading and Gravel Application are complete.
Fire	Master Fire Plan & Community Risk Assessment	October 1, 2024
Fire	Station 1 Building Review and Drawings	Due 2024
Fire	Station 2 Parking Lot Resurfacing – Paving	Complete
Fire	Boat 4 – Trailered Boat	Complete
By-law Enforcement	Truck Purchase	Complete

General Government	New Sloped Roof – Town Hall	Under Investigation
General Government	Asset Management Plan	October 1, 2024
General Government	Computer Modernization	Ongoing
General Government	Finance Modernization	In progress – will continue into 2024 - New Payroll Module in place – Jan 2023
General Government	Development Charge Study	Summer 2024
General Government	Computer IT Hardware Replacements	Due 2024
General Government	Tree Program	Complete
General Government	Storage Room Exterior Door Replacement	Due 2024
Parks and Recreation	Parks and Rec Master Plan – Implementation	On hold due to Covid-19
Parks and Recreation	Windows in Harvest Room	Complete
Parks and Recreation	Lime Kiln Restoration – 2022 Budget	Spring 2023
Parks and Recreation	Consultant Fees – Arena Facilities Future Ad-Hoc Committee	Fall 2023

Parks and Recreation	Compressor Replacement Reserve Contribution	Complete
Parks and Recreation	New Park Trailer	Complete
Parks and Recreation	30Hp Compressor Replacement	Complete
Parks and Recreation	Roof Repair	Complete
Parks and Recreation	Energy Audit	In progress
Parks and Recreation	New Players Benches at Douro Park	Complete
Planning	Zoning By-Law Update	On hold until Province Approves OP
Public Works	Gravel Pit Purchase	Ongoing
Public Works	Brushing Unit	RFP Awarded – waiting on delivery
Public Works	Plow Truck	RFP Awarded – 2025 Delivery

Recommendation:

That Report Planning-2024-24, dated October 15, 2024, regarding the Provincial Planning Statement (PPS, 2024) be received for information.

Background:

At the September 3, 2024, Regular Council Meeting, Council passed the following Resolution:

“12.3 Ministry of Municipal Affairs and Housing - Release of Provincial Planning Statement 2024

Resolution Number 314-2024

Moved by: Councillor Vervoort

Seconded by: Councillor Watt

That the notice from the Ministry of Municipal Affairs and Housing regarding the release of the Provincial Planning Statement 2024 be received, and that the Township Planner present a report to Council regarding the new PPS. Carried”

Overview:

As described by the Government of Ontario, the [Provincial Planning Statement \(PPS, 2024\)](#) is a “streamlined province-wide land use planning policy framework that replaces both the [Provincial Policy Statement, 2020](#) and [A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019](#) while building upon housing-supportive policies from both documents.”

During the development of the PPS, 2024, the province conducted three sets of public consultation and Indigenous engagement between October 2022 and May 2024 with the goal of achieving “a simplified and more locally responsive planning document for municipalities.”

The goals of the proposed changes were to address 5 priority areas:

1. Generate an appropriate housing supply
2. Make land available for development
3. Provide infrastructure to support development
4. Balance housing with resources
5. Implementation

The Township Planning Department identified the proposed changes to the Provincial Planning Statement in two separate Staff Reports as follows:

[Planning-2023-17, dated June 6, 2023](#); and
[Planning-2024-16, dated May 7, 2024](#).

The Environmental Registry of Ontario [ERO Number 019-8462](#) summarizes the decision of the province and notes that the PPS, 2024 will take effect on October 20, 2024.

To support the implementation of the Provincial Planning Statement, the government initiated a consultation from August 20, 2024 – October 4, 2024, on whether there are any specific planning matters (or types of matters) in process that should be addressed through a transition regulation under the Planning Act. For details, see [ERO Number 019-9065](#).

Provincial Planning Statement (PPS, 2024):

As noted, the PPS, 2024 replaces the existing Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe.

The law firm of [Osler, Hoskin & Harcourt LLP \(Osler\)](#) has prepared a [comprehensive comparison between the 2020 PPS, Growth Plan and PPS, 2024](#) which can be downloaded from their website.

Key or notable changes in the new PPS for the Township of Douro-Dummer include:

- The County of Peterborough is no longer required to plan for specific population and employment targets for a horizon year (i.e. Schedule 3 of the Growth Plan no longer applies) but they must base population and employment growth forecasts according to provincial guidance informed by Ontario Population Projections published by the Ministry of Finance (Policy 2.1.1).
- When creating a new official plan, and for each official plan update, municipalities will be required to have enough land designated to meet the projected needs for a time horizon of at least 20 years, but not more than 30 years (with some exceptions) (i.e. Policy 2.1.3).
- There is no longer a requirement for municipal comprehensive reviews (MCR's). MCR's were the process that upper- and single-tier municipalities were required to use to ensure their official plans conform with the policies in the Growth Plan. An MCR resulted in a new official plan or official plan amendment that comprehensively applied all the policies of the plan, and which was then submitted to the province for approval. During the MCR process, municipalities would carry out background research, public consultation, and policy formulation with input from the province at critical milestones. They were then required to submit an official plan or official plan amendment to the province.
- Municipalities can consider settlement area expansions at any time (i.e. rather than through MCR's). The tests to be applied in considering settlement area expansions requires consideration of, among other things, capacity in infrastructure and public service facilities, phasing, avoidance of prime agricultural areas, and consideration of the minimum distance separation formulae (MDS) (Policy 2.3.2). Settlement area expansions can be appealed to the Ontario Land Tribunal (introduced in Bill 185).

- The concept of strategic growth areas from the Growth Plan has been included in the PPS, 2024. Planning authorities are encouraged to identify strategic growth areas in official plans, and these should be the focus of significant population and employment growth (Policy 2.4). Strategic growth areas and designated growth areas are not land use designations and their delineation does not confer any new land use designations, nor alter existing land use designations. Any development on lands within the boundary of these identified areas is still subject to the relevant provincial and municipal land use planning policies and approval processes (Policy 6.1.11). Strategic growth areas are defined to mean within settlement areas, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating intensification and higher density mixed uses in a more compact built form.
- Planning authorities must plan for, protect and preserve employment areas (Policy 2.8.2.1). However, Municipalities can consider the removal of land from employment areas provided several criteria can be met (Policy 2.8.2.5).
- Planning authorities must identify a natural heritage system in Ecoregions 6E and 7E (i.e. the Township of Douro-Dummer). The province has a recommended approach for identifying natural heritage systems, but municipal approaches that achieve or exceed the same objective may also be used (Policy 4.1.3). Through the repeal of the Growth Plan there is no longer legislation that dictates a 30 metre Vegetative Protection Zone (VPZ) immediately adjacent to key hydrologic features.
- Planning authorities are still required to use an agricultural system approach, based on provincial guidance, to maintain and enhance a geographically continuous agricultural land base and support and foster the long-term economic prosperity and productive capacity of the agri-food network (Policy 4.3.1.1). The PPS, 2024 continues to prioritize the protection of prime agricultural areas, meaning that municipalities are required to protect these lands from development pressures for long-term agriculture. However, where a residential dwelling is permitted on a lot in a prime agricultural area, up to two additional residential units (ARU's) may be permitted in accordance with provincial guidance, and at least one of the ARU's must be located within or attached to the principal dwelling and comply with several criteria (Policy 4.3.2.5). Farm worker housing may also be permitted, as an agricultural use, in addition to the ARU's (Policy 4.3.2.6).
- Planning authorities are still required to identify and protect mineral aggregate resources for long-term use (Policy 4.5.1.1). Development in known deposits and on adjacent lands is only permitted based on the criteria outlined in Policy 4.5.2.5. Existing mineral aggregate operations are permitted to continue without the need for official plan amendment, rezoning or development permit under the Planning Act. Where the Aggregate Resources Act applies (i.e. anything within Peterborough County), only processes under the Aggregate Resources Act shall

address the depth of extraction of new or existing mineral aggregate operations (Policy 4.5.2.4).

- As it relates to Policies 2.3.1.5 and 4.2.3, the County of Peterborough is not identified as a large or fast-growing municipality in Schedule 1 of the PPS, 2024.

The PPS, 2024 is considered a policy statement for the purpose of Section 3 of the Planning Act. Effective October 2024, and subject to any transition regulations, all municipal decisions, as well as comments, submissions or advice affecting planning matters, will be required to be consistent with the PPS, 2024 pursuant to subsections 3(5) and 3(6) of the Planning Act.

The PPS, 2024 was developed prior to the province rendering a decision on the new County (and Township) Official Plan which was adopted on June 29, 2022. The PPS, 2024 represents changes to several policies and possibly mapping in the adopted Official Plan, a process that began in 2017 and involved input from the Technical Advisory Committee, Council and the public.

Through the Technical Advisory Committee (TAC) for the Official Plan, Township Planning Staff have met regularly since 2022 to provide input on recommended modifications with respect to the new Provincial Planning Statement. On September 6, 2024, the County received [correspondence from the Minister of Municipal Affairs and Housing](#) requesting that the County repeal the By-law which adopted the Official Plan so that it is no longer before the Minister for a decision. The Ministers letter notes that repealing the Official Plan would “afford the County the ability to re-visit aspects of its official plan to ensure alignment of local land-use planning policies and interests with the new Provincial Planning Statement, 2024”.

At the County Council Regular Meeting of September 18, 2024, Council recommended:

That the correspondence from the Ministry of Municipal Affairs and Housing regarding the Official Plan be received; and,

That staff be directed to bring a report to a future Council meeting.

As of the writing of this Report, County Staff have not presented their report to County Council.

In order to highlight the new PPS and its potential policy impacts on landowners, the County of Peterborough has placed a notice on their [Severance](#) webpage to highlight this new legislation before a formal consent application is filed.

Conclusion:

Overall, the PPS, 2024 contains a mix of policies that continue to protect rural characteristics while offering some flexibility for growth and development, especially regarding ARU's and rural economies.

The municipality must continue to navigate balancing development pressures, especially for housing, with the need to protect agricultural lands and natural resources.

Private servicing remains crucial for development in the municipality, but with continued requirements to ensure environmental protection and health safety.

There may be more opportunities to support rural economic development, particularly through agri-business, tourism, and resource extraction, while maintaining a focus on sustainability.

Financial Impact:

Unknown at this time, although there may be a financial impact as it relates to updating the Official Plan as per the Ministers request.



Report Approval Details

Document Title:	Staff Report PPS, 2024.docx
Attachments:	- Provincial Planning Statement 2024 Notification (Township of Douro-Dummer).pdf - mmah-provincial-planning-statement-en-2024-08-19.pdf
Final Approval Date:	Oct 9, 2024

This report and all of its attachments were approved and signed as outlined below:

Martina Chait-Hartwig

Mike Rutter

From: [Paul Calandra](#)
To: [Martina Chait](#)
Subject: Provincial Planning Statement 2024 Notification (Township of Douro-Dummer)
Date: Tuesday, August 20, 2024 3:48:23 PM
Attachments: [COA-FN-KO-BLK.png](#)
[Provincial Planning Statement - EN.pdf](#)
[Provincial Planning Statement - FR.pdf](#)

**Ministry of
Municipal Affairs
and Housing**

Office of the Minister

777 Bay Street, 17th Floor
Toronto ON M7A 2J3
Tel.: 416 585-7000

**Ministère des
Affaires municipales
et du Logement**

Bureau du ministre

777, rue Bay, 17^e étage
Toronto (Ontario) M7A 2J3
Tél. : 416 585-7000



234-2024-3937

August 20, 2024

La version française suit.

I am writing to let you know that I have issued a new [Provincial Planning Statement \(PPS 2024\)](#) under the *Planning Act*, coming into effect on October 20, 2024.

The PPS 2024 sets out a streamlined, province-wide land use planning document that gives municipalities the tools and flexibility you need to hit your housing targets in a way that is responsive to local challenges and reflective of local priorities. The PPS 2024 will replace the Provincial Policy Statement, 2020 (PPS 2020). In addition, A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended (A Place to Grow) will be revoked effective the same date. For consultation details regarding the PPS 2024, please see [ERO # 019-8462](#).

The October 20, 2024 effective date provides a two-month transition, allowing time for in-progress planning decisions to be resolved, and providing municipalities a window of time to prepare for adoption of the new policies.

In addition, a 30-day consultation ([ERO# 019-9065](#)) beginning on August 20, 2024, will seek feedback on any specific planning matters in process that might need to be addressed through a potential transition regulation under the Planning Act. Your municipality is invited to share any feedback through the consultation.

To provide municipalities with implementation support, the Ministry of Municipal Affairs and Housing will provide training for municipal staff in September and October 2024. Our government will also consider developing Provincial guidance to support implementation.

Our government made an administrative amendment to the Greenbelt Plan that ensures policies in A Place to Grow, and the PPS 2020 will continue to apply in those cases where the Greenbelt Plan refers to them. This amendment will take effect on October 20, 2024.

To align with the PPS 2024, the changes made to the Planning Act "area of employment" definition (in the Helping Homebuyers, Protecting Tenants Act, 2023) have been proclaimed to come into effect on October 20, 2024. This includes transition provisions which allow municipalities to adopt official plan policies to continue protection of a historic area of employment despite any existing uses that no longer meet the new definition.

We look forward to our continued work together to get at least 1.5 million homes built by 2031. If you have any questions, feel free to reach out to your local Municipal Services Office contact.

Sincerely,



Hon. Paul Calandra
Minister of Municipal Affairs & Housing

Attachments:

- [Provincial Planning Statement, 2024](#)

c. The Honourable Vijay Thanigasalam, Associate Minister of Housing
Matthew Rae, Parliamentary Assistant, Municipal Affairs and Housing
Michael Klimuntowski, Chief of Staff, Minister's Office
Martha Greenberg, Deputy Minister, Municipal Affairs and Housing
Sean Fraser, Assistant Deputy Minister, Municipal Affairs and Housing
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Je vous écris pour vous informer que j'ai publié une nouvelle [Déclaration de principes provinciale \(DPP 2024\)](#) en vertu de la Loi sur l'aménagement du territoire, qui entrera en vigueur le 20 octobre 2024.

La DPP 2024 constitue un document d'aménagement du territoire simplifié à l'échelle de la province qui donne aux municipalités les outils et la souplesse dont elles ont besoin pour atteindre leurs objectifs en matière de logement d'une manière qui réponde aux défis locaux et reflète les priorités locales. La DPP 2024 remplacera la Déclaration de principes provinciale 2020 (DPP 2020). De plus, le document En plein essor : Plan de croissance de la région élargie du Golden Horseshoe de 2019, tel que modifié (En plein essor), sera révoqué à la même date. Pour les détails de la consultation relative à la DPP 2024, veuillez consulter le [REO 019-8462](#).

La date d'entrée en vigueur du 20 octobre 2024 prévoit une transition de deux mois, ce qui laisse le temps de résoudre les décisions d'aménagement en cours et donne aux municipalités le temps de se préparer à l'adoption des nouvelles politiques.

En outre, une consultation de 30 jours ([ERO 019-9065](#)) débutant le 20 août 2024 permettra de recueillir des commentaires sur toute question d'aménagement spécifique en cours qui pourrait devoir être traitée par une éventuelle réglementation transitoire en vertu de la Loi sur l'aménagement du territoire. Votre municipalité est invitée à faire part de ses commentaires dans le cadre de la consultation.

Afin de soutenir les municipalités dans leur mise en œuvre, le ministère des Affaires municipales et du Logement organisera une formation pour le personnel municipal en septembre et octobre 2024. Notre gouvernement envisagera également d'élaborer des directives provinciales pour soutenir la mise en œuvre.

Notre gouvernement a apporté une modification administrative au Plan de la ceinture de verdure qui garantit que les politiques contenues dans le plan En plein essor et la DPP 2020 continueront à s'appliquer dans les cas où le Plan de la ceinture de verdure s'y réfère. Cette modification prendra effet le 20 octobre 2024.

Aux fins d'harmonisation avec la DPP 2024, les modifications apportées à la définition de la « zone d'emploi » de la Loi sur l'aménagement du territoire (dans la Loi de 2023 visant à aider les acheteurs et à protéger les locataires) ont été promulguées pour entrer en vigueur le 20 octobre 2024. Cela comprend des dispositions transitoires qui permettent aux municipalités d'adopter des politiques de plan officiel pour continuer à protéger une zone d'emploi historique malgré les utilisations existantes qui ne correspondent plus à la nouvelle

définition.

Nous nous réjouissons de continuer à travailler ensemble pour construire au moins 1,5 million de logements d'ici 2031. Si vous avez des questions, n'hésitez pas à communiquer avec votre Bureau des services aux municipalités local.

Cordialement,



L'honorable Paul Calandra
Ministre des Affaires municipales et du Logement

Pièces jointes :

- [Déclaration de principes provinciale 2024](#)
- c. L'honorable Vijay Thanigasalam, ministre associé du Logement
Matthew Rae, adjoint parlementaire, Affaires municipales et du Logement
Michael Klimuntowski, chef de cabinet, Bureau du ministre
Martha Greenberg, sous-ministre, Affaires municipales et du Logement
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PROVINCIAL PLANNING STATEMENT, 2024

Under the *Planning Act*

PROVINCIAL PLANNING STATEMENT, 2024

Approved by the Lieutenant Governor in Council, Order in Council No. 1099/2024

The Provincial Planning Statement was issued under section 3 of the *Planning Act* and came into effect October 20, 2024. It replaces the Provincial Policy Statement that came into effect on May 1, 2020.

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Chapter 1: Introduction

Vision

Ontario is a vast, fast-growing province that is home to many urban, rural and northern communities distinguished by different populations, economic activity, pace of growth, and physical and natural conditions. More than anything, a prosperous Ontario will see the building of more homes for all Ontarians. This is why the province has set a goal of getting at least 1.5 million homes built by 2031.

Ontario will increase the supply and mix of *housing options*, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of *housing options* will support a diverse and growing population and workforce, now and for many years to come.

A prosperous and successful Ontario will also support a strong and competitive economy that is investment-ready and recognized for its influence, innovation and diversity. Ontario's economy will continue to mature into a centre of industry and commerce of global significance. Central to this success will be the people who live and work in this province.

Ontario's land use planning framework, and the decisions that are made, shape how our communities grow and prosper. Prioritizing compact and *transit-supportive* design, where locally appropriate, and optimizing investments in *infrastructure* and *public service facilities* will support convenient access to housing, quality employment, services and recreation for all Ontarians. Cultural heritage and archaeology in Ontario will provide people with a sense of place. And while many Ontarians still face a complex range of challenges, municipalities will work with the Province to support the long term prosperity and well-being of residents through the design of communities responsive to the needs of all Ontarians.

Ontario's vibrant agricultural sector and sensitive areas will continue to form part of the province's economic prosperity and overall identity. Growth and development will be prioritized within urban and rural settlements that will, in turn, support and protect the long-term viability of *rural areas*, local food production, and the *agri-food network*. In addition, resources, including natural areas, water, aggregates and agricultural lands will be protected. Potential risks to public health or safety or of property damage from natural hazards and human-made hazards, including the risks associated with the impacts of climate change will be mitigated.

Ontario will continue to recognize the unique role Indigenous communities have in land use planning and development, and the contribution of Indigenous communities' perspectives and traditional knowledge to land use planning decisions. Meaningful early engagement and constructive, cooperative relationship-building between planning authorities and Indigenous communities will facilitate knowledge-sharing and inform decision-making in land use planning.

Above all, Ontario will continue to be a great place to live, work and visit where all Ontarians enjoy a high standard of living and an exceptional quality of life.

Role of the Provincial Planning Statement

The Provincial Planning Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Planning Statement sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians.

Municipal official plans are the most important vehicle for implementation of the Provincial Planning Statement and for achieving comprehensive, integrated and long-term planning. Official plans should coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial outcomes.

Zoning and development permit by-laws are also important for the implementation of the Provincial Planning Statement. Zoning and development permit by-laws should be forward-looking and facilitate opportunities for an appropriate range and mix of *housing options* for all Ontarians.

Land use planning is only one of the tools for implementing provincial interests. A wide range of legislation, regulations, policies and programs may apply to decisions with respect to *Planning Act* applications, affect planning matters, and assist in implementing these interests.

The Province's rich cultural diversity is one of its distinctive and defining features. Indigenous communities have a unique relationship with the land and its resources, which continues to shape the history and economy of the Province today. Ontario recognizes the unique role Indigenous communities have in land use planning and development, and the contribution of Indigenous communities' perspectives and traditional knowledge to land use planning decisions. The Province recognizes the importance of consulting with Aboriginal communities on planning matters that may affect their section 35 Aboriginal or treaty rights.

