

**In the Matter of a Development Charges Hearing  
pursuant to the *Development Charges Act*, 1997, S.O. 1997, c. 27**

B E T W E E N:

**1439121 ONTARIO LTD.**

Claimant

- and -

**THE CORPORATION OF THE CITY OF PETERBOROUGH**

Respondent

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**DOCUMENT BRIEF OF THE COMPLAINANT,  
1439121 ONTARIO LTD.**

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Date: April 14 2026

**ROUSSEAU MAZZUCA LLP**  
65 Queen Street West, Suite 1000  
Toronto, Ontario M5H 2M5

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Lawyers for the Claimant

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# TAB 1



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## The Corporation of the City of Peterborough

### By-Law Number 19-095

Being a By-law to establish Development Charges for The Corporation of the City of Peterborough (City-Wide Non-Discounted Services Charge)

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**Whereas subsection 2(1) of the Development Charges Act, 1997, c. 27** (hereinafter called "the Act") provides that the council of a municipality may pass By-laws for the imposition of development charges against land for increased capital costs required because of the needs for services arising from development in the area to which the by-law applies;

**And Whereas** the Council of The Corporation of the City of Peterborough ("City of Peterborough") has given Notice in accordance with Section 12 of the **Development Charges Act, 1997**, of its intention to pass a by-law under Section 2 of the said Act;

**And Whereas** the Council of the City of Peterborough has heard all persons who applied to be heard no matter whether in objection to, or in support of, the development charge proposal at a public meeting held on October 28, 2019;

**And Whereas** the Council of the City of Peterborough had before it a report entitled Development Charges Background Study dated September 26, 2019, (the "Study") prepared by Hemson Consulting Ltd., wherein it is indicated that the development of any land within the City of Peterborough will increase the need for services as defined herein;

**And Whereas** the Council of the City of Peterborough subsequently had before it a report entitled Development Charges Background Study dated September 26, 2019, as amended November 4, 2019 (the "Amended Study") prepared by Hemson Consulting Ltd.;

**And Whereas** copies of the Study were made available on September 26, 2019 and copies of the proposed development charges by-law were made available on October 15, 2019 to the public in accordance with Section 12 of the Act;

**And Whereas** by resolution adopted by Council of The Corporation of City of Peterborough on November 25, 2019, Council determined that the increase in the need for services attributable to the anticipated development as contemplated in the Amended Study, including any capital costs, will be met by updating the capital budget and forecast for the City, where appropriate.

**And Whereas** by Resolution adopted by Council on November 25, 2019, Council approved the Amended Study and determined that no further public meetings were required under Section 12 of the Act;

**And Whereas** by resolution adopted by Council of The Corporation of the City of Peterborough on November 25, 2019, Council determined that the future excess capacity identified in the Amended Study, shall be paid for by the development charges contemplated in the said Amended Study, or other similar charges;

**And Whereas** the Council of the City of Peterborough has given consideration of the use of more than one development charge by-law to reflect different needs for services in different areas, also known as area rating or area specific DCs, and has determined that for the services, and associated infrastructure proposed to be funded by DCs under this by-law, that it is fair and reasonable that the charges be calculated on a municipal-wide uniform basis;

**And Whereas** the Amended Study includes an Asset Management Plan that deals with all assets whose capital costs are intended to be funded under the

development charge by-law and that such assets are considered to be financially sustainable over their full life-cycle.

**And Whereas** the Council of the City of Peterborough will give consideration to incorporate the asset management plan outlined in the Amended Study within the City's ongoing practices and corporate asset management strategy.

**And Whereas** the Council of the City of Peterborough approves the planned level of service for Transit services, as identified in the Amended Study, which has been estimated in accordance with the requirements of the **Development Charges Act, 1997 and Ontario Regulation 82/98**.