Legislative Authority

The Provincial Planning Statement is a policy statement issued under the authority of section 3 of the *Planning Act* and came into effect on October 20, 2024. The Provincial Planning Statement applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024.

In respect of the exercise of any authority that affects a planning matter, section 3 of the *Planning Act* requires that decisions affecting planning matters shall be consistent with policy statements issued under the Act.

Comments, submissions or advice that affect a planning matter that are provided by the council of a municipality, a local board, a planning board, a minister or ministry, board, commission or agency of the government shall be consistent with the Provincial Planning Statement.

How to Read the Provincial Planning Statement

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic, health and social factors in land use planning. The Provincial Planning Statement supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The Provincial Planning Statement is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation. When more than one policy is relevant, a decision-maker should consider all of the relevant policies to understand how they work together. The language of each policy, including the Implementation and Interpretation policies, will assist decision-makers in understanding how the policies are to be implemented.

There is no implied priority in the order in which the policies appear. While specific policies sometimes refer to other policies for ease of use, these cross-references do not take away from the need to read the Provincial Planning Statement as a whole.

Consider Specific Policy Language

When applying the Provincial Planning Statement it is important to consider the specific language of the policies. Each policy provides direction on how it is to be implemented, how it is situated within the broader Provincial Planning Statement, and how it relates to other policies.

Some policies set out positive directives, such as “settlement areas shall be the focus of growth and development.” Other policies set out limitations and prohibitions, such as “development and site alteration shall not be permitted.” Other policies use enabling or supportive language, such as “should,” “promote,” and “encourage.”

The choice of language is intended to distinguish between the types of policies and the nature of implementation. There is some discretion when applying a policy with enabling or supportive language in contrast to a policy with a directive, limitation or prohibition.

Geographic Scale of Policies

The Provincial Planning Statement recognizes the diversity of Ontario and that local context is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld.

While the Provincial Planning Statement is to be read as a whole, not all policies will be applicable to every site, feature or area. The Provincial Planning Statement applies at a range of geographic scales.

Some of the policies refer to specific areas or features and can only be applied where these features or areas exist. Other policies refer to planning objectives that need to be considered in the context of the municipality or planning area as a whole, and are not necessarily applicable to a specific site or development proposal.

Within the Great Lakes –St. Lawrence River Basin, there may be circumstances where planning authorities should consider agreements related to the protection or restoration of the Great Lakes – St. Lawrence River Basin. Examples of these agreements include Great Lakes agreements between Ontario and Canada, between Ontario and Quebec and the Great Lakes States of the United States of America, and between Canada and the United States of America.

Policies Represent Minimum Standards

The policies of the Provincial Planning Statement represent minimum standards.

Within the framework of the provincial policy-led planning system, planning authorities and decision-makers may go beyond these minimum standards to address matters of importance to a specific community, unless doing so would conflict with any policy of the Provincial Planning Statement.

Defined Terms and Meanings

Except for references to legislation which are italicized, other italicized terms in the Provincial Planning Statement are defined in the Definitions chapter. For non-italicized terms, the normal meaning of the word applies. Terms may be italicized only in specific policies; for these terms, the defined meaning applies where they are italicized and the normal meaning applies where they are not italicized. Defined terms in the Definitions chapter are intended to capture both singular and plural forms of these terms in the policies.

Provincial Guidance

Provincial guidance, including guidance material, guidelines and technical criteria may be issued from time to time to assist planning authorities and decision-makers with implementing the policies of the Provincial Planning Statement. Information, technical criteria and approaches outlined in provincial guidance are meant to support implementation but not add to or detract from the policies of this Provincial Planning Statement.

Relationship with Provincial Plans

The Provincial Planning Statement provides overall policy directions on matters of provincial interest related to land use planning and development in Ontario, and applies province-wide, except where this Provincial Planning Statement or another provincial plan provides otherwise.

Provincial plans, such as the Greenbelt Plan and the Oak Ridges Moraine Conservation Plan, build upon the policy foundation provided by the Provincial Planning Statement. They provide additional land use planning policies to address issues facing specific geographic areas in Ontario.

Provincial plans are to be read in conjunction with the Provincial Planning Statement. They take precedence over the policies of the Provincial Planning Statement to the extent of any conflict, except where the relevant legislation provides otherwise.

Where the policies of provincial plans address the same, similar, related, or overlapping matters as the policies of the Provincial Planning Statement, applying the more specific policies of the provincial plan satisfies the more general requirements of the Provincial Planning Statement. In contrast, where matters addressed in the Provincial Planning Statement do not overlap with policies in provincial plans, the policies in the Provincial Planning Statement must be independently satisfied.

Land use planning decisions made by municipalities, planning boards, the Province, or a commission or agency of the government must be consistent with the Provincial Planning Statement. Where provincial plans are in effect, planning decisions must conform or not conflict with them, as the case may be.

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

2.1 Planning for People and Homes

1. As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.
2. Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning.
3. At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for *infrastructure, public service facilities, strategic growth areas* and *employment areas* may extend beyond this time horizon.

Where the Minister of Municipal Affairs and Housing has made a zoning order, the resulting development potential shall be in addition to projected needs over the planning horizon established in the official plan. At the time of the municipality's next official plan update, this additional growth shall be incorporated into the official plan and related infrastructure plans.

4. To provide for an appropriate range and mix of *housing options* and densities required to meet projected requirements of current and future residents of the *regional market area*, planning authorities shall:
 - a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are *designated and available* for residential development; and
 - b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.
5. Where planning is conducted by an upper-tier municipality, the land and unit supply maintained by the lower-tier municipality identified in policy 2.1.4 shall be based on and reflect the allocation of population and units by the upper-tier municipality.

6. Planning authorities should support the achievement of *complete communities* by:
- a) accommodating an appropriate range and mix of land uses, *housing options*, transportation options with *multimodal* access, employment, *public service facilities* and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
 - b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
 - c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

2.2 Housing

1. Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected needs of current and future residents of the *regional market area* by:
- a) establishing and implementing minimum targets for the provision of housing that is *affordable* to *low and moderate income households*, and coordinating land use planning and planning for housing with Service Managers to address the full range of *housing options* including *affordable* housing needs;
 - b) permitting and facilitating:
 - 1. all *housing options* required to meet the social, health, economic and well-being requirements of current and future residents, including *additional needs housing* and needs arising from demographic changes and employment opportunities; and
 - 2. all types of residential *intensification*, including the *development* and *redevelopment* of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new *housing options* within previously developed areas, and *redevelopment*, which results in a net increase in residential units in accordance with policy 2.3.1.3;
 - c) promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation*; and
 - d) requiring *transit-supportive* development and prioritizing *intensification*, including potential air rights development, in proximity to transit, including corridors and stations.

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

1. *Settlement areas* shall be the focus of growth and development. Within *settlement areas*, growth should be focused in, where applicable, *strategic growth areas*, including *major transit station areas*.
2. Land use patterns within *settlement areas* should be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;
 - b) optimize existing and planned *infrastructure* and *public service facilities*;
 - c) support *active transportation*;
 - d) are *transit-supportive*, as appropriate; and
 - e) are *freight-supportive*.
3. Planning authorities shall support general *intensification* and *redevelopment* to support the achievement of *complete communities*, including by planning for a range and mix of *housing options* and prioritizing planning and investment in the necessary *infrastructure* and *public service facilities*.
4. Planning authorities shall establish and implement minimum targets for *intensification* and *redevelopment* within built-up areas, based on local conditions.
5. Planning authorities are encouraged to establish density targets for *designated growth areas*, based on local conditions. *Large and fast-growing municipalities* are encouraged to plan for a target of 50 residents and jobs per gross hectare in *designated growth areas*.
6. Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within *designated growth areas* is orderly and aligns with the timely provision of the *infrastructure* and *public service facilities*.

2.3.2 New Settlement Areas and Settlement Area Boundary Expansions

1. In identifying a new *settlement area* or allowing a *settlement area* boundary expansion, planning authorities shall consider the following:
 - a) the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;
 - b) if there is sufficient capacity in existing or planned *infrastructure* and *public service facilities*;
 - c) whether the applicable lands comprise *specialty crop areas*;
 - d) the evaluation of alternative locations which avoid *prime agricultural areas* and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in *prime agricultural areas*;
 - e) whether the new or expanded *settlement area* complies with the *minimum distance separation formulae*;
 - f) whether impacts on the *agricultural system* are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an *agricultural impact assessment* or equivalent analysis, based on provincial guidance; and
 - g) the new or expanded *settlement area* provides for the phased progression of urban development.
2. Notwithstanding policy 2.3.2.1.b), planning authorities may identify a new *settlement area* only where it has been demonstrated that the *infrastructure* and *public service facilities* to support development are planned or available.

2.4 Strategic Growth Areas

2.4.1 General Policies for Strategic Growth Areas

1. Planning authorities are encouraged to identify and focus growth and development in *strategic growth areas*.
2. To support the achievement of *complete communities*, a range and mix of *housing options*, *intensification* and more mixed-use development, *strategic growth areas* should be planned:
 - a) to accommodate significant population and employment growth;
 - b) as focal areas for education, commercial, recreational, and cultural uses;
 - c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
 - d) to support *affordable*, accessible, and equitable housing.

3. Planning authorities should:

- a) prioritize planning and investment for *infrastructure* and *public service facilities* in *strategic growth areas*;
- b) identify the appropriate type and scale of development in *strategic growth areas* and the transition of built form to adjacent areas;
- c) permit *development* and *intensification* in *strategic growth areas* to support the achievement of *complete communities* and a *compact built form*;
- d) consider a student housing strategy when planning for *strategic growth areas*; and
- e) support *redevelopment* of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.

2.4.2 Major Transit Station Areas

1. Planning authorities shall delineate the boundaries of *major transit station areas* on *higher order transit* corridors through a new official plan or official plan amendment adopted under section 26 of the *Planning Act*. The delineation shall define an area within an approximately 500 to 800-metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.
2. Within *major transit station areas* on *higher order transit* corridors, planning authorities shall plan for a minimum density target of:
 - a) 200 residents and jobs combined per hectare for those that are served by subways;
 - b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or
 - c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.
3. Planning authorities are encouraged to promote *development* and *intensification* within *major transit station areas*, where appropriate, by:
 - a) planning for land uses and built form that supports the achievement of minimum density targets; and
 - b) supporting the *redevelopment* of surface parking lots within *major transit station areas*, including commuter parking lots, to be *transit-supportive* and promote *complete communities*.
4. For any particular *major transit station area*, planning authorities may request the Minister to approve an official plan or official plan amendment with a target that is lower than the applicable target established in policy 2.4.2.2, where it has been demonstrated that this target cannot be achieved because:
 - a) *development* is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or
 - b) there are a limited number of residents and jobs associated with the built form, but a *major trip generator* or feeder service will sustain high ridership at the station or stop.

5. Planning authorities may plan for *major transit station areas* that are not on *higher order transit corridors* by delineating boundaries and establishing minimum density targets.
6. All *major transit station areas* should be planned and designed to be *transit-supportive* and to achieve *multimodal* access to stations and connections to nearby *major trip generators* by providing, where feasible:
 - a) connections to local and regional transit services to support *transit service integration*;
 - b) *infrastructure* that accommodates a range of mobility needs and supports *active transportation*, including sidewalks, bicycle lanes, and secure bicycle parking; and
 - c) commuter pick-up/drop-off areas.

2.4.3 Frequent Transit Corridors

1. Planning authorities shall plan for *intensification* on lands that are adjacent to existing and planned *frequent transit corridors*, where appropriate.

2.5 Rural Areas in Municipalities

1. Healthy, integrated and viable *rural areas* should be supported by:
 - a) building upon rural character, and leveraging rural amenities and assets;
 - b) promoting regeneration, including the *redevelopment of brownfield sites*;
 - c) accommodating an appropriate range and mix of housing in rural *settlement areas*;
 - d) using rural *infrastructure* and *public service facilities* efficiently;
 - e) promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management or use of resources;
 - f) providing opportunities for sustainable and diversified tourism, including leveraging historical, cultural, and natural assets;
 - g) conserving biodiversity and considering the ecological benefits provided by nature; and
 - h) providing opportunities for economic activities in *prime agricultural areas*, in accordance with policy 4.3.
2. In *rural areas*, rural *settlement areas* shall be the focus of growth and development and their vitality and regeneration shall be promoted.
3. When directing development in rural *settlement areas* in accordance with policy 2.3, planning authorities shall give consideration to locally appropriate rural characteristics, the scale of development and the provision of appropriate service levels.

Growth and development may be directed to *rural lands* in accordance with policy 2.6, including where a municipality does not have a *settlement area*.

2.6 Rural Lands in Municipalities

1. On *rural lands* located in municipalities, permitted uses are:
 - a) the management or use of resources;
 - b) resource-based recreational uses (including recreational dwellings not intended as permanent residences);
 - c) residential development, including lot creation, where site conditions are suitable for the provision of appropriate *sewage and water services*;
 - d) *agricultural uses, agriculture-related uses, on-farm diversified uses and normal farm practices*, in accordance with provincial standards;
 - e) home occupations and home industries;
 - f) cemeteries; and
 - g) other rural land uses.
2. Development that can be sustained by rural service levels should be promoted.
3. Development shall be appropriate to the *infrastructure* which is planned or available, and avoid the need for the uneconomical expansion of this *infrastructure*.
4. Planning authorities should support a diversified rural economy by protecting agricultural and other resource-related uses and directing non-related development to areas where it will minimize constraints on these uses.
5. New land uses, including the creation of lots, and new or expanding livestock facilities, shall comply with the *minimum distance separation formulae*.

2.7 Territory Without Municipal Organization

1. On *rural lands* located in territory without municipal organization, the focus of development activity shall be related to the sustainable management or use of resources and resource-based recreational uses (including recreational dwellings not intended as permanent residences).
2. Development shall be appropriate to the *infrastructure* which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of this *infrastructure*.
3. The establishment of new permanent townsites shall not be permitted.

4. In areas adjacent to and surrounding municipalities, only development that is related to the sustainable management or use of resources and resource-based recreational uses (including recreational dwellings not intended as permanent residences) shall be permitted. Other uses may only be permitted if:
 - a) the area forms part of a planning area;
 - b) the necessary *infrastructure* and *public service facilities* are planned or available to support the development and are financially viable over their life cycle; and
 - c) it has been determined that the impacts of development will not place an undue strain on the *public service facilities* and *infrastructure* provided by adjacent municipalities, regions and/or the Province.

2.8 Employment

2.8.1 Supporting a Modern Economy

1. Planning authorities shall promote economic development and competitiveness by:
 - a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
 - b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
 - c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
 - d) encouraging *intensification* of employment uses and compatible, compact, mixed-use development to support the achievement of *complete communities*; and
 - e) addressing land use compatibility adjacent to *employment areas* by providing an appropriate transition to *sensitive land uses*.
2. Industrial, manufacturing and small-scale warehousing uses that could be located adjacent to *sensitive land uses* without *adverse effects* are encouraged in *strategic growth areas* and other mixed-use areas where *frequent transit* service is available, outside of *employment areas*.
3. In addition to policy 3.5, on lands within 300 metres of *employment areas*, *development* shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long-term economic viability of employment uses within existing or planned *employment areas*, in accordance with provincial guidelines.
4. Major office and major institutional development should be directed to *major transit station areas* or other *strategic growth areas* where *frequent transit* service is available.

2.8.2 Employment Areas

1. Planning authorities shall plan for, protect and preserve *employment areas* for current and future uses, and ensure that the necessary *infrastructure* is provided to support current and projected needs.
2. Planning authorities shall protect *employment areas* that are located in proximity to *major goods movement facilities and corridors*, including facilities and corridors identified in provincial transportation plans, for the *employment area* uses that require those locations.
3. Planning authorities shall designate, protect and plan for all *employment areas* in *settlement areas* by:
 - a) planning for *employment area* uses over the long-term that require those locations including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities;
 - b) prohibiting residential uses, commercial uses, *public service facilities* and other institutional uses;
 - c) prohibiting retail and office uses that are not associated with the primary employment use;
 - d) prohibiting other *sensitive land uses* that are not ancillary to uses permitted in the *employment area*; and
 - e) including an appropriate transition to adjacent non-*employment areas* to ensure land use compatibility and economic viability.
4. Planning authorities shall assess and update *employment areas* identified in official plans to ensure that this designation is appropriate to the planned function of *employment areas*. In planning for *employment areas*, planning authorities shall maintain land use compatibility between *sensitive land uses* and *employment areas* in accordance with policy 3.5 to maintain the long-term operational and economic viability of the planned uses and function of these areas.

5. Planning authorities may remove lands from *employment areas* only where it has been demonstrated that:
 - a) there is an identified need for the removal and the land is not required for *employment area* uses over the long term;
 - b) the proposed uses would not negatively impact the overall viability of the *employment area* by:
 1. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned *employment area* uses in accordance with policy 3.5;
 2. maintaining access to *major goods movement facilities and corridors*;
 - c) existing or planned *infrastructure* and *public service facilities* are available to accommodate the proposed uses; and
 - d) the municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan.

2.9 Energy Conservation, Air Quality and Climate Change

1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the *impacts of a changing climate* through approaches that:
 - a) support the achievement of compact, *transit-supportive*, and *complete communities*;
 - b) incorporate climate change considerations in planning for and the development of *infrastructure*, including stormwater management systems, and *public service facilities*;
 - c) support energy conservation and efficiency;
 - d) promote *green infrastructure*, *low impact development*, and *active transportation*, protect the environment and improve air quality; and
 - e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the *impacts of a changing climate*.

Chapter 3: Infrastructure and Facilities

3.1 General Policies for Infrastructure and Public Service Facilities

1. *Infrastructure and public service facilities* shall be provided in an efficient manner while accommodating projected needs.

Planning for *infrastructure* and *public service facilities* shall be coordinated and integrated with land use planning and growth management so that they:

- a) are financially viable over their life cycle, which may be demonstrated through asset management planning;
 - b) leverage the capacity of development proponents, where appropriate; and
 - c) are available to meet current and projected needs.
2. Before consideration is given to developing new *infrastructure* and *public service facilities*:
 - a) the use of existing *infrastructure* and *public service facilities* should be optimized; and
 - b) opportunities for adaptive re-use should be considered, wherever feasible.
 3. *Infrastructure and public service facilities* should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Chapter 5: Protecting Public Health and Safety.
 4. *Public service facilities* should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and *active transportation*.
 5. Planning authorities, in collaboration with school boards, should consider and encourage innovative approaches in the design of schools and associated child care facilities, such as schools integrated in high-rise developments, in *strategic growth areas*, and other areas with a *compact built form*.

3.2 Transportation Systems

1. *Transportation systems* should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.
2. Efficient use should be made of existing and planned *infrastructure*, including through the use of *transportation demand management* strategies, where feasible.

3. As part of a *multimodal transportation system*, connectivity within and among *transportation systems* and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.

3.3 Transportation and Infrastructure Corridors

1. Planning authorities shall plan for and protect corridors and rights-of-way for *infrastructure*, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.
2. *Major goods movement facilities and corridors* shall be protected for the long term.
3. Planning authorities shall not permit *development* in *planned corridors* that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

New *development* proposed on *adjacent lands* to existing or *planned corridors* and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate *negative impacts* on and *adverse effects* from the corridor and transportation facilities.

4. The preservation and reuse of abandoned corridors for purposes that maintain the corridor's integrity and continuous linear characteristics should be encouraged, wherever feasible.
5. The co-location of linear *infrastructure* should be promoted, where appropriate.

3.4 Airports, Rail and Marine Facilities

1. Planning for land uses in the vicinity of *airports*, *rail facilities* and *marine facilities* shall be undertaken so that:
 - a) their long-term operation and economic role is protected; and
 - b) *airports*, *rail facilities* and *marine facilities*, and *sensitive land uses* are appropriately designed, buffered and/or separated from each other, in accordance with policy 3.5.
2. *Airports* shall be protected from incompatible land uses and development by:
 - a) prohibiting new residential *development* and other *sensitive land uses* in areas near *airports* above 30 NEF/NEP;
 - b) considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the *airport*; and
 - c) prohibiting land uses which may cause a potential aviation safety hazard.

3.5 Land Use Compatibility

1. *Major facilities* and *sensitive land uses* shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential *adverse effects* from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of *major facilities* in accordance with provincial guidelines, standards and procedures.
2. Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other *major facilities* that are vulnerable to encroachment by ensuring that the planning and *development* of proposed adjacent *sensitive land uses* is only permitted if potential *adverse affects* to the proposed *sensitive land use* are minimized and mitigated, and potential impacts to industrial, manufacturing or other *major facilities* are minimized and mitigated in accordance with provincial guidelines, standards and procedures.

3.6 Sewage, Water and Stormwater

1. Planning for *sewage and water services* shall:
 - a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing *municipal sewage services* and *municipal water services* and existing *private communal sewage services* and *private communal water services*;
 - b) ensure that these services are provided in a manner that:
 1. can be sustained by the water resources upon which such services rely;
 2. is feasible and financially viable over their life cycle;
 3. protects human health and safety, and the natural environment, including the *quality and quantity of water*; and
 4. aligns with comprehensive municipal planning for these services, where applicable.
 - c) promote water and energy conservation and efficiency;
 - d) integrate servicing and land use considerations at all stages of the planning process;
 - e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of *municipal water services* and *municipal sewage services* to support efficient use of these services to meet current and projected needs for increased housing supply; and
 - f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.
2. *Municipal sewage services* and *municipal water services* are the preferred form of servicing for *settlement areas* to support protection of the environment and minimize potential risks to human health and safety. For clarity, *municipal sewage services* and *municipal water services* include both centralized servicing systems and decentralized servicing systems.

3. Where *municipal sewage services* and *municipal water services* are not available, planned or feasible, *private communal sewage services* and *private communal water services* are the preferred form of servicing for multi-unit/lot *development* to support protection of the environment and minimize potential risks to human health and safety.
4. Where *municipal sewage services* and *municipal water services* or *private communal sewage services* and *private communal water services* are not available, planned or feasible, *individual on-site sewage services* and *individual on-site water services* may be used provided that site conditions are suitable for the long-term provision of such services with no *negative impacts*.

At the time of the official plan review or update, planning authorities should assess the long-term impacts of *individual on-site sewage services* and *individual on-site water services* on environmental health and the financial viability or feasibility of other forms of servicing set out in policies 3.6.2 and 3.6.3.

5. *Partial services* shall only be permitted in the following circumstances:
 - a) where they are necessary to address failed *individual on-site sewage services* and *individual on-site water services* in existing development;
 - b) within *settlement areas*, to allow for infilling and minor rounding out of existing development on *partial services* provided that site conditions are suitable for the long-term provision of such services with no *negative impacts*; or
 - c) within rural *settlement areas* where new development will be serviced by *individual on-site water services* in combination with *municipal sewage services* or *private communal sewage services*.
6. In rural areas, where *partial services* have been provided to address failed services in accordance with policy 3.6.5.a), infilling on existing lots of record may be permitted where this would represent a logical and financially viable connection to the existing *partial service* and provided that site conditions are suitable for the long-term provision of such services with no *negative impacts*.
7. Planning authorities may allow lot creation where there is confirmation of sufficient *reserve sewage system capacity* and *reserve water system capacity*.

8. Planning for stormwater management shall:

- a) be integrated with planning for *sewage and water services* and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
- b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
- c) minimize erosion and changes in water balance including through the use of *green infrastructure*;
- d) mitigate risks to human health, safety, property and the environment;
- e) maximize the extent and function of vegetative and pervious surfaces;
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and *low impact development*; and
- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a *watershed* scale.

3.7 Waste Management

- 1. *Waste management systems* need to be planned for and provided that are of an appropriate size, type, and location to accommodate present and future requirements, and facilitate integrated waste management.

3.8 Energy Supply

- 1. Planning authorities should provide opportunities for the development of energy supply including electricity generation facilities and transmission and distribution systems, *energy storage systems*, district energy, *renewable energy systems*, and *alternative energy systems*, to accommodate current and projected needs.

3.9 Public Spaces, Recreation, Parks, Trails and Open Space

- 1. Healthy, active, and inclusive communities should be promoted by:
 - a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate *active transportation* and community connectivity;
 - b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
 - c) providing opportunities for public access to shorelines; and
 - d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

Chapter 4: Wise Use and Management of Resources

4.1 Natural Heritage

1. Natural features and areas shall be protected for the long term.
2. The diversity and connectivity of natural features in an area, and the long-term *ecological function* and biodiversity of *natural heritage systems*, should be maintained, restored or, where possible, improved, recognizing linkages between and among *natural heritage features and areas*, *surface water features* and *ground water features*.
3. *Natural heritage systems* shall be identified in Ecoregions 6E & 7E¹, recognizing that *natural heritage systems* will vary in size and form in *settlement areas*, *rural areas*, and *prime agricultural areas*.
4. *Development* and *site alteration* shall not be permitted in:
 - a) *significant wetlands* in Ecoregions 5E, 6E and 7E¹; and
 - b) *significant coastal wetlands*.
5. *Development* and *site alteration* shall not be permitted in:
 - a) *significant wetlands* in the Canadian Shield north of Ecoregions 5E, 6E and 7E¹;
 - b) *significant woodlands* in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹;
 - c) *significant valleylands* in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹;
 - d) *significant wildlife habitat*;
 - e) *significant areas of natural and scientific interest*; and
 - f) *coastal wetlands* in Ecoregions 5E, 6E and 7E¹ that are not subject to policy 4.1.4.b), unless it has been demonstrated that there will be no *negative impacts* on the natural features or their *ecological functions*.
6. *Development* and *site alteration* shall not be permitted in *fish habitat* except in accordance with *provincial and federal requirements*.
7. *Development* and *site alteration* shall not be permitted in *habitat of endangered species and threatened species*, except in accordance with *provincial and federal requirements*.

¹ Ecoregions 5E, 6E and 7E are shown on Figure 1.

8. *Development and site alteration* shall not be permitted on *adjacent lands* to the *natural heritage features and areas* identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the *ecological function* of the *adjacent lands* has been evaluated and it has been demonstrated that there will be no *negative impacts* on the natural features or on their *ecological functions*.
9. Nothing in policy 4.1 is intended to limit the ability of *agricultural uses* to continue.

4.2 Water

1. Planning authorities shall protect, improve or restore the *quality and quantity of water* by:
 - a) using the *watershed* as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;
 - b) minimizing potential *negative impacts*, including cross-jurisdictional and cross-*watershed* impacts;
 - c) identifying *water resource systems*;
 - d) maintaining linkages and functions of *water resource systems*;
 - e) implementing necessary restrictions on *development and site alteration* to:
 1. protect all municipal drinking water supplies and *designated vulnerable areas*; and
 2. protect, improve or restore *vulnerable* surface and ground water, and their *hydrologic functions*;
 - f) planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality; and
 - g) ensuring consideration of environmental lake capacity, where applicable.
2. *Development and site alteration* shall be restricted in or near *sensitive surface water features* and *sensitive ground water features* such that these features and their related *hydrologic functions* will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.
3. Municipalities are encouraged to undertake, and *large and fast-growing municipalities* shall undertake *watershed planning* to inform planning for *sewage and water services* and stormwater management, including *low impact development*, and the protection, improvement or restoration of the *quality and quantity of water*.
4. Despite policy 4.2.3, where planning is conducted by an upper-tier municipality that includes one or more lower-tier *large and fast-growing municipalities*, the upper-tier municipality shall undertake *watershed planning* in partnership with lower-tier municipalities, including lower-tier *large and fast-growing municipalities*.
5. All municipalities undertaking *watershed planning* are encouraged to collaborate with applicable conservation authorities.

4.3 Agriculture

4.3.1 General Policies for Agriculture

1. Planning authorities are required to use an *agricultural system* approach, based on provincial guidance, to maintain and enhance a geographically continuous agricultural land base and support and foster the long-term economic prosperity and productive capacity of the *agri-food network*.
2. As part of the agricultural land base, *prime agricultural areas*, including *specialty crop areas*, shall be designated and protected for long-term use for agriculture.
3. *Specialty crop areas* shall be given the highest priority for protection, followed by Canada Land Inventory Class 1, 2, and 3 lands, and any associated Class 4 through 7 lands within the *prime agricultural area*, in this order of priority.

4.3.2 Permitted Uses

1. In *prime agricultural areas*, permitted uses and activities are: *agricultural uses*, *agriculture-related uses* and *on-farm diversified uses* based on provincial guidance.

Proposed *agriculture-related uses* and *on-farm diversified uses* shall be compatible with, and shall not hinder, surrounding agricultural operations. Criteria for these uses may be based on provincial guidance or municipal approaches, as set out in municipal planning documents, which achieve the same objectives.

2. In *prime agricultural areas*, all types, sizes and intensities of *agricultural uses* and *normal farm practices* shall be promoted and protected in accordance with provincial standards.
3. New land uses in *prime agricultural areas*, including the creation of lots and new or expanding livestock facilities, shall comply with the *minimum distance separation formulae*.
4. A principal dwelling associated with an agricultural operation shall be permitted in *prime agricultural areas* as an *agricultural use*, in accordance with provincial guidance, except where prohibited in accordance with policy 4.3.3.1.c).

5. Where a residential dwelling is permitted on a lot in a *prime agricultural area*, up to two additional residential units shall be permitted in accordance with provincial guidance, provided that, where two additional residential units are proposed, at least one of these additional residential units is located within or attached to the principal dwelling, and any additional residential units:
 - a) comply with the *minimum distance separation formulae*;
 - b) are compatible with, and would not hinder, surrounding agricultural operations;
 - c) have appropriate *sewage and water services*;
 - d) address any public health and safety concerns;
 - e) are of limited scale and are located within, attached, or in close proximity to the principal dwelling or farm building cluster; and
 - f) minimize land taken out of agricultural production.

Lots with additional residential units may only be severed in accordance with policy 4.3.3.1.c).

6. For greater certainty, the two additional residential units that are permitted on a lot in a *prime agricultural area* in accordance with policy 4.3.2.5 are in addition to farm worker housing permitted as an *agricultural use*.

4.3.3 Lot Creation and Lot Adjustments

1. Lot creation in *prime agricultural areas* is discouraged and may only be permitted in accordance with provincial guidance for:
 - a) *agricultural uses*, provided that the lots are of a size appropriate for the type of *agricultural use(s)* common in the area and are sufficiently large to maintain flexibility for future changes in the type or size of agricultural operations;
 - b) *agriculture-related uses*, provided that any new lot will be limited to a minimum size needed to accommodate the use and appropriate *sewage and water services*;
 - c) one new residential lot per farm consolidation for a *residence surplus to an agricultural operation*, provided that:
 1. the new lot will be limited to a minimum size needed to accommodate the use and appropriate *sewage and water services*; and
 2. the planning authority ensures that new dwellings and additional residential units are prohibited on any remnant parcel of farmland created by the severance. The approach used to ensure that no new dwellings or additional residential units are permitted on the remnant parcel may be recommended by the Province, or based on municipal approaches that achieve the same objective; and
 - d) *infrastructure*, where the facility or corridor cannot be accommodated through the use of easements or rights-of-way.
2. Lot adjustments in *prime agricultural areas* may be permitted for *legal or technical reasons*.

3. The creation of new residential lots in *prime agricultural areas* shall not be permitted, except in accordance with policy 4.3.3.1.c).

4.3.4 Removal of Land from Prime Agricultural Areas

1. Planning authorities may only exclude land from *prime agricultural areas* for expansions of or identification of *settlement areas* in accordance with policy 2.3.2.

4.3.5 Non-Agricultural Uses in Prime Agricultural Areas

1. Planning authorities may only permit non-agricultural uses in *prime agricultural areas* for:
 - a) extraction of *minerals, petroleum resources* and *mineral aggregate resources*; or
 - b) limited non-residential uses, provided that all of the following are demonstrated:
 1. the land does not comprise a *specialty crop area*;
 2. the proposed use complies with the *minimum distance separation formulae*;
 3. there is an identified need within the planning horizon identified in the official plan as provided for in policy 2.1.3 for additional land to accommodate the proposed use; and
 4. alternative locations have been evaluated, and
 - i. there are no reasonable alternative locations which avoid *prime agricultural areas*; and
 - ii. there are no reasonable alternative locations in *prime agricultural areas* with lower priority agricultural lands.
2. Impacts from any new or expanding non-agricultural uses on the *agricultural system* are to be avoided, or where avoidance is not possible, minimized and mitigated as determined through an *agricultural impact assessment* or equivalent analysis, based on provincial guidance.

4.3.6 Supporting Local Food and the Agri-food Network

1. Planning authorities are encouraged to support local food, facilitate near-urban and *urban agriculture*, and foster a robust *agri-food network*.

4.4 Minerals and Petroleum

4.4.1 General Policies for Minerals and Petroleum

1. *Minerals* and *petroleum resources* shall be protected for long-term use.

4.4.2 Protection of Long-Term Resource Supply

1. *Mineral mining operations* and *petroleum resource operations* shall be identified and protected from *development* and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact.

2. Known *mineral deposits*, known *petroleum resources* and *significant areas of mineral potential* shall be identified, and *development* and activities in these resources or on *adjacent lands* which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if:
 - a) resource use would not be feasible; or
 - b) the proposed land use or development serves a greater long-term public interest; and
 - c) issues of public health, public safety and environmental impact are addressed.

4.4.3 Rehabilitation

1. Rehabilitation to accommodate subsequent land uses shall be required after extraction and other related activities have ceased. Progressive rehabilitation should be undertaken wherever feasible.

4.4.4 Extraction in Prime Agricultural Areas

1. Extraction of *minerals* and *petroleum resources* is permitted in *prime agricultural areas* provided that the site will be rehabilitated.

4.5 Mineral Aggregate Resources

4.5.1 General Policies for Mineral Aggregate Resources

1. *Mineral aggregate resources* shall be protected for long-term use and, where provincial information is available, *deposits of mineral aggregate resources* shall be identified.

4.5.2 Protection of Long-Term Resource Supply

1. As much of the *mineral aggregate resources* as is realistically possible shall be made available as close to markets as possible.

Demonstration of need for *mineral aggregate resources*, including any type of supply/demand analysis, shall not be required, notwithstanding the availability, designation or licensing for extraction of *mineral aggregate resources* locally or elsewhere.

2. Extraction shall be undertaken in a manner which minimizes social, economic and environmental impacts.
3. *Mineral aggregate resource conservation* shall be undertaken, including through the use of accessory aggregate recycling facilities within operations, wherever feasible.

4. *Mineral aggregate operations* shall be protected from *development* and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact. Existing *mineral aggregate operations* shall be permitted to continue without the need for official plan amendment, rezoning or development permit under the *Planning Act*. Where the *Aggregate Resources Act* applies, only processes under the *Aggregate Resources Act* shall address the depth of extraction of new or existing *mineral aggregate operations*. When a license for extraction or operation ceases to exist, policy 4.5.2.5 continues to apply.
5. In known *deposits of mineral aggregate resources* and on *adjacent lands*, *development* and activities which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if:
 - a) resource use would not be feasible; or
 - b) the proposed land use or development serves a greater long-term public interest; and
 - c) issues of public health, public safety and environmental impact are addressed.

4.5.3 Rehabilitation

1. Progressive and final rehabilitation shall be required to accommodate subsequent land uses, to promote land use compatibility, to recognize the interim nature of extraction, and to mitigate negative impacts to the extent possible. Final rehabilitation shall take surrounding land use and approved land use designations into consideration.
2. *Comprehensive rehabilitation* planning is encouraged where there is a concentration of mineral aggregate operations.
3. In parts of the Province not designated under the *Aggregate Resources Act*, rehabilitation standards that are compatible with those under the Act should be adopted for extraction operations on private lands.

4.5.4 Extraction in Prime Agricultural Areas

1. In *prime agricultural areas*, on *prime agricultural land*, extraction of *mineral aggregate resources* is permitted as an interim use provided that:
 - a) impacts to the *prime agricultural areas* are addressed, in accordance with policy 4.3.5.2; and
 - b) the site will be rehabilitated back to an *agricultural condition*.
2. Despite policy 4.5.4.1.b), complete rehabilitation to an *agricultural condition* is not required if:
 - a) the depth of planned extraction makes restoration of pre-extraction agricultural capability unfeasible; and
 - b) agricultural rehabilitation in remaining areas is maximized.

4.5.5 Wayside Pits and Quarries, Portable Asphalt Plants and Portable Concrete Plants

1. *Wayside pits and quarries, portable asphalt plants and portable concrete plants* used on public authority contracts shall be permitted, without the need for an official plan amendment, rezoning, or development permit under the *Planning Act* in all areas, except those areas of existing development or particular environmental sensitivity which have been determined to be incompatible with extraction and associated activities.

4.6 Cultural Heritage and Archaeology

1. *Protected heritage property*, which may contain *built heritage resources* or *cultural heritage landscapes*, shall be *conserved*.
2. Planning authorities shall not permit *development* and *site alteration* on lands containing *archaeological resources* or *areas of archaeological potential* unless the *significant archaeological resources* have been *conserved*.
3. Planning authorities shall not permit *development* and *site alteration* on *adjacent lands* to *protected heritage property* unless the *heritage attributes* of the *protected heritage property* will be *conserved*.
4. Planning authorities are encouraged to develop and implement:
 - a) archaeological management plans for conserving *archaeological resources*; and
 - b) proactive strategies for conserving *significant built heritage resources* and *cultural heritage landscapes*.
5. Planning authorities shall engage early with Indigenous communities and ensure their interests are considered when identifying, protecting and managing *archaeological resources, built heritage resources* and *cultural heritage landscapes*.

Chapter 5: Protecting Public Health and Safety

5.1 General Policies for Natural and Human-Made Hazards

1. Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.

5.2 Natural Hazards

1. Planning authorities shall, in collaboration with conservation authorities where they exist, identify *hazardous lands* and *hazardous sites* and manage development in these areas, in accordance with provincial guidance.
2. Development shall generally be directed to areas outside of:
 - a) *hazardous lands* adjacent to the shorelines of the *Great Lakes - St. Lawrence River System* and *large inland lakes* which are impacted by *flooding hazards*, *erosion hazards* and/or *dynamic beach hazards*;
 - b) *hazardous lands* adjacent to *river, stream and small inland lake systems* which are impacted by *flooding hazards* and/or *erosion hazards*; and
 - c) *hazardous sites*.
3. *Development* and *site alteration* shall not be permitted within:
 - a) the *dynamic beach hazard*;
 - b) *defined portions of the flooding hazard along connecting channels* (the St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers);
 - c) areas that would be rendered inaccessible to people and vehicles during times of *flooding hazards*, *erosion hazards* and/or *dynamic beach hazards*, unless it has been demonstrated that the site has safe access appropriate for the nature of the *development* and the natural hazard; and
 - d) a *floodway* regardless of whether the area of inundation contains high points of land not subject to flooding.
4. Planning authorities shall prepare for the *impacts of a changing climate* that may increase the risk associated with natural hazards.

5. Despite policy 5.2.3, *development* and *site alteration* may be permitted in certain areas associated with the *floodings hazard* along *river, stream and small inland lake systems*:
 - a) in those exceptional situations where a *Special Policy Area* has been approved. The designation of a *Special Policy Area*, and any change or modification to the official plan policies, land use designations or boundaries applying to *Special Policy Area* lands, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the approval authority approving such changes or modifications; or
 - b) where the *development* is limited to uses which by their nature must locate within the *floodway*, including flood and/or erosion control works or minor additions or passive non-structural uses which do not affect flood flows.
6. *Development* shall not be permitted to locate in *hazardous lands* and *hazardous sites* where the use is:
 - a) an *institutional use* including hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, day cares and schools;
 - b) an *essential emergency service* such as that provided by fire, police, and ambulance stations and electrical substations; or
 - c) uses associated with the disposal, manufacture, treatment or storage of *hazardous substances*.
7. Where the *two zone concept* for *flood plains* is applied, *development* and *site alteration* may be permitted in the *flood fringe*, subject to appropriate floodproofing to the *floodings hazard* elevation or another *floodings hazard* standard approved by the Minister of Natural Resources and Forestry.
8. Further to policy 5.2.7, and except as prohibited in policies 5.2.3 and 5.2.6, *development* and *site alteration* may be permitted in those portions of *hazardous lands* and *hazardous sites* where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, and where all of the following are demonstrated and achieved:
 - a) *development and site alteration* is carried out in accordance with *floodproofing standards, protection works standards, and access standards*;
 - b) vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;
 - c) new hazards are not created and existing hazards are not aggravated; and
 - d) no adverse environmental impacts will result.
9. *Development* shall generally be directed to areas outside of lands that are unsafe for development due to the presence of *hazardous forest types for wildland fire*.

Development may however be permitted in lands with *hazardous forest types for wildland fire* where the risk is mitigated in accordance with *wildland fire assessment and mitigation standards*.

5.3 Human-Made Hazards

1. Development on, abutting or adjacent to lands affected by *mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations* may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.
2. Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no *adverse effects*.