**Now Therefore** The Council of the City of Peterborough Enacts as Follows:

Definitions

1. In this By-law,

"Act" means the **Development Charges Act, 1997, S.O. 1997, c.27**;

"apartment building" means a residential building or the residential portion of a mixed use building or structure, consisting of more than three dwelling units, which dwelling units have a common entrance to grade;

"Board of Education" has the same meaning as specified in the **Education Act**, or any successor legislation;

"building floor area" means the total of the horizontal areas of a building, as calculated by using the exterior dimensions;

"City" means the Corporation of the City of Peterborough;

"commercial use" means lands, buildings or structures or portions thereof used or designed or intended to be used for a purpose which is classified as a Group A (restaurant and licensed beverage establishment only), Group C (hotel and motel only), Group D or Group E, major occupancy, pursuant to the Ontario Building Code;

"development" means the construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of increasing the building floor area thereof, and includes redevelopment;

"development charge" means a charge imposed pursuant to this By-law;

"dwelling unit" means one or more rooms used, designed or intended to be used together as a single and separate house-keeping unit by one person or persons living together, in which both culinary and sanitary facilities are provided for the exclusive use of such person or persons;

"farm building" means a farm building as defined in the Ontario Building Code;

"gross floor area" has the same meaning as that which is contained in O.Reg. 82/98 made under the Act;

"industrial use" means lands, buildings or structures or portions thereof used or designed or intended to be used for a purpose which is classified as a Group F, major occupancy, pursuant to the Ontario Building Code;

"local board" means a local board as defined in the **Development Charges Act, 1997**;

"mixed use development or structure" means a building or structure containing a residential and non-residential use other than a home occupation;

"multi-suite residence" means a multi-suite residence as defined in the Zoning By-law of the City;

"non-residential use" means land, buildings or structures or portions thereof used, or designed or intended to be used for a use other than for a residential use, and includes an industrial use and a commercial use;

"owner" means the owner of land or a person who has made application for an approval for the development of land upon which a development charge is imposed;

"place of worship" means that part of a building or structure that is exempt from taxation as a place of worship under the **Assessment Act**, as amended, or any successor legislation;

"Residential A building" means a building, or portion thereof containing one or two dwelling units;

"Residential B building" means a building, or portion thereof containing more than two dwelling units, other than a Residential C building;

"Residential C building" means a building, or portion thereof containing more than two dwelling units, each of which has access to the common corridor and entrance(s); and a multi-suite residence;

"residential use" means land, buildings or structures or portions thereof used, designed or intended to be used as living accommodation for one or more individuals;

"semi-detached dwelling or row dwelling" means a residential building which contains a single dwelling unit, that has one or two vertical walls, but no other parts, attached to other buildings;

"services" means services designated in this By-law including Schedule A to this By-law or in an agreement under section 44 of the Act, or both;

"single detached dwelling" means a residential building which contains only a single dwelling unit, and which is not attached to other buildings;

"temporary building or structure" means a building or structure constructed or erected or placed on land for a continuous period not exceeding eight months, or an addition or alteration to a building or structure that has the effect of increasing the total floor area thereof for a continuous period not exceeding eight months;

### Rules

2. For the purpose of complying with section 6 of the Act:
  - (a) the area to which this By-law applies shall be the area described in section 3 of this By-law;
  - (b) the rules developed under paragraph 9 of subsection 5(1) of the Act for determining if a development charge is payable in any particular case and for determining the amount of the charge shall be as set forth in sections 4 through 18, inclusive, of this By-law;
  - (c) the exemptions provided for by such rules shall be the exemptions set forth in sections 19 through 21, inclusive of this By-law, the indexing of charges shall be in accordance with section 16 of this

By-law and the phasing in of charges shall be in accordance with subsection 17 of this By-law; and

- (d) the redevelopment of land shall be in accordance with the rules set forth in section 22 of this By-law.

#### Lands Affected

- 3. (a) This By-law applies to all lands in the geographic area of the City.
- (b) This By-law shall not apply to lands, which are owned by, or used for the purposes of:
  - (i) the City or a local board thereof;
  - (ii) a board of education.
- (c) The development of land within the City may be subject to one or more development charges by-laws of the City.

#### Designation of Services

- 4. It is hereby declared by Council that all development of land within the City will increase the need for services.
- 5. The development charge applicable to a development as determined under this By-law shall apply without regard to the services required or used by an individual development.
- 6. Development charges shall be imposed for the following categories of services to pay for the increased capital costs required because of increased needs for services arising from development:
  - (a) Fire Services;
  - (b) Police Services;
  - (c) Public Works;
  - (d) Transit Services;
  - (e) Waste Management;
  - (f) Roads & Other City-wide Engineering; and
  - (g) Sewage Treatment.