Chapter 6: Implementation and Interpretation

6.1 General Policies for Implementation and Interpretation

1. The Provincial Planning Statement shall be read in its entirety and all relevant policies are to be applied to each situation.
2. The Provincial Planning Statement shall be implemented in a manner that is consistent with the recognition and affirmation of existing Aboriginal and treaty rights in section 35 of the *Constitution Act, 1982*.
3. The Provincial Planning Statement shall be implemented in a manner that is consistent with *Ontario Human Rights Code* and the *Canadian Charter of Rights and Freedoms*.
4. When implementing the Provincial Planning Statement, the Minister of Municipal Affairs and Housing may make decisions that take into account other considerations to balance government priorities.
5. Official plans shall identify provincial interests and set out appropriate land use designations and policies. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and facilitate development in suitable areas.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with the Provincial Planning Statement. The policies of the Provincial Planning Statement continue to apply after adoption and approval of an official plan.

6. Planning authorities shall keep their zoning and development permit by-laws up-to-date with their official plans and the Provincial Planning Statement by establishing permitted uses, minimum densities, heights and other development standards to accommodate growth and development.
7. Where a planning authority must decide on a planning matter before their official plan has been updated to be consistent with the Provincial Planning Statement, or before other applicable planning instruments have been updated accordingly, it must still make a decision that is consistent with the Provincial Planning Statement.
8. In addition to land use approvals under the *Planning Act*, *infrastructure* may also have requirements under other legislation and regulations. For example, an environmental assessment process may be required for new *infrastructure* and modifications to existing *infrastructure* under applicable legislation.

Wherever possible and practical, approvals under the *Planning Act* and other legislation or regulations should be integrated provided the intent and requirements of both processes are met.

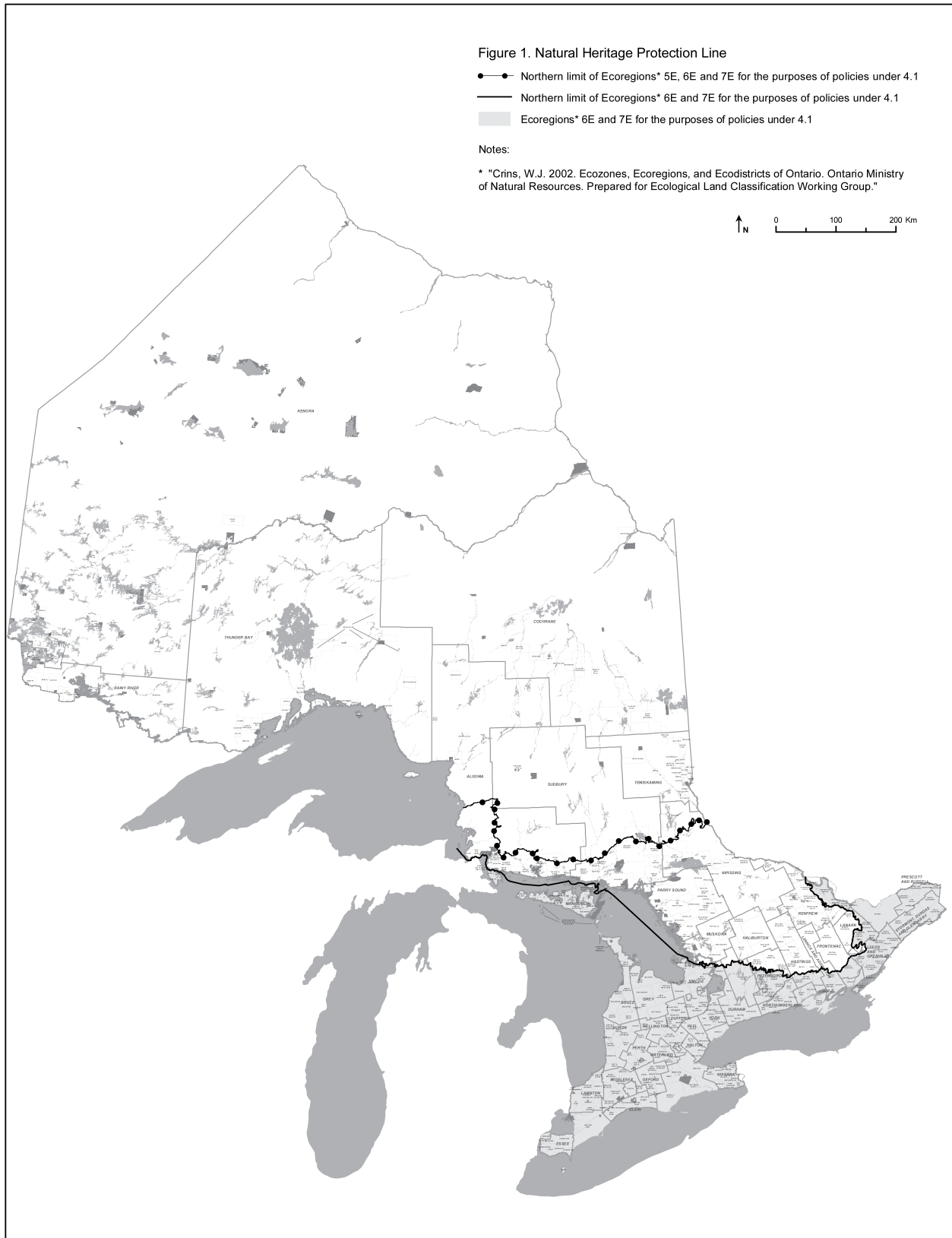
9. To assess progress on implementation of the Provincial Planning Statement, the Province may:
 - a) identify key indicators to measure the outcomes, relevance and efficiency of the policies in the Provincial Planning Statement in consultation with municipalities, Indigenous communities, other public bodies and stakeholders;
 - b) monitor and assess the implementation of the Provincial Planning Statement through the collection and analysis of data under each indicator; and
 - c) consider the resulting assessment in each review of the Provincial Planning Statement.
10. Municipalities are encouraged to monitor and report on the implementation of the policies in their official plans, in accordance with any requirements for reporting planning information to the Province, data standards, and including through any other guidelines that may be issued by the Minister.
11. *Strategic growth areas* and *designated growth areas* are not land use designations and their delineation does not confer any new land use designations, nor alter existing land use designations. Any development on lands within the boundary of these identified areas is still subject to the relevant provincial and municipal land use planning policies and approval processes.
12. Density targets represent minimum standards and planning authorities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the Provincial Planning Statement or any other provincial plan.
13. Minimum density targets will be revisited at the time of each official plan update to ensure the target is appropriate.

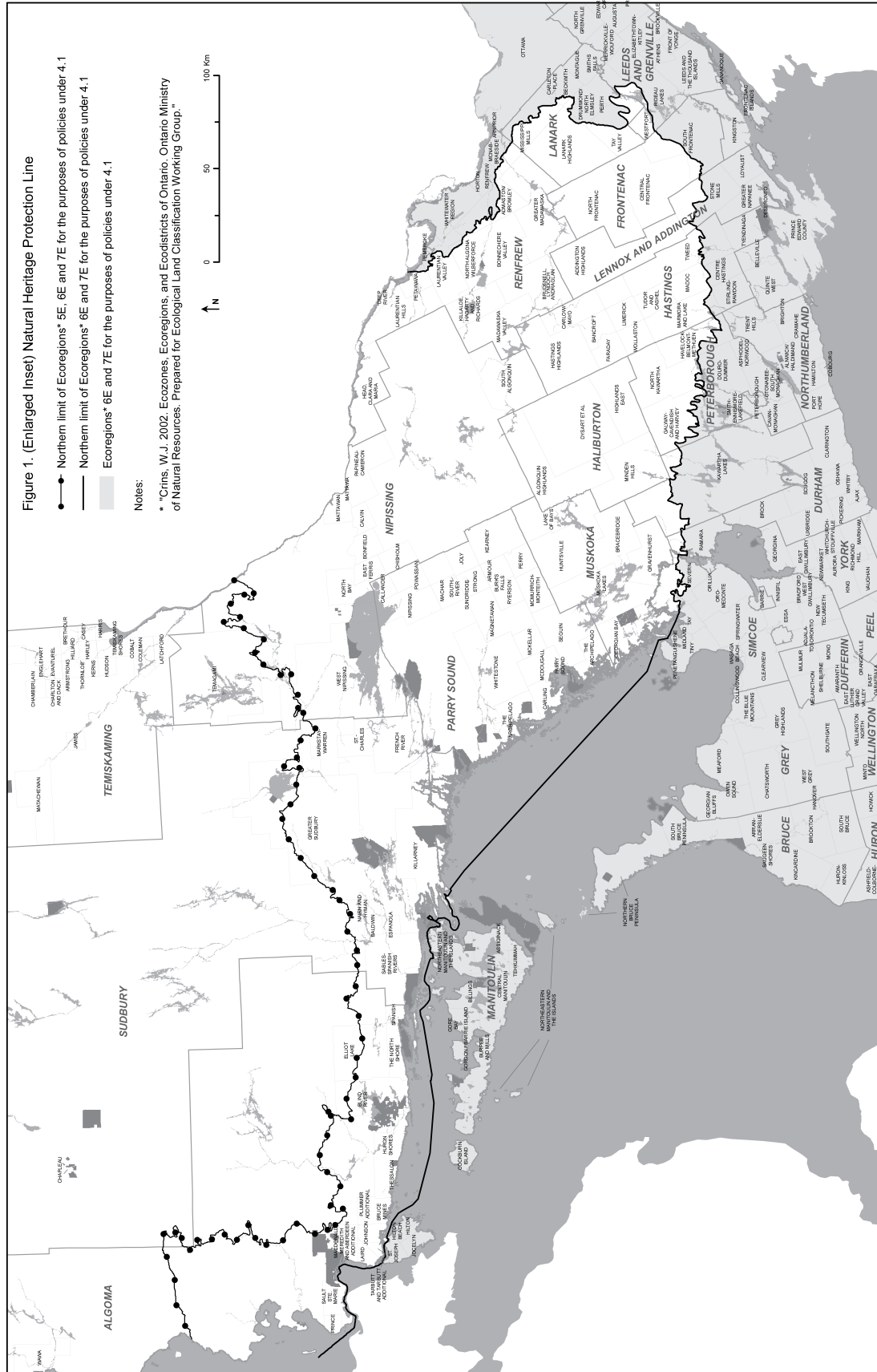
6.2 Coordination

1. A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies, boards, and Service Managers including:
 - a) managing and/or promoting growth and development that is integrated with planning for *infrastructure* and *public service facilities*, including schools and associated child care facilities;
 - b) economic development strategies;
 - c) managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;
 - d) *infrastructure, multimodal transportation systems, public service facilities and waste management systems*;
 - e) ecosystem, shoreline, watershed, and Great Lakes related issues;
 - f) natural and human-made hazards;
 - g) population, housing and employment projections, based on *regional market areas*, as appropriate; and
 - h) addressing housing needs in accordance with provincial housing policies and plans, including those that address homelessness.
2. Planning authorities shall undertake early engagement with Indigenous communities and coordinate on land use planning matters to facilitate knowledge-sharing, support consideration of Indigenous interests in land use decision-making and support the identification of potential impacts of decisions on the exercise of Aboriginal or treaty rights.
3. Planning authorities are encouraged to engage the public and stakeholders early in local efforts to implement the Provincial Planning Statement, and to provide the necessary information to ensure the informed involvement of local citizens, including equity-deserving groups.
4. Planning authorities and school boards shall collaborate to facilitate early and integrated planning for schools and associated child care facilities to meet current and future needs.
5. Planning authorities shall collaborate with publicly-assisted post-secondary institutions, where they exist, to facilitate early and integrated planning for student housing that considers the full range of *housing options* near existing and planned post-secondary institutions to meet current and future needs.
6. Further to policy 6.2.5, planning authorities should collaborate with publicly-assisted post-secondary institutions on the development of a student housing strategy that includes consideration of off-campus housing targeted to students.

7. Planning authorities should coordinate emergency management and other economic, environmental and social planning considerations to support efficient and resilient communities.
8. Municipalities, the Province, and other appropriate stakeholders are encouraged to undertake a coordinated approach to planning for large areas with high concentrations of employment uses that cross municipal boundaries.
9. Where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with lower-tier municipalities shall:
 - a) identify and allocate population, housing and employment projections for lower-tier municipalities;
 - b) identify areas where growth and development will be focused, including *strategic growth areas*, and establish any applicable minimum density targets;
 - c) identify minimum density targets for growth and development taking place in new or expanded *settlement areas*, where applicable; and
 - d) provide policy direction for the lower-tier municipalities on matters that cross municipal boundaries.
10. Where there is no upper-tier municipality or where planning is not conducted by an upper-tier municipality, planning authorities shall ensure that policy 6.2.9 is addressed as part of the planning process, and should coordinate these matters with adjacent planning authorities.

7: Figure 1 – Natural Heritage Protection Line





8: Definitions

Access standards: means methods or procedures to ensure safe vehicular and pedestrian movement, and access for the maintenance and repair of protection works, during times of *flooding hazards, erosion hazards and/or other water-related hazards*.

Active transportation: means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.

Additional needs housing: means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of *additional needs housing* may include, but are not limited to long-term care homes, adaptable and accessible housing, and housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for older persons.

Adjacent lands: means

- a) for the purposes of policy 3.3.3, those lands contiguous to existing or *planned corridors* and transportation facilities where *development* would have a negative impact on the corridor or facility. The extent of the *adjacent lands* may be recommended in provincial guidance or based on municipal approaches that achieve the same objectives;
- b) for the purposes of policy 4.1.8, those lands contiguous to a specific *natural heritage feature or area* where it is likely that *development or site alteration* would have a *negative impact* on the feature or area. The extent of the *adjacent lands* may be recommended by the Province or based on municipal approaches which achieve the same objectives;

- c) for the purposes of policies 4.4.2.2 and 4.5.2.5, those lands contiguous to lands on the surface of known *petroleum resources, mineral deposits, or deposits of mineral aggregate resources* where it is likely that *development* would constrain future access to the resources. The extent of the *adjacent lands* may be recommended by the Province; and
- d) for the purposes of policy 4.6.3, those lands contiguous to a *protected heritage property* or as otherwise defined in the municipal official plan.

Adverse effect: as defined in the *Environmental Protection Act*, means one or more of:

- a) impairment of the quality of the natural environment for any use that can be made of it;
- b) injury or damage to property or plant or animal life;
- c) harm or material discomfort to any person;
- d) an adverse effect on the health of any person;
- e) impairment of the safety of any person;
- f) rendering any property or plant or animal life unfit for human use;
- g) loss of enjoyment of normal use of property; and
- h) interference with normal conduct of business.

Affordable: means

- a) in the case of ownership housing, the least expensive of:
 - 1. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for *low and moderate income households*; or
 - 2. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the municipality;
- b) in the case of rental housing, the least expensive of:
 - 1. a unit for which the rent does not exceed 30 percent of gross annual household income for *low and moderate income households*; or
 - 2. a unit for which the rent is at or below the average market rent of a unit in the municipality.

Agricultural condition: means

- a) in regard to *specialty crop areas*, a condition in which substantially the same areas and same average soil capability for agriculture are restored, the same range and productivity of specialty crops common in the area can be achieved, and, where applicable, the microclimate on which the site and surrounding area may be dependent for specialty crop production will be maintained, restored or enhanced; and
- b) in regard to *prime agricultural land* outside of *specialty crop areas*, a condition in which substantially the same areas and same average soil capability for agriculture will be maintained, restored or enhanced.

Agricultural impact assessment: means the evaluation of potential impacts of non-agricultural uses on the *agricultural system*. An assessment recommends ways to avoid or if avoidance is not possible, minimize and mitigate adverse impacts.

Agricultural system: means a system comprised of a group of inter-connected elements that collectively create a viable, thriving agri-food sector. It has two components:

- a) An agricultural land base comprised of *prime agricultural areas*, including *specialty crop areas*. It may also include *rural lands* that help to create a continuous productive land base for agriculture; and
- b) An *agri-food network* which includes agricultural operations, *infrastructure*, services, and assets important to the viability of the agri-food sector.

Agricultural uses: means the growing of crops, including nursery, biomass, and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including, but not limited to livestock facilities, manure storages, value-retaining facilities, and housing for farm workers, when the size and nature of the operation requires additional employment.

Agri-food network: Within the *agricultural system*, a network that includes elements important to the viability of the agri-food sector such as regional *infrastructure* and transportation networks; agricultural operations including on-farm buildings and primary processing; infrastructure; agricultural services, farm markets, and distributors; and vibrant, agriculture-supportive communities.

Agri-tourism uses: means those farm-related tourism uses, including limited accommodation such as a bed and breakfast, that promote the enjoyment, education or activities related to the farm operation.

Agriculture-related uses: means those farm-related commercial and farm-related industrial uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations, and provide direct products and/or services to farm operations as a primary activity.

Airports: means all Ontario airports, including designated lands for future airports, with Noise Exposure Forecast (NEF)/Noise Exposure Projection (NEP) mapping.

Alternative energy system: means a system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduces the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems.

Archaeological resources: includes artifacts, archaeological sites and marine archaeological sites, as defined under the *Ontario Heritage Act*. The identification and evaluation of such resources are based upon archaeological assessments carried out by archaeologists licensed under the *Ontario Heritage Act*.

Areas of archaeological potential: means areas with the likelihood to contain *archaeological resources*, as evaluated using the processes and criteria that are established under the *Ontario Heritage Act*.

Areas of mineral potential: means areas favourable to the discovery of *mineral deposits* due to geology, the presence of known *mineral deposits* or other technical evidence.

Areas of natural and scientific interest: means areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education.

Brownfield sites: means undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.

Built heritage resource: means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community.

Coastal wetland: means

- a) any *wetland* that is located on one of the Great Lakes or their connecting channels (Lake St. Clair, St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers); or
- b) any other *wetland* that is on a tributary to any of the above-specified water bodies and lies, either wholly or in part, downstream of a line located 2 kilometres upstream of the 1:100 year floodline (plus wave run-up) of the large water body to which the tributary is connected.

Compact built form: means a land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace, and institutional) all within one neighbourhood, proximity to transit and reduced need for *infrastructure*. *Compact built form* can include detached and semi-detached houses on small lots as well as townhouses, duplexes, triplexes and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and *active transportation*, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads.

Comprehensive rehabilitation: means rehabilitation of land from which *mineral aggregate resources* have been extracted that is coordinated and complementary, to the extent possible, with the rehabilitation of other sites in an area where there is a high concentration of *mineral aggregate operations*.

Complete communities: means places such as mixed-use neighbourhoods or other areas within cities, towns, and *settlement areas* that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, *public service facilities*, local stores and services. *Complete communities* are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations.

Conserved: means the identification, protection, management and use of *built heritage resources*, *cultural heritage landscapes* and *archaeological resources* in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches should be included in these plans and assessments.

Cultural heritage landscape: means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association.

Defined portions of the flooding hazard along connecting channels: means those areas which are critical to the conveyance of the flows associated with the *one hundred year flood level* along the St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers, where *development* or *site alteration* will create *flooding hazards*, cause updrift and/or downdrift impacts and/or cause adverse environmental impacts.

Deposits of mineral aggregate resources: means an area of identified *mineral aggregate resources*, as delineated in Aggregate Resource Inventory Papers or comprehensive studies prepared using provincial guidance for surficial and bedrock resources, as amended from time to time, that has a sufficient quantity and quality to warrant present or future extraction.

Designated and available: means lands designated in the official plan for urban residential use. For municipalities where more detailed official plan policies (e.g., secondary plans) are required before development applications can be considered for approval, only lands that have commenced the more detailed planning process are considered to be *designated and available* for the purposes of this definition.

Designated growth areas: means lands within *settlement areas* designated for growth or lands added to *settlement areas* that have not yet been fully developed. *Designated growth areas* include lands which are *designated and available* for residential growth in accordance with policy 2.1.4.a), as well as lands required for employment and other uses.

Designated vulnerable area: means areas defined as vulnerable, in accordance with provincial standards, by virtue of their importance as a drinking water source.

Development: means the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the *Planning Act*, but does not include:

- a) activities that create or maintain *infrastructure* authorized under an environmental assessment process or identified in provincial standards; or
- b) works subject to the *Drainage Act*; or
- c) for the purposes of policy 4.1.4.a), underground or surface mining of *minerals* or advanced exploration on mining lands in *significant areas of mineral potential* in Ecoregion 5E, where advanced exploration has the same meaning as under the *Mining Act*. Instead, those matters shall be subject to policy 4.1.5.a).

Dynamic beach hazard: means areas of inherently unstable accumulations of shoreline sediments along the *Great Lakes - St. Lawrence River System* and *large inland lakes*, as identified by provincial standards, as amended from time to time. The *dynamic beach hazard* limit consists of the *flood hazard* limit plus a dynamic beach allowance.

Ecological function: means the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes. These may include biological, physical and socio-economic interactions.

Employment area: means those areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. An *employment area* also includes areas of land described by subsection 1(1.1) of the *Planning Act*. Uses that are excluded from *employment areas* are institutional and commercial, including retail and office not associated with the primary employment use listed above.

Endangered species: means a species that is classified as “Endangered Species” on the Species at Risk in Ontario List, as updated and amended from time to time.

Energy storage system: means a system or facility that captures energy produced at one time for use at a later time to reduce imbalances between energy demand and energy production, including for example, flywheels, pumped hydro storage, hydrogen storage, fuels storage, compressed air storage, and battery storage.

Erosion hazard: means the loss of land, due to human or natural processes, that poses a threat to life and property. The *erosion hazard* limit is determined using considerations that include the 100 year erosion rate (the average annual rate of recession extended over a one hundred year time span), an allowance for slope stability, and an erosion/erosion access allowance.

Essential emergency service: means services which would be impaired during an emergency as a result of flooding, the failure of floodproofing measures and/or protection works, and/or erosion.

Fish: means fish, which as defined in the *Fisheries Act*, includes fish, shellfish, crustaceans, and marine animals, at all stages of their life cycles.

Fish habitat: as defined in the *Fisheries Act*, means water frequented by *fish* and any other areas on which *fish* depend directly or indirectly to carry out their life processes, including spawning grounds and nursery, rearing, food supply, and migration areas.

Flood fringe: for *river, stream and small inland lake systems*, means the outer portion of the *flood plain* between the *floodway* and the *flood hazard* limit. Depths and velocities of flooding are generally less severe in the *flood fringe* than those experienced in the *floodway*.

Flood plain: for *river, stream and small inland lake systems*, means the area, usually low lands adjoining a watercourse, which has been or may be subject to *flood hazards*.

Flooding hazard: means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water:

- a) along the shorelines of the *Great Lakes - St. Lawrence River System* and *large inland lakes*, the *flooding hazard* limit is based on the *one hundred year flood level* plus an allowance for *wave effects* and *other water-related hazards*;
- b) along *river, stream and small inland lake systems*, the *flooding hazard* limit is the greater of:
 1. the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954) or the Timmins storm (1961), transposed over a specific watershed and combined with the local conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;
 2. the *one hundred year flood*; and
 3. a flood which is greater than 1. or 2. which was actually experienced in a particular watershed or portion thereof, for example, as a result of ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources and Forestry;

except where the use of the *one hundred year flood* or the actually experienced event has been approved by the Minister of Natural Resources and Forestry as the standard for a specific watershed (where the past history of flooding supports the lowering of the standard).

Floodproofing standard: means the combination of measures incorporated into the basic design and/or construction of buildings, structures, or properties to reduce or eliminate *flooding hazards*, *wave effects* and *other water-related hazards* along the shorelines of the *Great Lakes - St. Lawrence River System* and *large inland lakes*, and *flooding hazards* along *river, stream and small inland lake systems*.

Floodway: for *river, stream and small inland lake systems*, means the portion of the *flood plain* where *development* and *site alteration* would cause a danger to public health and safety or property damage.

Where the one zone concept is applied, the *floodway* is the entire contiguous *flood plain*.

Where the *two zone concept* is applied, the *floodway* is the contiguous inner portion of the *flood plain*, representing that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage. Where the *two zone concept* applies, the outer portion of the *flood plain* is called the *flood fringe*.

Freight-supportive: in regard to land use patterns, means transportation systems and facilities that facilitate the movement of goods. This includes policies or programs intended to support efficient freight movement through the planning, design and operation of land use and transportation systems. Approaches may be recommended in provincial guidance or based on municipal approaches that achieve the same objectives.

Frequent transit: means a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week.

Great Lakes - St. Lawrence River System: means the major water system consisting of Lakes Superior, Huron, St. Clair, Erie and Ontario and their connecting channels, and the St. Lawrence River within the boundaries of the Province of Ontario.

Green infrastructure: means natural and human-made elements that provide ecological and hydrological functions and processes. *Green infrastructure* can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs.

Ground water feature: means water-related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations.

Habitat of endangered species and threatened species: means habitat within the meaning of section 2 of the *Endangered Species Act, 2007*.

Hazardous forest types for wildland fire: means forest types assessed as being associated with the risk of high to extreme wildland fire using risk assessment tools established by the Ontario Ministry of Natural Resources, as amended from time to time.

Hazardous lands: means property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of the *Great Lakes - St. Lawrence River System*, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the *flooding hazard, erosion hazard or dynamic beach hazard* limits. Along the shorelines of *large inland lakes*, this means the land, including that covered by water, between a defined offshore distance or depth and the furthest landward limit of the *flooding hazard, erosion hazard or dynamic beach hazard* limits. Along *river, stream and small inland lake systems*, this means the land, including that covered by water, to the furthest landward limit of the *flooding hazard or erosion hazard* limits.

Hazardous sites: means property or lands that could be unsafe for *development* and *site alteration* due to naturally occurring hazards. These may include unstable soils (sensitive marine clays [leda], organic soils) or unstable bedrock (karst topography).

Hazardous substances: means substances which, individually, or in combination with other substances, are normally considered to pose a danger to public health, safety and the environment. These substances generally include

a wide array of materials that are toxic, ignitable, corrosive, reactive, radioactive or pathological.

Heritage attributes: means, as defined under the *Ontario Heritage Act*, in relation to real property, and to the buildings and structures on the real property, the attributes of the property, buildings and structures that contribute to their cultural heritage value or interest.

Higher order transit: means transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. *Higher order transit* can include heavy rail (such as subways, elevated or surface rail, and commuter rail), light rail, and buses in dedicated rights-of-way.

Housing options: means a range of housing types such as, but not limited to single-detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, laneway housing, garden suites, rooming houses and multi-residential buildings, including low- and mid-rise apartments. The term can also refer to a variety of housing arrangements and forms such as, but not limited to, life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, *affordable housing, additional needs housing*, multi-generational housing, student housing, farm worker housing, culturally appropriate housing, supportive, community and transitional housing and housing related to employment, educational, or *institutional uses*, such as long-term care homes.

Hydrologic function: means the functions of the hydrological cycle that include the occurrence, circulation, distribution and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things.

Impacts of a changing climate: means the present and future consequences from changes in weather patterns at local and regional levels including extreme weather events and increased climate variability.

Individual on-site sewage services: means sewage systems, as defined in O. Reg. 332/12 under the *Building Code Act, 1992*, that are owned, operated and managed by the owner of the property upon which the system is located.

Individual on-site water services: means individual, autonomous water supply systems that are owned, operated and managed by the owner of the property upon which the system is located.

Infrastructure: means physical structures (facilities and corridors) that form the foundation for development. *Infrastructure* includes: sewage and water systems, septage treatment systems, stormwater management systems, *waste management systems*, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications including broadband, transit and transportation corridors and facilities, *active transportation* systems, oil and gas pipelines and associated facilities.

Institutional use: for the purposes of policy 5.2.6, means land uses where there is a threat to the safe evacuation of vulnerable populations such as older persons, persons with disabilities, and those who are sick or young, during an emergency as a result of flooding, failure of floodproofing measures or protection works, or erosion.

Intensification: means the development of a property, site or area at a higher density than currently exists through:

- a) *redevelopment*, including the reuse of *brownfield sites* and underutilized shopping malls and plazas;
- b) the development of vacant and/or underutilized lots within previously developed areas;

- c) infill development; and
- d) the expansion or conversion of existing buildings.

Large and fast-growing municipalities: means municipalities identified in Schedule 1.

Large inland lakes: means those waterbodies having a surface area of equal to or greater than 100 square kilometres where there is not a measurable or predictable response to a single runoff event.

Legal or technical reasons: means severances for purposes such as easements, corrections of deeds, quit claims, and minor boundary adjustments, which do not result in the creation of a new lot.

Low and moderate income households: means

- a) in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the municipality; or
- b) In the case of rental housing, household with incomes in the lowest 60 percent of the income distribution for renter households for the municipality.

Low impact development: means an approach to stormwater management that seeks to manage rain and other precipitation as close as possible to where it falls to mitigate the impacts of increased runoff and stormwater pollution. It typically includes a set of site design strategies and distributed, small-scale structural practices to mimic the natural hydrology to the greatest extent possible through infiltration, evapotranspiration, harvesting, filtration, and detention of stormwater. *Low impact development* can include, for example: bio-swales, vegetated areas at the edge of paved surfaces, permeable pavement, rain gardens, green roofs, and exfiltration systems.

Major facilities: means facilities which may require separation from *sensitive land uses*, including but not limited to airports, manufacturing uses, transportation *infrastructure* and corridors, *rail facilities*, *marine facilities*, sewage treatment facilities, *waste management systems*, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.

Major goods movement facilities and corridors: means transportation facilities, corridors and networks associated with the inter- and intra-provincial movement of goods. Examples include: inter-modal facilities, ports, *airports*, *rail facilities*, truck terminals, freight corridors, freight facilities, and haul routes, primary transportation corridors used for the movement of goods and those identified in provincial transportation plans. Approaches that are *freight-supportive* may be recommended in provincial guidance or based on municipal approaches that achieve the same objectives.

Major transit station area: means the area including and around any existing or planned *higher order transit* station or stop within a *settlement area*; or the area including and around a major bus depot in an urban core. *Major transit station areas* generally are defined as the area within an approximate 500 to 800-metre radius of a transit station.

Major trip generators: means origins and destinations with high population densities or concentrated activities which generate many trips (e.g., *strategic growth areas*, major office and office parks, major retail, *employment areas*, community hubs, large parks and recreational destinations, *public service facilities*, and other mixed-use areas).

Marine facilities: means ferries, harbours, ports, ferry terminals, canals and associated uses, including designated lands for future *marine facilities*.

Mine hazard: means any feature of a mine as defined under the *Mining Act*, or any related disturbance of the ground that has not been rehabilitated.

Minerals: means metallic minerals and non-metallic minerals as herein defined, but does not include *mineral aggregate resources* or *petroleum resources*.

Metallic minerals means those minerals from which metals (e.g., copper, nickel, gold) are derived.

Non-metallic minerals means those minerals that are of value for intrinsic properties of the minerals themselves and not as a source of metal. They are generally synonymous with industrial minerals (e.g., graphite, kyanite, mica, nepheline syenite, salt, talc, and wollastonite).

Critical minerals are a subset of raw materials that have specific industrial, technological or strategic applications for which there are a few viable substitutes.

Mineral aggregate operation: means

- a) lands under license or permit, other than for *wayside pits and quarries*, issued in accordance with the *Aggregate Resources Act*;
- b) for lands not designated under the *Aggregate Resources Act*, established pits and quarries that are not in contravention of municipal zoning by-laws and including adjacent land under agreement with or owned by the operator, to permit continuation of the operation; and
- c) associated facilities used in extraction, transport, beneficiation, processing or recycling of *mineral aggregate resources* and derived products such as asphalt and concrete, or the production of secondary related products.

Mineral aggregate resources: means gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material prescribed under the *Aggregate Resources Act* suitable for construction, industrial, manufacturing and maintenance purposes but does not include metallic ores, asbestos, graphite, kyanite, mica, nepheline syenite, salt, talc, wollastonite, mine tailings or other material prescribed under the *Mining Act*.

Mineral aggregate resource conservation: means

- a) the recovery and recycling of manufactured materials derived from mineral aggregates (e.g., glass, porcelain, brick, concrete, asphalt, slag, etc.), for re-use in construction, manufacturing, industrial or maintenance projects as a substitute for new mineral aggregates; and
- b) the wise use of mineral aggregates including utilization or extraction of on-site *mineral aggregate resources* prior to development occurring.

Mineral deposits: means areas of identified *minerals* that have sufficient quantity and quality based on specific geological evidence to warrant present or future extraction.

Mineral mining operation: means mining operations and associated facilities, or, past producing mines with remaining mineral development potential that have not been permanently rehabilitated to another use.

Minimum distance separation formulae: means formulae and guidelines developed by the Province, as amended from time to time, to separate uses so as to reduce incompatibility concerns about odour from livestock facilities.

Multimodal: means relating to the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, *higher order transit*, rail (such as freight), trucks, air, and marine.

Municipal sewage services: means a sewage works within the meaning of section 1 of the *Ontario Water Resources Act* that is owned or operated by a municipality.

Municipal water services: means a municipal drinking-water system within the meaning of section 2 of the *Safe Drinking Water Act, 2002*.

Natural heritage features and areas: means features and areas, including *significant wetlands, significant coastal wetlands*, other *coastal wetlands* in Ecoregions 5E, 6E and 7E, *fish habitat, significant woodlands and significant valleylands* in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River), *habitat of endangered species and threatened species, significant wildlife habitat*, and *significant areas of natural and scientific interest*, which are important for their environmental and social values as a legacy of the natural landscapes of an area.

Natural heritage system: means a system made up of *natural heritage features and areas*, and linkages intended to provide connectivity (at the regional or site level) and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems. These systems can include *natural heritage features and areas*, federal and provincial parks and conservation reserves, other natural heritage features, lands that have been restored or have the potential to be restored to a natural state, areas that support hydrologic functions, and working landscapes that enable ecological functions to continue. The Province has a recommended approach for identifying *natural heritage systems*, but municipal approaches that achieve or exceed the same objective may also be used.

Negative impacts: means

- a) in regard to policy 3.6.4 and 3.6.5, potential risks to human health and safety and degradation to the *quality and quantity of water, sensitive surface water features and sensitive ground water features*, and their related *hydrologic functions*, due to single, multiple or successive *development*. *Negative impacts* should be assessed through environmental studies including hydrogeological or water quality impact assessments, in accordance with provincial standards;
- b) in regard to *fish habitat*, any harmful alteration, disruption or destruction of *fish habitat*, except where an exemption to the prohibition has been authorized under the *Fisheries Act*;
- c) in regard to other *natural heritage features and areas*, degradation that threatens the health and integrity of the natural features or *ecological functions* for which an area is identified due to single, multiple or successive *development* or *site alteration* activities.
- d) in regard to policy 4.2, degradation to the *quality and quantity of water, sensitive surface water features and sensitive ground water features*, and their *related hydrologic functions*, due to single, multiple or successive *development* or *site alteration* activities; and
- e) in regard to policy 3.3.3, any *development* or *site alteration* that would compromise or conflict with the planned or existing function, capacity to accommodate future needs, and cost of implementation of the corridor.

Normal farm practices: means a practice, as defined in the *Farming and Food Production Protection Act, 1998*, that is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar agricultural operations under similar circumstances; or makes use of innovative technology in a manner consistent with proper advanced farm management practices. *Normal farm practices* shall be consistent with the *Nutrient Management Act, 2002* and regulations made under that Act.

Oil, gas and salt hazards: means any feature of a well or work as defined under the *Oil, Gas and Salt Resources Act*, or any related disturbance of the ground that has not been rehabilitated.

On-farm diversified uses: means uses that are secondary to the principal *agricultural use* of the property, and are limited in area. *On-farm diversified uses* include, but are not limited to, home occupations, home industries, *agri-tourism uses*, uses that produce value-added agricultural products, and electricity generation facilities and transmission systems, and *energy storage systems*.

One hundred year flood: for *river, stream and small inland lake systems*, means that flood, based on an analysis of precipitation, snow melt, or a combination thereof, having a return period of 100 years on average, or having a 1% chance of occurring or being exceeded in any given year.

One hundred year flood level: means

- a) for the shorelines of the Great Lakes, the peak instantaneous stillwater level, resulting from combinations of mean monthly lake levels and wind setups, which has a 1% chance of being equalled or exceeded in any given year;
- b) in the connecting channels (St. Marys, St. Clair, Detroit, Niagara and St. Lawrence Rivers), the peak instantaneous stillwater level which has a 1% chance of being equalled or exceeded in any given year; and
- c) for *large inland lakes*, lake levels and wind setups that have a 1% chance of being equalled or exceeded in any given year, except that, where sufficient water level records do not exist, the *one hundred year flood level* is based on the highest known water level and wind setups.

Other water-related hazards: means water-associated phenomena other than *flooding hazards* and *wave effects* which act on shorelines. This includes, but is not limited to ship-generated waves, ice piling and ice jamming.

Partial services: means

- a) *municipal sewage services or private communal sewage services combined with individual on-site water services; or*
- b) *municipal water services or private communal water services combined with individual on-site sewage services.*

Petroleum resource operations: means oil, gas and salt wells and associated facilities and other drilling operations, oil field fluid disposal wells and associated facilities, and wells and facilities for the underground storage of natural gas, other hydrocarbons, and compressed air energy storage.

Petroleum resources: means oil, gas, and salt (extracted by solution mining method) and formation water resources which have been identified through exploration and verified by preliminary drilling or other forms of investigation. This may include sites of former operations where resources are still present or former sites that may be converted to underground storage for natural gas, other hydrocarbons, or compressed air energy storage.

Planned corridors: means corridors or future corridors which are required to meet projected needs, and are identified through provincial transportation plans, preferred alignment(s) determined through the *Environmental Assessment Act* process, or identified through planning studies where the Ontario Ministry of Transportation, Metrolinx, Ontario Ministry of Energy and Electrification, Ontario Northland, Ministry of Northern Development or Independent Electricity System Operator (IESO) or any successor to those ministries or entities is actively pursuing, or has completed, the identification of a corridor.

Approaches for the identification and protection of *planned corridors* may be recommended in guidelines developed by the Province.

Portable asphalt plant: means a facility

- a) with equipment designed to heat and dry aggregate and to mix aggregate with bituminous asphalt to produce asphalt paving material, and includes stockpiling and storage of bulk materials used in the process; and
- b) which is not of permanent construction, but which is to be dismantled at the completion of the construction project.

Portable concrete plant: means a building or structure

- a) with equipment designed to mix cementing materials, aggregate, water and admixtures to produce concrete, and includes stockpiling and storage of bulk materials used in the process; and
- b) which is not of permanent construction, but which is designed to be dismantled at the completion of the construction project.

Prime agricultural area: means areas where *prime agricultural lands* predominate. This includes areas of *prime agricultural lands* and associated Canada Land Inventory Class 4 through 7 lands, and additional areas with a local concentration of farms which exhibit characteristics of ongoing agriculture. *Prime agricultural areas* may be identified by a planning authority based on provincial guidance or informed by mapping obtained from the Ontario Ministry of Agriculture, Food and Agribusiness and the Ontario Ministry of Rural Affairs or any successor to those ministries.

Prime agricultural land: means *specialty crop areas* and/or Canada Land Inventory Class 1, 2, and 3 lands, as amended from time to time, in this order of priority for protection.

Private communal sewage services: means a sewage works within the meaning of section 1 of the *Ontario Water Resources Act* that serves six or more lots or private residences and is not owned by a municipality.

Private communal water services: means a non-municipal drinking-water system within the meaning of section 2 of the *Safe Drinking Water Act, 2002* that serves six or more lots or private residences.

Protected heritage property: means property designated under Part IV or VI of the *Ontario Heritage Act*; property included in an area designated as a heritage conservation district under Part V of the *Ontario Heritage Act*; property subject to a heritage conservation easement or covenant under Part II or IV of the *Ontario Heritage Act*; property identified by a provincial ministry or a prescribed public body as a property having cultural heritage value or interest under the Standards and Guidelines for the Conservation of Provincial Heritage Properties; property protected under federal heritage legislation; and UNESCO World Heritage Sites.

Protection works standards: means the combination of non-structural or structural works and allowances for slope stability and flooding/erosion to reduce the damage caused by *flooding hazards, erosion hazards* and *other water-related hazards*, and to allow access for their maintenance and repair.

Provincial and federal requirements: means

- in regard to policy 4.1.6, legislation and policies administered by the federal or provincial governments for the purpose of fisheries protection (including *fish* and *fish habitat*), and related, scientifically established standards such as water quality criteria for protecting lake trout populations; and
- in regard to policy 4.1.7, legislation and policies administered by the provincial government or federal government, where applicable, for the purpose of protecting species at risk and their habitat.

Public service facilities: means land, buildings and structures, including but not limited to schools, hospitals and community recreation facilities, for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health, child care and educational programs, including elementary, secondary, post-secondary, long-term care services, and cultural services.

Public service facilities do not include *infrastructure*.

Quality and quantity of water: is measured by indicators associated with *hydrologic function* such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended solids, temperature, bacteria, nutrients and hazardous contaminants, and hydrologic regime.

Rail facilities: means rail corridors, rail sidings, train stations, inter-modal facilities, rail yards and associated uses, including designated lands for future *rail facilities*.

Redevelopment: means the creation of new units, uses or lots on previously developed land in existing communities, including *brownfield sites*.

Regional market area: refers to an area that has a high degree of social and economic interaction. The upper or single-tier municipality, or planning area, will normally serve as the *regional market area*. However, where a *regional market area* extends significantly beyond these boundaries, then the *regional market area* may be based on the larger market area. Where *regional market areas* are very large and sparsely populated, a smaller area, if defined in an official plan, may be utilized.

Renewable energy source: means an energy source that is renewed by natural processes and includes wind, water, biomass, biogas, biofuel, solar energy, geothermal energy and tidal forces.

Renewable energy system: means a system that generates electricity, heat and/or cooling from a *renewable energy source*.

Reserve sewage system capacity: means design or planned capacity in a waste water treatment facility, within *municipal sewage services* or *private communal sewage services*, which is not yet committed to existing or approved development. For lot creation using *private communal sewage services* and *individual on-site sewage services*, *reserve sewage system capacity* includes approved capacity to treat and land-apply, treat and dispose of, or dispose of, hauled sewage in accordance with applicable legislation but not by land-applying untreated, hauled sewage. Treatment of hauled sewage can include, for example, a sewage treatment plant, anaerobic digestion, composting or other waste processing.

Reserve water system capacity: means design or planned capacity in a water treatment facility which is not yet committed to existing or approved development. *Reserve water system capacity* applies to *municipal water services* or *private communal water services*, and not *individual on-site water services*.

Residence surplus to an agricultural operation: means one existing habitable detached dwelling, including any associated additional residential units, that are rendered surplus as a result of farm consolidation (the acquisition of additional farm parcels to be operated as one farm operation).

River, stream and small inland lake systems: means all watercourses, rivers, streams, and small inland lakes or waterbodies that have a measurable or predictable response to a single runoff event.

Rural areas: means a system of lands within municipalities that may include *rural settlement areas*, *rural lands*, *prime agricultural areas*, *natural heritage features and areas*, and resource areas.

Rural lands: means lands which are located outside *settlement areas* and which are outside *prime agricultural areas*.

Sensitive: in regard to *surface water features* and *ground water features*, means features that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants.

Sensitive land uses: means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more *adverse effects* from contaminant discharges generated by a nearby *major facility*. *Sensitive land uses* may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.

Settlement areas: means urban areas and rural settlement areas within municipalities (such as cities, towns, villages and hamlets). Ontario's *settlement areas* vary significantly in terms of size, density, population, economic activity, diversity and intensity of land uses, service levels, and types of infrastructure available.

Settlement areas are:

- a) built-up areas where development is concentrated and which have a mix of land uses; and
- b) lands which have been designated in an official plan for development over the long term.

Sewage and water services: includes *municipal sewage services* and *municipal water services*, *private communal sewage services* and *private communal water services*, *individual on-site sewage services* and *individual on-site water services*, and *partial services*.

Significant: means

- a) in regard to *wetlands, coastal wetlands* and *areas of natural and scientific interest*, an area identified as provincially significant using evaluation criteria and procedures established by the Province, as amended from time to time;
- b) in regard to *woodlands*, an area which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history. These are to be identified using criteria and procedures established by the Province;
- c) in regard to other features and areas in policy 4.1, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or *natural heritage system*; and
- d) in regard to *mineral potential*, an area identified as provincially significant through provincial guidance, such as the Provincially Significant Mineral Potential Index.
- e) in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*.

Criteria for determining significance for the resources identified in section c) - d) are provided in provincial guidance, but municipal approaches that achieve or exceed the same objective may also be used.

While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

Site alteration: means activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site.

For the purposes of policy 4.1.4.a), *site alteration* does not include underground or surface mining of *minerals* or advanced exploration on mining lands in *significant areas of mineral potential* in Ecoregion 5E, where advanced exploration has the same meaning as in the *Mining Act*. Instead, those matters shall be subject to policy 4.1.5.a).

Special Policy Area: means an area within a community that has historically existed in the *flood plain* and where site-specific policies, approved by both the Ministers of Natural Resources and Forestry and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from strict adherence to provincial policies concerning *development*. The criteria for designation and procedures for approval are established by the Province.

A *Special Policy Area* is not intended to allow for new or intensified *development* and *site alteration*, if a community has feasible opportunities for *development* outside the *flood plain*.

Specialty crop area: means areas within the agricultural land base designated based on provincial guidance. In these areas, specialty crops are predominantly grown such as tender fruits (peaches, cherries, plums), grapes, other fruit crops, vegetable crops, greenhouse crops, and crops from agriculturally developed organic soil, usually resulting from:

- a) soils that have suitability to produce specialty crops, or lands that are subject to special climatic conditions, or a combination of both;
- b) farmers skilled in the production of specialty crops; and
- c) a long-term investment of capital in areas such as crops, drainage, infrastructure and related facilities and services to produce, store, or process specialty crops.

Strategic growth areas: means within *settlement areas*, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating *intensification* and higher-density mixed uses in a more *compact built form*.

Strategic growth areas include *major transit station areas*, existing and emerging downtowns, lands in close proximity to publicly-assisted post-secondary institutions and other areas where growth or development will be focused, that may include infill, *redevelopment* (e.g., underutilized shopping malls and plazas), *brownfield sites*, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned *frequent transit service* or *higher order transit corridors* may also be identified as *strategic growth areas*.

Surface water feature: means water-related features on the earth's surface, including headwaters, rivers, permanent and intermittent streams, inland lakes, seepage areas, recharge/discharge areas, springs, wetlands, and associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics.

Threatened species: means a species that is classified as "Threatened Species" on the Species at Risk in Ontario List, as updated and amended from time to time.

Transit service integration: means the coordinated planning or operation of transit service between two or more agencies or services that contributes to the goal of seamless service for riders and could include considerations of service schedules, service routes, information, fare policy, and fare payment.

Transit-supportive: in regard to land use patterns, means development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the *transportation system*.

Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.

Transportation demand management: means a set of strategies that result in more efficient use of the *transportation system* by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost.

Transportation system: means a system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, *rail facilities*, parking facilities, park'n'ride lots, service centres, rest stops, vehicle inspection stations, inter-modal facilities, harbours, *airports*, *marine facilities*, ferries, canals and associated facilities such as storage and maintenance.

Two zone concept: means an approach to *flood plain* management where the *flood plain* is differentiated in two parts: the *floodway* and the *flood fringe*.

Urban agriculture: means food production in *settlement areas*, whether it is for personal consumption, commercial sale, education, or therapy. Examples include, but are not limited to, vertical agriculture facilities, community gardens, greenhouses, and rooftop gardens.

Valleylands: means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year.

Vulnerable: means surface and/or ground water that can be easily changed or impacted.

Waste management system: means sites and facilities to accommodate waste from one or more municipalities and includes recycling facilities, transfer stations, processing sites and disposal sites.

Watershed: means an area that is drained by a river and its tributaries.

Watershed planning: means planning that provides a framework for establishing comprehensive and integrated goals, objectives, and direction for the protection, enhancement, or restoration of water resources, including the *quality and quantity of water*, within a *watershed* and for the assessment of cumulative, cross-jurisdictional, and cross-*watershed* impacts. *Watershed planning* evaluates and considers the *impacts of a changing climate on water resource systems* and is undertaken at many scales. It may inform the identification of *water resource systems*.

Water resource systems: means a system consisting of *ground water features* and areas, *surface water features* (including shoreline areas), *natural heritage features and areas*, and *hydrologic functions*, which are necessary for the ecological and hydrological integrity of the *watershed*.

Wave effects: means the movement of water up onto a shoreline or structure following the breaking of a wave, including wave uprush, wave set up and water overtopping or spray; the limit of *wave effects* is the point of furthest landward horizontal movement of water onto the shoreline.

Wayside pits and quarries: means a temporary pit or quarry opened and used by or for a public authority solely for the purpose of a particular project or contract of road construction and not located on the road right-of-way.

Wetlands: means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of *wetlands* are swamps, marshes, bogs and fens.

Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition.

Wildland fire assessment and mitigation standards: means the combination of risk assessment tools and environmentally appropriate mitigation measures identified by the Ontario Ministry of Natural Resources to be incorporated into the design, construction and/or modification of buildings, structures, properties and/or communities to reduce the risk to public safety, infrastructure and property from wildland fire.

Wildlife habitat: means areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.

Woodlands: means treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. *Woodlands* include treed areas, woodlots or forested areas and vary in their level of significance at the local, regional and provincial levels. *Woodlands* may be delineated according to the *Forestry Act* definition or the Province's Ecological Land Classification system definition for "forest."

9: Appendix – Schedule 1: List of Large and Fast-Growing Municipalities

Town of Ajax	City of Mississauga
City of Barrie	Town of Newmarket
City of Brampton	City of Niagara Falls
City of Brantford	Town of Oakville
City of Burlington	City of Oshawa
Town of Caledon	City of Ottawa
City of Cambridge	City of Pickering
Municipality of Clarington	City of Richmond Hill
City of Guelph	City of St. Catharines
City of Hamilton	City of Toronto
City of Kingston	City of Vaughan
City of Kitchener	City of Waterloo
City of London	Town of Whitby
City of Markham	City of Windsor
Town of Milton	

Ministry of Municipal Affairs and Housing

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Report to Council

Re: Treasurer-2024-22

From: Paul Creamer

Date: October 15, 2024

Re: Purchasing Report – Fire Pumper Apparatus

Recommendation:

That the Treasurer-2024-22 report, dated October 15, regarding the Award of RFP FD-2024-01 – Supply and Delivery of Two Pumper Fire Apparatus be received; and

That Camions Carl Thibault Inc. be awarded the contract to supply two pumper fire apparatus vehicles;

That staff be directed to agree to a progressive payment schedule, where payment will be made for the chassis upon arrival at the vendor, which reduces the price by \$14,500 per truck resulting in a total price of \$637,048.00 per vehicle and a total of \$1,274,096; and

That reserves be allocated for the purchase.

Overview:

This report includes the results of the RFP FD-2024-01 - Supply and Delivery of Two Pumper Fire Apparatus for award and approval.

Project Background – In the 2024 Budget staff presented to Council the following information:

Fire Apparatus Replacement Strategy

- Fire Apparatus costs are increasing 10% per year.
- DDFS has several vehicle replacements in the upcoming years; the replacement schedule would dictate pumper replacements in 2024 and 2026. Currently new orders are a two-year delivery time, and therefore the 2024 replacement is being pushed to 2025, if a chassis can be secured.
- Given the lead time for orders and increased costs we need to be creative with our procurement strategy to try and find savings. Options include a multiple year commitment with a vendor or paying up front for certain items.
- Initial conversations with vendors indicate, by being proactive in our approach we could secure current pricing which would save the future inflation costs which in this case would be upwards of \$60,000 per year per vehicle.
- To ensure the needed replacements are received in a timely manner we will need commitment from Council to move forward and tender the trucks. Council would be notified of the tender results prior to any commitments being made. A resolution will be brought forward to be approved with the adoption of the budget that would allow staff to tender the trucks.

On November 14th at the 2024 Budget Working Session, Council passed the following motion, "Finance to come back with proposal regarding replacement schedule and procurement of the Fire Apparatus." and this report is a follow-up to that motion.

RFP Results - RFP FD-2024-01 - Supply and Delivery of Two Pumper Fire Apparatus was issued on August 16th on the Bids and Tenders system. The RFP closed on September 27th and the Township received three bid submissions.

The evaluation team reviewed each proposal based on the following breakdown of Scores:

Rated Elements	Point Allocation
Company Profile/Service/Support	25
Company Performance/Experience and References	25
Vehicle Specifications	25
Pricing	25
Total	100

These were the results of the consensus evaluation:

Rank	Vendor	Pricing (excl. HST)	Consensus-scoring of Rated Elements
1	Camions Carl Thibault Inc.	\$1,303,096.00	95
2	Commercial Truck Equipment Corp.	\$1,399,744.00	88
3	Battleshield Industries Ltd.	\$1,617,933.00	67

Camions Carl Thibault Inc. scored the highest after evaluation of the proposals and staff are recommending awarding the RFP to Thibault. Here are some important details regarding the proposal from Thibault:

- Delivery date: It is expected that the trucks will be delivered within 24 months of the agreement date.
- Specifications: Thibault is proposing to provide two 2026 Freightliner M2-106 Crew Cab models which fully matched the specifications requested in the RFP Document with no exceptions.
- Warranty and after sale support is industry standard and comparable.
- Thibault supplied the Township with a similar pumper in 2023.

Budget: There was no budget approved for this purchase given the cost uncertainty and the current lead time of up to two years to obtain a fire vehicle.

Award Amount: Camions Carl Thibault Inc. was the low bidder in the amount of \$651,548.00 per truck for a total of \$1,303,096.00 excluding HST.

Included in the proposal is the option for a progressive payment of the contract where the Township can pay for and purchase the chassis upon arrival at the vendor. At this time the ownership of the chassis would be in the Townships name. If the Township elects to proceed with this option, then Thibault would reduce the sale price by \$14,500 per vehicle thereby decreasing the sale price to \$637,048.00 per vehicle and a total of \$1,274,096.

<u>Rated Elements</u> (each out of 25 points)	<u>Camions Carl Thibault Inc.</u> \$1,303,096.00	<u>Commercial Truck Equipment Corp.</u> \$1,399,744.00	<u>Battleshield Industries Ltd.</u> \$1,617,933.00
<u>Stage I - Company Profile/Service/Support</u>	<u>25</u>	<u>25</u>	<u>8</u>
<u>Stage II - Company Performance/Experience/References</u>	<u>20</u>	<u>20</u>	<u>20</u>
<u>Stage III - Vehicle Specifications</u>	<u>25</u>	<u>20</u>	<u>18</u>
<u>Stage IV - Pricing</u>	<u>25</u>	<u>23</u>	<u>20</u>
<u>Total</u>	<u>95</u>	<u>88</u>	<u>67</u>

Due to ongoing supply shortages and logistical challenges, the delivery of the two fire pumper apparatus is estimated to be in 2026.

Conclusion:

Carl Thibault Emergency Vehicles stands out as a premier choice for fire truck solutions due to its long-standing history, innovative advancements, and commitment to quality. This company is the most experienced in the field of emergency vehicle manufacturing among the bidders, offering a comprehensive range of product support and services along with an industry standard warranty.

Financial Impact:

Reserves will be allocated for the purchase of the fire pumper apparatus. However, Council can consider the funding of the pumpers in the 2025 and 2026 budgets.



Service Modernization and Innovation

Modernizing, refining and innovating services for residents is essential to effectively meet the needs of our community, enhance our operational efficiency, and ensure we remain adaptable in a rapidly changing world.



Business Attraction, Expansion, and Retention

Business attraction, expansion, and retention is vital for the economic health and sustainability of our Township, such as job creation, tax revenue, investing in innovation, maintaining our quality of life, and supporting community stability.



Infrastructure Renewal

Infrastructure renewal is a critical investment for our Township as it will ensure our adherence to health and safety, economic development, investment attraction, environmental sustainability, quality of life, public confidence, and regional competitiveness.

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Report Approval Details

Document Title:	Purchasing Report - Fire Pumper Apparatus.docx
Attachments:	
Final Approval Date:	Oct 9, 2024

This report and all of its attachments were approved and signed as outlined below:

No Signature found

Chuck Pedersen

Martina Chait-Hartwig

Mike Rutter

Report to Council

Re: Request to Stop-up, Close and Sell part of Sixth Line Road North Road Allowance, Report No. 2 Clerk's Office-2024-23

From: Martina Chait-Hartwig

Date: October 15, 2024

Recommendation:

That the Clerk's Office-2024-23 report, dated October 15, 2024, regarding the request from Mr. Little to Stop-up, Close and Sell part of Sixth Line Road North Road Allowance be received, that Council deem the land surplus and that staff bring back an agreement of sale and by-law to authorize same once a survey is complete and lastly that the cost formula used in the most recent stop-up and close request be applied to the request from Mr. Little.

Overview:

At the Council meeting held on August 6, 2024, Council received a staff report regarding a request from Ross Pryde on behalf of Percy Little that Council stop up, close and sell the Sixth Line Road North Dummer road allowance adjacent to Mr. Little's property. In response to the report, Council passed the following Resolution:

Resolution Number 272-2024

Moved by: Councillor Watt

Seconded by: Deputy Mayor Nelson

That the report, dated August 6, 2024, regarding the Request to Stop-up, Close and Sell a portion of the Sixth Line Road North Dummer Road Allowance be received and that staff be directed to begin working through the procedures outlined in Policy T6 and bring a report back to Council once the public commenting period is complete. Carried

Staff have now completed a circulation of property owners in the vicinity and stakeholder groups as per Township Policy T6. No comments were received regarding the application.

Conclusion:

As there was no concern from the public or community stakeholders, staff would like to proceed with collecting the required \$2600.00 deposit from Mr. Little and move forward with the survey of the lands to see deemed surplus and work with the Township Solicitor to draw up the required legal documents. As an appraisal for these lands was recently completed due to a different request, the Township will not need to have a appraisal completed to determine fair market value for the lands. Further to that Council recently set a formula in the request mentioned above which can be used to determine the price of the lands in Mr. Little's request.

Financial Impact:

A deposit shall be taken from the applicant to cover the Township's costs, should the deposit run low, additional funds shall be requested. There is no cost to the Township other than the staff time.



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Report Approval Details

Document Title:	Request to Stop-up, Close and Sell part of Sixth Line Dummer - Little - Report No. 2.docx
Attachments:	- T09 - Road Allowance closure request circ - Sixth Line.docx
Final Approval Date:	Oct 10, 2024

This report and all of its attachments were approved and signed as outlined below:

Mike Rutter



Notice of Road Allowance Closure Request

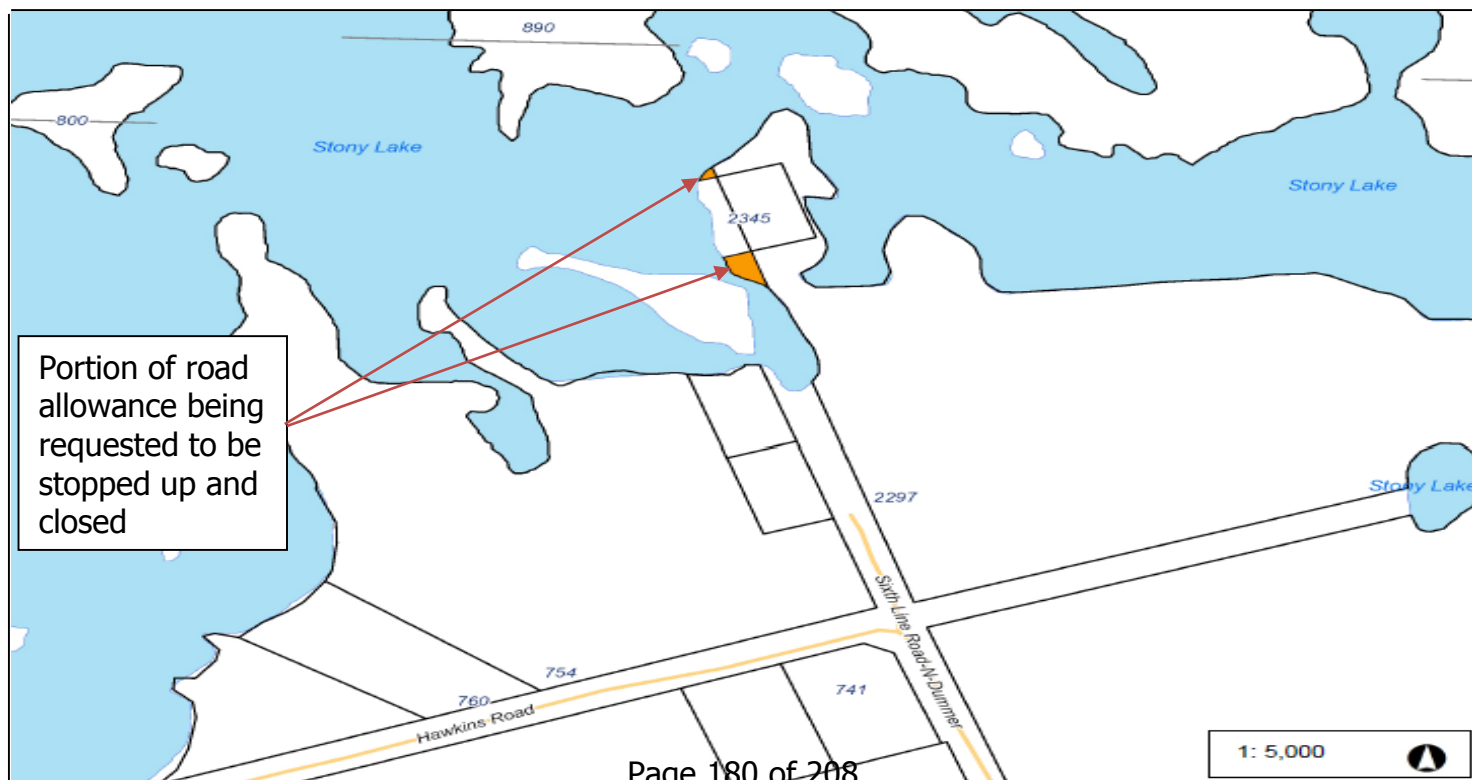
Council has received a request to stop up and close two portions of road allowance between Lot 31, Concession 5 and 6 of the Dummer Ward, as shown on the sketch below highlighted in orange. This road allowance is an unopened section of Sixth Line Road North Dummer.

Prior to Council proceeding with this process, we would like to receive any comments that people may have, relative to this request – either in support of or in opposition thereto. We would appreciate any comments being in writing and being received by the Municipal Office on or before **October 7th, 2024**.

If you have any questions about this, please do not hesitate to contact the undersigned.

Dated at the Township of Douro-Dummer this 17th day of September 2024.

Martina Chait-Hartwig
Clerk
Township of Douro-Dummer
894 South St., P.O. Box 92
Warsaw, Ontario K0L 3A0
705-652-8392, ext. 210
martinac@dourodummer.on.ca



Minutes of the Committee of the Whole of the Township of Douro-Dummer

**October 8, 2024, 10:00 AM
Council Chambers in the Municipal Building**

Present: Mayor Heather Watson
Deputy Mayor Harold Nelson
Councillor Thomas Watt
Councillor Ray Johnston

Members Absent: Councillor Adam Vervoort

Staff Present: Interim CAO, Mike Rutter
Clerk - Martina Chait-Hartwig
Treasurer - Paul Creamer
Library C.E.O - Maggie Pearson
Manager of Recreation Facilities - Mike Mood
Fire Chief - Chuck Pedersen
Planner - Christina Coulter
Chief Building official - Don Helleman

1. Call to Order

With the quorum of the Committee being present, the Chair called the meeting to order at 10:00 a.m.

2. Land Acknowledgement

The Chair recited the Land Acknowledgement.

3. Disclosure of Pecuniary Interest:

The Chair reminded members of Committee of their obligation to declare any pecuniary interest they might have. None were declared.

4. Adoption of Agenda: October 8, 2024

Resolution Number 054-2024

Moved By: Councillor Johnston

Seconded By: Deputy Mayor Nelson

That the agenda for the Committee of the Whole Council Meeting, dated October 8, 2024, be adopted, as circulated. Carried

5. Delegations, Petitions or Presentations:

5.1 Presentation - Maggie Pearson, CEO Douro-Dummer Public Library - Expanding Library Programs and Services

Resolution Number 055-2024

Moved By: Mayor Watson

Seconded By: Councillor Johnston

That the staff discuss further opportunities regarding Township spaces which may be suitable for Douro-Dummer Public Library services and provide a report back to the Council. Carried

6. Reports - Managers' Updates

6.1 Public Library Department Update - June to October 2024, Public Library-2024-01

Resolution Number 056-2024

Moved By: Councillor Johnston

Seconded By: Deputy Mayor Nelson

That the Public Library Department update report from June to October 2024, Public Library-2024-01 be received with thanks. Carried

- 6.2 Recreation Facilities Department Update - August to October 2024, Recreation Facilities-2024-07

Resolution Number 057-2024

Moved By: Councillor Johnston

Seconded By: Deputy Mayor Nelson

That the Recreation Facilities Department update report from August to October 2024, Recreation Facilities-2024-07 be received with thanks.

Carried

- 6.3 Fire Department Update - August to October 2024, Fire Chief-2024-09

Resolution Number 058-2024

Moved By: Mayor Watson

Seconded By: Councillor Johnston

That Fire Department update report from August to October 2024, Fire Chief-2024-09 be received with thanks.

Carried

- 6.4 Public Works Department Update - August to October 2024, Public Works-2024-10

Resolution Number 059-2024

Moved By: Deputy Mayor Nelson

Seconded By: Councillor Johnston

That Public Works Department update report from August to October 2024, Public Works-2024-10 be received with thanks.

Carried

6.5 Building Department Update - August to October 2024, Building Department-2024-15

Resolution Number 060-2024

Moved By: Mayor Watson

Seconded By: Deputy Mayor Nelson

That Building Department update from August to October 2024, Building Department-2024-15 be received with thanks. Carried

6.6 Planning Department Update - August to October 2024, Planning-2024-22

Resolution Number 061-2024

Moved By: Deputy Mayor Nelson

Seconded By: Mayor Watson

That Planning Department update report August to October 2024, Planning-2024-22 be received with thanks. Carried

6.7 Finance Department Update - August to October 2024, Treasurer-2024-21

Resolution Number 062-2024

Moved By: Councillor Johnston

Seconded By: Deputy Mayor Nelson

That Finance Department update report from August to October 2024, Treasurer-2024-21 be received with thanks. Carried

6.8 Clerk's Department Report - August to October 2024, Clerk's Office-2024-22

Resolution Number 063-2024

Moved By: Mayor Watson

Seconded By: Deputy Mayor Nelson

That Clerk's Department Report update from August to October 2024, Clerk's Office-2024-22 be received with thanks. Carried

- 6.9 C.A.O. Monthly Department Report - August to October 2024, C.A.O.-2024-24

Resolution Number 064-2024

Moved By: Councillor Johnston

Seconded By: Mayor Watson

That C.A.O. Monthly Department update report from August to October 2024, C.A.O.-2024-24 be received with thanks. Carried

7. New Business to be requested for next Meeting – None

8. Adjournment

Resolution Number 065-2024

Moved By: Deputy Mayor Nelson

Seconded By: Councillor Johnston

That this meeting adjourn at 12:22 p.m. Carried

Chair, Councillor Tom Watt

Clerk, Martina Chait-Hartwig

From: [OBCM Chair Marianne Meed Ward](#)
To: info@obcm.ca
Cc: [Michelle Baker \(michelle@obcm.ca\)](mailto:Michelle.Baker@obcm.ca); solvethecrisis@obcm.ca
Subject: Support for Ontario's Big City Mayors (OBCM) Solve the Crisis Campaign
Date: Thursday, October 10, 2024 7:44:27 AM
Attachments: [Backgrounder for SolveTheCrisis.ca Supporters .pdf](#)
[Municipal Motion in Support of SolveTheCrisis.ca Campaign .pdf](#)
[How you Can Help SolveTheCrisis.ca.pdf](#)

Good Morning,

On behalf of the entire Ontario's Big City Mayors (OBCM) Caucus, I am reaching out today to ask you to share with your Council our request that your municipality joins us in our campaign to end the Humanitarian Crisis facing this province.

This past August OBCM launched our [SolveTheCrisis.ca](#) campaign to address the homelessness, mental health, and addictions crisis happening in municipalities big and small across the entire province. It is already having a significant impact with community partners, businesses, first responders, private sector, and the members of the public who have jumped on board.

We have seen hundreds of media hits, thousands of emails sent to both levels of government and Heads of Councils in every corner of Ontario. We are especially thrilled to see the growing number of municipal councils passing motions of support and hope that we can add your municipality to that list!

I am asking you to join us and help keep this issue at the forefront of discussions taking place at the province and within the federal government.

Attached you will find 3 documents.

They include a list of how you can help, a draft motion that you can use as is or you are more than welcome to make it your own, background information, regional information, funding facts, and what you can ask your residents and community partners to do to help support the SolveTheCrisis campaign.

These materials address why we are doing this, why we are doing it now, and what we are asking for in order to meet the needs of our local communities.

Thank you for your consideration of this request and we look forward to having you onboard.

For any questions or to discuss this further, you can reply to me here, or please feel free to reach out to Michelle Baker, OBCM's Executive Director, at michelle@obcm.ca or 647-308-6602

Sincerely,
Marianne Meed Ward

Marianne Meed Ward, Mayor of Burlington
Chair of Ontario's Big City Mayors (OBCM)
chair@obcm.ca www.obcm.ca
solvethecrisis@obcm.ca @solvethecrisis_ on X

About Ontario's Big City Mayors

Ontario's Big City Mayors (OBCM) is an organization that includes mayors of 29 single and lower-tier cities with a population of 100,000 or more, who collectively represent nearly 70 percent of Ontario's population. OBCM advocates for issues and policies important to Ontario's largest cities.

Backgrounder - Solve the Crisis.ca Campaign

Key Asks of the Province

- Appoint a responsible ministry and Minister with the appropriate funding and powers as a single point of contact to address the full spectrum of housing needs as well as mental health, addictions and wrap around supports.
- Have this Minister strike a task force with broad sector representatives including municipalities, healthcare, first responders, community services, the business community and the tourism industry to develop a *Made in Ontario Action Plan*.
- Provide municipalities with the tools and resources to transition those in encampments to more appropriate supports, when deemed necessary
- Commit to funding the appropriate services these individuals need, community by community where there are gaps in the system. Including an immediate increase in detox and rehabilitation beds for those looking to get the health support they need, on their own.
- Invest in 24/7 Community Hubs / Crisis Centres across the province to relieve pressure on emergency centres and first responders

Background Information on the Crisis

OBCM Advocacy

- The 'Solve the Crisis' campaign is a culmination of years of advocacy from Ontario's Big City Mayors on the mental health, addictions and homelessness crisis across Ontario, including our white paper released in 2021, most recently developing our health and homelessness strategy in 2023 and an update to that strategy included in this campaign (see OBCM advocacy timeline below)

A Growing Crisis

- Over the years we have seen this crisis develop to include a growing number of unhoused residents and encampments in many of our communities:
 - Of 72 communities surveyed, 68 reported encampments with an estimated 14-23% of the homeless population staying in encampments - [Infrastructure Canada National Survey on Homeless Encampments](#)
 - In 2023 there were at least 1,400 homeless encampments in communities across the province. Many of the residents of these encampments suffer from mental health or substance abuse challenges. - [The Association of Municipalities \(AMO\)](#)

- **London** - as of March 31, 2024 1758 individuals experiencing homelessness and there were 56 active encampments - [Housing and Homelessness Snapshot, City of London](#)
- **Kingston** - 1,924 clients received some type of service in relation to Homelessness in 2023 this includes (outreach, shelter, housing support services, such as housing loss prevention and housing application assistance) - [Housing and Homelessness Report, City of Kingston](#)
- **Region of Waterloo** - current estimates are that 1,000 people are experiencing homelessness across the region including 450 people experiencing Chronic homelessness - [Encampments Report - City of Waterloo](#)
- **Hamilton** - As of January 31 2024, 1,592 Homeless people, with 585 having been homeless for more than 6 months and, 1007 for less than 6 months - [City of Hamilton](#)
- **Windsor** - 468 Individuals experienced chronic homelessness in 2023 up 19% from 2022 - [Housing and Homelessness Report - City of Windsor](#)
- Ontario residents are frustrated with the impact of this crisis on their communities and want to see the government take action. In a recent survey conducted by [CMHA Ontario](#)
 - More than 8 in 10 Ontarians would prefer solutions for the ongoing opioid and drug poisoning crisis which focus on healthcare and social services support rather than punishments
 - 73% percent of Ontarians are concerned the opioid crisis is getting worse
 - 56% report that opioid addiction is an issue of concern in their community
 - 71% believe government should prioritize addressing the crisis

There Are Solutions

- Municipalities along with community partners have developed programs and spaces that are providing effective solutions to this crisis including:
 - **London** - from October 2023 - March 2024, as part of a partnership between London Cares and LHSC, the House of Hope has been operating 25 highly supportive units at 362 Dundas Street.
 - Residents have seen significant health improvements including a 74% reduction in emergency department visit volumes in the first three months compared with the same time period and the same cohort in 2022 - [City of London](#)
 - **Toronto** - the city's Street to Homes (S2H) and its outreach partners helped transition 654 people to permanent housing throughout the pandemic - [City of Toronto](#)
 - **Kingston** - the affordable rental housing capital funding program has provided financial assistance from municipal, provincial and federal sources to create over 510 units to get people housed and off the streets

- These include - Addiction Mental Health Housing Stabilization Program-18 beds, Supportive/ Transitional Youth Housing - 48 units, Transitional housing for vulnerable women - 17 beds and more - [City of Kingston](#)
- **Oshawa** recently introduced **Mission United**, a collaborative social service and primary health care HUB for those experiencing homelessness.
 - This program seeks to assist those with high acuity and tri morbidity achieve long term stabilization by providing low barrier, wrap-around supports with a point in time model.
 - Through partnerships with various community agencies, they provide specialized person-centred services through a singular access point.
- **Windsor-Essex** - funded by the city and community organizations the Homelessness & Housing Help Hub (H4) is a “one-stop” multidisciplinary service hub. The H4 works towards the community’s goals to reduce homelessness by delivering housing focused, homelessness resolution programs that provide a variety of wrap-around supports for persons experiencing homelessness.
 - 133 people have been housed through supports provided at H4, 93 people were assisted by a family physician and 180 by a nurse practitioner through the Shelter Health Initiative
 - The Essex County Homelessness Hub has also housed 47 people through their support program - [Home Together Annual Report - Windsor Essex](#)

Timeline of OBCM Advocacy Work on Health and Homelessness

- **June 2021** - OBCM released a white paper entitled - *Working Together to Improve our Wellness: Recommendations from Ontario’s Big City Mayors to improve mental health and addiction services in Ontario* - including recommendations for:
 - Structural recommendations to ensure more Ontarians get the help they need, when they need it, and where they need it.
 - Support that helps improve and connect municipal services with community mental health services
 - Legislative and regulatory changes that reduce the harm of substance use and support system change
 - Municipal leadership opportunities
 - Full paper found on our website here - [OBCM White Paper 2021](#)
- **June 2022** - OBCM Calls for an Emergency Meeting with Province to Address the Chronic Homelessness, Mental Health, Safety and Addictions Crisis Overwhelming Our Communities
 - This meeting to accelerate solutions to address chronic homelessness, mental health, safety, and addictions issues in our communities as our most

marginalized and vulnerable populations have been disproportionately impacted by the pandemic

- Working alongside the Ontario BIA Association (OBIAA) we emphasized the impact this crisis was having on downtowns and small and medium sized businesses who were still struggling from the impact of the pandemic
- [OBCM Call for Emergency Meeting](#)
- **August 2022** - at a joint meeting with the Mayors and Regional Chairs of Ontario (MARCO) OBCM reiterated our call for an emergency meeting on this issue with the support of key stakeholders who signed on to attend, these groups include the Ontario Chamber of Commerce, Ontario Association of Business Improvement Areas, Ontario Association of Chiefs of Police, AMO, Canadian Mental Health Association Ontario and the Ontario Tourism Industry Association.
 - [OBCM Reiterates Call for Emergency Meeting with Stakeholders](#)
- **February 2023** - OBCM adopts our Health and Homelessness Strategy including five recommendations for the Ontario government to make an immediate impact on the mental health, addictions and homelessness crisis. These recommendations were developed using information gathered through consultation with local health partners to identify services required to ensure there is a health care continuum and appropriate response to this crisis affecting our cities.
 1. Centralized and integrated intake and dispatch process
 2. More provincial investment in low barrier hubs
 3. More stabilization and treatment beds with experienced staff to support those in their treatment journey
 4. More flexible and predictable funding for supportive housing
 5. More provincial ministry and agency collaboration to reduce red tape and duplication
- Full motion and strategy can be found here - [OBCM Health and Homelessness Strategy 2023](#)
- **April 2023** - OBCM meets with Minister Jones and staff, along with partners from the Canadian Mental Health Association Ontario, Ontario Association of Chiefs of Police, Ontario Chamber of Commerce, the Kingston Health Sciences Centre and the Association of Municipalities of Ontario.
 - Discussed the new funding recently announced in the budget of \$202 million each year to the Homelessness Prevention Program (HPP) and Indigenous Supportive Housing Program, and over half a billion dollars to support mental health and addictions.
 - Presented our Health and Homelessness Strategy, including recommendations to address the growing crisis in Ontario's cities
 - [OBCM Meets with Minister Jones](#)
- **August 2023** - OBCM representatives have a special "Multi Minister Meeting" on our Health and Homelessness Strategy at the AMO Conference with Minister Parsa (Children, Community and Social Services), Associate Minister Nina Tangri (Housing), Associate Minister Tibollo (Mental Health), Associate Minister Charamine Williams (Women's Social and Economic Opportunity)

- OBCM representatives present our Health and Homelessness plan as well as various programs and facilities that are making a difference in our communities
- **June 2024** - at the OBCM June meeting in Chatham-Kent, members discuss updating the Health and Homelessness Strategy to push for various additional supports/asks from the province, especially as the issue of encampments has now grown and approves a communication campaign leading into the 2024 AMO Conference
 - [OBCM Updated Health and Homelessness Strategy, 2024](#)

Overview of Ontario's Investments in Mental Health and Addictions **(from CMHA)**

- Through the [Roadmap to Wellness](#), Ontario is investing \$3.8 billion over 10 years to fill gaps in mental health and addictions care, create new services and expand programs.
- The government invested \$396 million over three years to improve access and expand existing mental health and addictions services and programs as part of Budget 2024.
- This investment includes:
 - \$124 million over three years to support the continuation of the Addictions Recovery Fund. The fund supports:
 - Maintaining 383 addictions treatment beds for adults who need intensive supports, helping to stabilize and provide care for approximately 7,000 clients each year;
 - Three Mobile Mental Health Clinics to provide a suite of mental health and addictions services to individuals living in remote, rural and underserved communities; and
 - Three police-partnered Mobile Crisis Response Teams to support individuals in a mental health or addictions crisis.
- Ongoing support for the [Ontario Structured Psychotherapy Program](#)
- Between 2020 and 2023, Ontario established a provincial network of 22 [Youth Wellness Hubs](#) which have connected 43,000 youth and their families to mental health, substance use, and wellness services, accounting for over 168,000 visits.
- As part of Budget 2024, Ontario committed \$152 million over the next three years to support individuals facing unstable housing conditions and dealing with mental health and addictions challenges.

Regional Data Points

- **Durham Region:** As of May 31, 2024 The Region of Durham Has at least 757 people experiencing homelessness with 326 having experienced homelessness for 6 months or more.
 - Inflow into shelter system: 35 individuals became chronically homeless, 36 made contact after no contact for 60 days or more and 6 people lost housing.
 - Outflow from Shelter system: 10 people moved from shelters into housing, 6 people lost housing.
 - Durham Municipal Breakdown of active homeless population as of May 2024:
 - Ajax: 241
 - Clarington: 19
 - North Durham: 17
 - Oshawa: 362
 - Pickering: 25
 - Whitby: 58
 - Other/Unknown: 35 - [Durham Region, Built for Zero Report Card](#)
- **Halton Region** - As of October 1st 2023, 172 individuals were receiving emergency shelter from the region
 - 270 additional individuals were residing in transitional housing awaiting offers of permanent housing
 - Between 10-25 individuals sleep outside in Halton on any given night, with most actively working with the street outreach team - [Halton Region](#)
 - In 2023, 28% of all shelter placements required the use of hotels for overflow due to increased demand on services
 - Halton Region's Shelter Capacity 2023(by number of individuals): 148, overflow hotel placements required to meet demand and 99 permanent placement beds.
 - As of 2022, 2,127 emergency housing situations were resolved through outreach and funding through the housing stability fund
 - 884 residents assisted with finding affordable rental housing, and 514 clients received intensive customised supports
 - 56 chronically homeless households were assisted with permanent housing, with intensive wrap around individualized support services
 - Halton Region provided rent geared income to 3,091 households from the Halton Access to Community Housing (HATCH) - [Halton Region 2022 State of Housing](#)
- **Niagara Region** - As of March 2021, at least 665 people in the Niagara Region were experiencing homelessness in 2021
 - 121 were children aged 0-15, 76 were youth aged 16-24,
 - 47 reported staying in unsheltered locations
 - Of the 439 surveys reported in 2021:

- Almost 1 in 4 (22.6%) identified as indigenous Compared to Indigenous making up 2.8% of Niagara's Population.
 - 42 percent had been experiencing homelessness for more than 6 months
 - (Data Recording Paused During Pandemic Point In Time Counts begin again Fall 2024)
 - [Niagara Region - Point in Time Count](#)
- **Peel Region** - In 2023 4,800 households received one time financial assistance to prevent homelessness
 - 351 households were placed from peels centralized waiting list into subsidized community housing units
 - 16, 497 households currently using the Affordable Housing System - [Peel Region](#)
 - As of October 2023 Peels emergency shelter system was operating above 270% occupancy
 - Overflow expenses have grown significantly projected \$26.9 million for 2023 and \$42 million in 2024 exceeding approved budgets and funding - [Peel Region Report](#)
- **Region of Waterloo** - According to the Youth impact survey youth experiencing homelessness has increased from 8% in 2021 to 13% in 2023 - [Region of Waterloo](#)
 - As of September 21, 2021 the Region of Waterloo had 1,085 individuals experiencing homelessness
 - 412 of those are living rough (in encampments, on the street or in vehicle)
 - 335 experiencing hidden homelessness
 - 191 in emergency shelter, 84 in transitional housing, and 63 in institutions.
 - 75% of survey respondents experiencing chronic homelessness - [Region of Waterloo Point in Time Count](#)
- **York Region** - Housed 978 households from the 2023 subsidized housing waitlist
 - Transitioned 1,294 from emergency housing to safe housing over 5 years
 - As of 2023 15,716 households remain on the subsidized housing waitlist Net change of plus 849
 - Opened two new transitional housing sites adding 28 new units to the emergency and transitional housing system
 - Significant increases in the number of people experiencing homelessness projected, with estimates ranging from 2,100 to 2,300 individuals in the next five years.
 - Unique individuals accessing emergency housing increased 5% from 2019 - 2023

- The total number of unique people who experienced chronic homelessness during the year increased by approximately 120% from 2019 to 2023, from 124 to 473.
- 1496 unique persons experiencing homelessness in 2023 - [York Region](#)
- **District of Muskoka Lakes** - As of July, 2022 650 households are on the social housing waitlist with 357 of those waiting for a one bedroom unit and a wait time up to 8 years.
 - Median Employment income for individuals is 21% lower than the rest of the province
 - 13% of Muskoka Residents living in poverty
 - 50% of rental households spend more than 30% of their total income on shelter costs.
 - 11 unique households moved from emergency shelters into longer-term housing solutions (i.e. transitional or supportive housing)
 - 15 households were moved from unsheltered/provisionally accommodated to transitional or long-term housing
 - 6 households were supported to move from transitional to long-term housing
 - 973 requests for assistance in obtaining housing from households experiencing homelessness
 - 19,518 requests for assistance from households experiencing homelessness received supports and services (not related to accommodation)
 - 1,209 requests for assistance from households at risk of homelessness received supports and services (not related to accommodation) to support housing loss prevention, retention, or re-housing - [Muskoka 10 Year Housing & Homelessness Plan Annual Report](#)
- **South Eastern Ontario**
 - **Kingston** - As of December 2023, Approximately 127 people slept rough meaning makeshift accommodations, sleeping in street, park or vehicle an increase of 12 from august - december of 2023
 - 1,924 clients received some type of service in relation to Homelessness in 2023 this includes (outreach, shelter, housing support services, such as housing loss prevention and housing application assistance) - [City of Kingston](#)
 - **Ottawa** - As of December 31, 2023 Ottawa had 12,447 households on the centralized waitlist with 1,186 households housed from the waitlist
 - 49 New Affordable units and 57 New Supportive units were completed
 - 301 households were housed through the housing first program
 - 1,129 households housed from the shelter system
 - 988 people Chronically homeless, with 382 individuals with a history of chronic homelessness being housed
 - 13% increase in people using the shelter system

- 3% decrease in the average length of stay in shelter system, 25% increase in newcomer inflow into shelter system - [City of Ottawa](#)
- **South Western Ontario**
 - **Windsor** - In 2023, 715 households experiencing homelessness were housed
 - 95 individuals experiencing chronic homelessness were housed with supports
 - Youth Homelessness: 25 youth experiencing homelessness housed with supports
 - 1105 households assisted with rent assistance. - [City of Windsor](#)

How You Can Help SolveTheCrisis.ca

A Request to Ontario Municipalities From Ontario's Big City Mayors

What is the SolveTheCrisis.ca Campaign?

Ontario's Big City Mayors (OBCM) launched the [SolveTheCrisis.ca](https://www.solvethecrisis.ca) campaign in August 2024 to address the homelessness, mental health and addictions crisis happening across Ontario.

After years of advocacy we are at a turning point, the time to act is now. This crisis is growing in municipalities and regions of every size across Ontario, and we need help more than ever!

Ontario municipalities of all sizes have stepped up, putting in place programs and housing options along with community partners and other stakeholders, advocating for funding that might be provided from other levels of government but is never consistent and never enough. We cannot tackle this alone, the federal and provincial governments' must come to the table.

We launched the [SolveTheCrisis.ca](https://www.solvethecrisis.ca) Campaign with a press conference at Queen's Park including a video that can be shared and found here: [OBCM You Tube Channel](#), a social media campaign that is still underway, and a website www.solvethecrisis.ca where your residents/networks/councils & staff can watch our video, join our call to action by filling out a letter to the Premier, various Ministers, local MPPs and MPs.

How Can You Help?

There are so many ways!

- Follow us on our socials & like and reshare our posts:
 - X (formerly Twitter) [@SolveTheCrisis](#) and [@ONBigCityMayors](#),
 - LinkedIn [Ontario's Big City Mayors \(OBCM\)](#) and
 - Facebook [Ontario's Big City Mayors](#)
- Pass the draft motion attached, a more personalized version of the attached motion, or create one of your own!
- Share this call to action with your Council, Board of Directors, Membership, Networks and the public
- Share your motion and support of the SolveTheCrisis.ca campaign on social media and tag our accounts:
 - X (formerly Twitter) [@SolveTheCrisis](#) and [@ONBigCityMayors](#),
 - LinkedIn [Ontario's Big City Mayors \(OBCM\)](#) and



— **OBCM** —
Ontario's Big City Mayors

- Facebook [Ontario's Big City Mayors](#)
- Use the hashtags #solvethecrisis and tag Solve the Crisis and OBCM's socials if you can to help us track and report on engagement
- Ask residents, staff, councillors, supporters, members and even your Mayor / Warden / Chair / Head of Council to visit www.solvethecrisis.ca fill out the letter to send the message to their local representatives stating that they want action now.
 - Encourage them to share it with their networks as well.
- Read through our attached backgrounders and key messages and include them in any advocacy efforts you may undertaking on this issue
- Draft an op-ed or article specific to your municipality or region to push out to your local media (see OBCM Chair Meed Ward's Op-Ed here - [Toronto Star - August 17th](#))
- Contact us at solvethecrisis@obcm.ca for more information

MOTION : *[insert name of your municipality or organization here]* supports the SolveTheCrisis.ca Campaign and requests that the Provincial and Federal Governments take Action to Address the Growing Mental Health, Addictions and Homelessness Crisis in Ontario

Whereas there is a humanitarian crisis unfolding on the streets in our cities, large and small, urban and rural, across Ontario. The time for words is over, we need immediate action at all levels of government, starting with the Province of Ontario

Whereas the homelessness, mental health and addictions crisis continues to grow with 3432 drug related deaths in Ontario in 2023¹ and over 1400 homeless encampments across Ontario communities in 2023²; and

Whereas the province has provided additional funding and supports, such as the recent investment of \$378 million for HART Hubs and approximately 375 beds with wraparound supports, it does not adequately address the growing crisis and the financial and social impact on municipalities and regions across the province; and

Whereas municipalities and regions are stepping up and working with community partners to put in place community-specific solutions to address this crisis, but municipalities and regions lack the expertise, capacity, or resources to address these increasingly complex health care and housing issues alone; and

Whereas this is primarily a health issue that falls under provincial jurisdiction and municipalities and regions should not be using the property tax base to fund these programs; and

Whereas there is no provincial lead focused on this crisis leading to unanswered questions that span over a dozen ministries, and a lack of support to manage the increasing needs of those who are unhoused.

Therefore, be it resolved that *[insert name of your municipality here]* supports the SolveTheCrisis.ca Campaign;

And calls on provincial and federal governments to commit to immediate action to solve the Humanitarian Crisis that Ontario is facing as the numbers of unhoused individuals and those suffering with mental health & addictions grows exponentially;

AND that the province officially makes Homelessness a Health Priority;

AND appoints a responsible Minister and Ministry with the appropriate funding and powers as a single point of contact to address the full spectrum of housing needs as well as mental health, addictions and wrap around supports;

AND that the provincial government strike a task force with broad sector representatives including municipalities, regions, healthcare, first responders, community services, the business community and the tourism industry to develop a *Made in Ontario Action Plan*;

¹ Office of the Chief Coroner, Ontario (2024). OCC Opioid Mortality Summary Q4 2023. [PDF] .

<https://odprn.ca/occ-opioid-and-suspect-drug-related-death-data/>

² [Homeless Encampments in Ontario. A Municipal Perspective. Association of Municipalities of Ontario. July 2024 -](#)

AND that this provincial task force reviews current programs developed by municipalities, regions and community partners that have proven successful in our communities, to ensure that solutions can be implemented quickly and effectively to tackle this crisis.

AND that the federal government is included in these conversations.

AND that both levels of government provide adequate, sufficient and sustainable funding to ensure that municipalities have the tools and resources to support individuals suffering with mental health and addictions, including unhoused people and those from vulnerable populations that may be disproportionately impacted;

And that this **[Council or Board]** calls on the residents of **[insert name of your municipality, region or organization here]** to join us in appealing to the provincial and federal governments for support by visiting SolveTheCrisis.ca and showing your support;

AND further that a copy of this motion be sent to:

- The Right Honourable Justin Trudeau, Prime Minister of Canada
- The Honourable Sean Fraser, Minister of Housing, Infrastructure and Communities of Canada
- The Honourable Doug Ford, Premier of Ontario
- The Honourable Sylvia Jones, Deputy Premier and Minister of Health
- The Honourable Paul Calandra, Minister of Municipal Affairs and Housing
- The Honourable Michael Parsa, Minister of Children, Community and Social Services
- The Honourable Michael Tibollo, Associate Minister of Mental Health and Addictions
- Local MPs
- Local MPPs and
- Ontario's Big City Mayors



The Corporation of the Town of Cobourg

Resolution

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

Town of Cobourg
55 King Street West,
Cobourg, ON, K9A 2M2
clerk@cobourg.ca

Delivered via email

Doug.fordco@pc.ola.org
premier@ontario.ca

October 4, 2024

RE: Motion from Mayor Lucas Cleveland regarding Support of Involuntary Care for
Individuals with Severe Mental Health and Addictions Issues

Please be advised that the Town of Cobourg Council, at its meeting held on September 25, 2024, passed the following resolution:

WHEREAS the Province of British Columbia has announced the creation of highly secure facilities to provide involuntary care for individuals with severe mental health and addictions issues under the Mental Health Act, including dedicated mental health units in correctional centres and regional secure care facilities; and

WHEREAS the Town of Cobourg, along with municipalities across Ontario, are facing growing challenges in addressing the complex needs of individuals with severe mental health and addictions issues, which place a significant strain on local emergency services, healthcare systems, community resources, and public safety; and

WHEREAS individuals experiencing severe mental health and addictions issues often cannot voluntarily seek the care they need, and involuntary care, provided with compassion and appropriate safeguards, can ensure they receive the necessary treatment to help stabilize their condition and improve community safety.

NOW THEREFORE BE IT RESOLVED THAT the Town of Cobourg supports the BC government's approach to providing secure, involuntary care for individuals with severe mental health and addictions challenges, as a compassionate and necessary intervention for those unable to seek help on their own; and

FURTHER THAT the Town of Cobourg urges the Province of Ontario to implement similar measures to ensure that individuals with severe mental health and addictions issues in Ontario have access to secure, involuntary care when necessary; and



The Corporation of the Town of Cobourg

Resolution

FURTHER THAT this motion be forwarded to the Association of Municipalities of Ontario (AMO), the Federation of Canadian Municipalities (FCM), The Premier, Honourable David Piccini, MPP, all other Members of Provincial Parliament and all Ontario municipalities to seek their endorsement and support.

Sincerely,

A handwritten signature in black ink that reads "Kristina Lepik".

Kristina Lepik
Deputy Clerk/Manager, Legislative Services

cc. Association of Municipalities of Ontario (AMO);
the Federation of Canadian Municipalities (FCM);
Honourable, David Piccini, Minister of Labour, Immigration, Training and Skills
Development and Northumberland – Peterborough South MPP;,
All other Members of Provincial Parliament; and
All Ontario Municipalities

September 20, 2024

BY E-MAIL

Hon. Andrea Khanjin, Minister of the Environment, Conservation and Parks
5th Floor
777 Bay St.
Toronto, ON M7A 2J3

Dear Minister Khanjin:

Ontario Deposit Return Program

I hope this letter finds you well. I am writing to formally address the recent discussions surrounding the Ontario Deposit Return Program, particularly regarding our community residents asking us about the recycling of nonalcoholic beverage plastics.

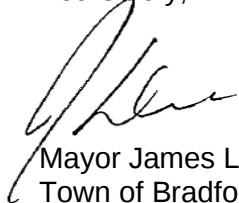
Whereas the Ontario Deposit Return Program has successfully incentivized the recycling of alcoholic beverage containers, resulting in the removal of over 204,000 tonnes of greenhouse gas emissions, we recognize the potential for similar success with nonalcoholic beverages.

The Ministry of the Environment, Conservation and Parks highlighted in their June 2023 letter that they are considering the adoption of a deposit-and-return system for nonalcoholic beverages. This initiative presents a unique opportunity to further promote recycling, reduce litter, and encourage sustainable practices among consumers.

Therefore, I am proud to announce that our Council endorses the expansion of the Ontario Deposit Return Program to include nonalcoholic beverage containers. We believe that this expansion will not only enhance environmental stewardship but also foster a culture of sustainability within our community.

We encourage all stakeholders to support this initiative and work collaboratively towards its implementation. Together, we can make a significant impact on our environment and set a positive example for future generations.

Yours truly,



Mayor James Leduc
Town of Bradford West Gwillimbury

CC:

Hon. Peter Bethlenfalvy, Minister of Finance
Hon. Caroline Mulroney, Member of Provincial Parliament for York-Simcoe
MPP Sandy Shaw, Opposition Environment, Conservation and Parks Critic
Ontario's Municipal Councils and Conservation Authorities

The Corporation of the Township of Douro-Dummer

By-law Number 2024-61

Being a By-law to assume certain parcels into the Township Road System

**Severance Files: B-100-23, Parent Roll: 1522-020-001-01900
B-16-23, Parent Roll: 1522-010-003-04900**

Whereas Section 31 of the Municipal Act, 2001, S.O. 2001 c. 25, as amended, provides Council with the power to pass by-laws for acquiring or for assuming part of a highway;

And Whereas the Township of Douro-Dummer imposed a condition of consent requiring a three-metre strip of frontage to be deeded to the Township for future road widening purposes;

Now Therefore the Council of the Corporation of the Township of Douro-Dummer hereby enacts as follows:

1. The parcels as set forth above be and they are hereby incorporated into the Township of Douro-Dummer Road System.

Severance File: B-100-23, Parent Roll: 020-001-01900

Part of Lot 1, Concession 3, in the Geographic Township of Dummer, Township of Douro-Dummer, in the County of Peterborough, designated as Part 2 on Plan 45R-17730, said Plan received and deposited in the Registry Office of the Registry Division of Peterborough (No. 45) on September 19, 2024 and deeded to the Township of Douro-Dummer as Registration No. PE423001 on October 2, 2024.

Severance File: B-16-23, Parent Roll: 010-003-04900

Part of Lot 10, Concession 5, in the Geographic Township of Douro, Township of Douro-Dummer, in the County of Peterborough, designated as Parts 3 and 4 on Plan 45R-17695, said Plan received and deposited in the Registry Office of the Registry Division of Peterborough (No. 45) on July 12, 2024 and deeded to the Township of Douro-Dummer as Registration No. PE421981 on September 13, 2024.

2. That the Mayor and the Clerk be directed to sign same and affix the Corporate Seal to this By-law.

Passed in open Council this 15th day of October, 2024.

Mayor, Heather Watson

Clerk, Martina Chait-Hartwig

The Corporation of the Township of Douro-Dummer

By-law Number 2024 - 62

**Being a By-law to amend By-law Number 10-1996, as amended,
otherwise known as "The Township of Douro-Dummer
Comprehensive Zoning By-law"**

Whereas By-law Number 10-1996, as amended, regulates the use of land and the use and erection of buildings and structures within the Township of Douro-Dummer;

And whereas Section 34 of The Planning Act, RSO 1990, as amended, permits the Council to pass an amending Zoning By-law;

And Whereas the Council of the Township of Douro-Dummer has initiated a zoning by-law amendment to amend By-Law No. 10-1996, as amended, insofar as it is necessary to clarify provisions regulating sewage systems within the Township;

Now therefore the Council of the Township of Douro-Dummer hereby enacts as follows:

1. The area affected by this By-Law includes all lands within the Township of Douro-Dummer. As such, there is no schedule attached to this amendment.
2. Section 3 – General Provisions – Table of Contents is amended by changing the name of subsection 3.55 from "Sewage System Leaching Beds" to "Sewage Systems".
3. Subsection 3.1.2 - Location is amended by deleting the last paragraph in its entirety and replacing the word "public" in the second last paragraph with the word "street" so that the subsection shall now read as follows:

"3.1.2 Location

Except as otherwise provided herein, in any residential zone category and where a residential lot is created in the Rural Zone (RU) for the purpose of constructing a detached dwelling, any accessory building or structure which is not part of the main building shall not be erected:

- (a) within any required front yard or water yard; save and except as permitted in accordance with Sections 3.1.5 and 3.1.6 hereof;
- (b) within a minimum rear yard of 1.5 metres;
- (c) within a minimum side yard of 1.5 metres;
- (d) within a minimum separation distance of 1.5 metres, from any building, structure, or part thereof, and not to be intruded upon by any awning, canopy, roof, wall or similar structure.

Notwithstanding any setback requirements of this By-law to the contrary; no accessory building or structure may be located within 15 metres of any lot line abutting a street or private road."

4. Section 3.55 Sewage System Leaching Beds is deleted in its entirety and replaced with the following:

"3.55 Sewage Systems

Sewage systems must be located a minimum of 30 metres from the high water mark and a minimum of 3 metres from any street or private road.

Vacant lots of record which were in existence prior to March 28, 2006 are subject to the regulations outlined in Section 3.57 of this By-law.

Sewage systems on lots of record that existed prior to April 1, 2008, which require replacement due to structural damage or malfunction should be set back a minimum of 30 metres from the high water mark if possible or to the greatest setback that is achievable to the satisfaction of the authority having jurisdiction. Due to their importance towards ensuring public health and/or safety, a Minor Variance and/or Zoning By-law Amendment will not be required in the case where the replacement sewage system must be located within the 30-metre setback of the high water mark.

Notwithstanding the above, properties located adjacent to a Provincial Highway will be subject to the requirements of the Ministry of Transportation. The requirements of the Ministry supersede those of the municipality."

5. Subsection 22.218 – Definitions "Sewage System, Private" is amended by deleting the word "Private".
6. Subsection 22.233 – Definitions "Structure" is amended by deleting the words "including any component of a private sewage system" and adding the word "infrastructure" so that the definition shall read as follows:

"22.233 "Structure" means anything constructed, built or erected, the use of which requires location on or in the ground, or attached to something having location on or in the ground; but does not include a sign, trailer, mobile home, tent or infrastructure."

7. All other relevant provisions of By-law 10-1996, as amended, shall apply.

If no notice of objection is filed with the Clerk within the time provided, this By-law shall become effective on the date of passing hereof, subject to the provisions of The Planning Act, RSO 1990, as amended.

Passed in open council this 15th day of October, 2024.

Mayor, Heather Watson

Clerk, Martina Chait-Hartwig

The Corporation of the Township of Douro-Dummer

By-law Number 2024-63

Being a By-law of The Corporation of the Township of
Douro-Dummer to confirm the proceedings of the Regular Council Meeting of
Council held on the 15th day of October 2024

The Municipal Council of The Corporation of the Township of Douro-Dummer Enacts as follows:

1. **That** the action of the Council at its Regular Council Meeting held on October 15th, 2024, in respect to each motion, resolution, and other action passed and taken by the Council at its said meeting is, except where prior approval of the Local Planning Appeal Tribunal is required, hereby approved, ratified, and confirmed.

2. **That** the Mayor and the proper officers of the Township are hereby authorized to do all things necessary to obtain approvals where required, and to execute all documents as may be necessary in that behalf and the Clerk is hereby authorized and directed to affix the Corporate Seal to all such documents.

Passed in Open Council this 15th day of October 2024.

Mayor, Heather Watson

Clerk, Martina Chait-Hartwig