#### Approvals for Development

- 7. Development charges shall be imposed against all lands, buildings or structures within the area to which this By-law applies if the development of such lands, buildings or structures requires any of the following approvals:
  - (a) the passing of a zoning by-law or of an amendment thereto under section 34 of the **Planning Act**;
  - (b) the approval of a minor variance under section 45 of the **Planning Act**;
  - (c) a conveyance of land to which a by-law passed under subsection 50(7) of the **Planning Act** applies;

- (d) the approval of a plan of subdivision under section 51 of the **Planning Act**;
  - (e) a consent under section 53 of the **Planning Act**;
  - (f) the approval of a description under section 50 of the **Condominium Act**; or
  - (g) the issuing of a permit under the **Building Code Act, 1992** in relation to a building or structure, except where the development entails the conversion or renovation, but not expansion, of an existing building for a change of use which does not require any of the approvals provided in subsections (a) to (f) inclusive above.
8. No more than one development charge for each service designated in section 6 shall be imposed upon any lands, buildings or structures to which this By-law applies even though two or more of the actions described in section 7 are required before the lands, buildings or structure can be developed.
  9. Notwithstanding section 8, if two or more of the actions described in section 7 occur at different times, additional development charges shall be imposed in respect of any increased or additional development permitted by such actions.
  10. Where a development requires an approval described in section 7 after the issuance of a building permit and no development charge has been paid, then the development charge shall be paid prior to the granting of the approval required under section 7.
  11. If a development does not require a building permit but does require one or more of the approvals described in section 7, then the development charge shall nonetheless be payable in respect of any increased or additional development permitted by such approval.
  12. Nothing in this By-law prevents Council from requiring, as a condition of an agreement under sections 51 or 53 of the **Planning Act**, that the owner, at his or her own expense, install such local services related to a plan of subdivision or within the area to which the plan relates, as Council may require, or that the owner pay for local connections to storm drainage facilities installed at the owner's expense, or administrative, processing, or inspection fees.

#### Calculation of Development Charges

13. The development charge with respect to the use of any land, buildings or structures shall be calculated as follows:
  - (a) in the case of residential development, or the residential portion of a mixed-use development, based upon the number and type of dwelling units; or
  - (b) in the case of non-residential development, or the non-residential portion of a mixed-use development, based upon the building floor area of such development.

#### Amount of Charge - Residential

14. The development charges described in Schedule B to this By-law shall be imposed on residential uses of lands, buildings or structures, including a dwelling unit accessory to a non-residential use and, in the case of a mixed use building or structure, on the residential component of the mixed use building or structure, according to the type of residential use. For the purposes of calculation of the charge for a multi-suite residence, two

suites shall be deemed to comprise one dwelling unit.

#### Amount of Charge - Non-Residential

15. The development charges described in Schedule C to this By-law shall be imposed on non-residential uses of lands, buildings or structures and, in the case of a mixed-use building or structure, on the non-residential components of the mixed-use building or structure, and calculated with respect to each of the services according to the building floor area of the non-residential use.

#### Indexing of Development Charges

16. The development charges set out in Schedules B and C hereto shall be adjusted by the City Treasurer without amendment to this By-law annually on January 1<sup>st</sup> in each year, commencing January 1, 2020, in accordance with the most recent annual change in the Statistics Canada Quarterly, Construction Price Statistics.

#### Phasing, Timing of Calculation and Payment

- 17.(a) Except as provided in subsection (b) hereof, the development charges set out in this By-law are payable, in full, subject to the exemptions and credits provided herein, from the effective date of this By-law.
- (b) Development charges in respect of industrial uses of lands, buildings or structures shall not be payable during the term of this By-law for only those lands identified in Schedule D.
- (c) Subject to section 22 (with respect to redevelopment) and subsection (d), the development charges shall be calculated as of, and shall be payable, on the date the first building permit is issued in relation to a building or structure on land to which the development charge applies.
- (d) Notwithstanding subsection (c), pursuant to section 27 of the Act, the City may enter into an agreement with a person required to pay a charge pursuant to this By-law, including the provision of security for the person's obligations under such agreement, providing for all or part of the development charge to be paid before or after it otherwise would be payable. The terms of such agreement shall then prevail over the provisions of this By-law.
- (e) Where a development charge or any part of it remains unpaid after it is payable, the amount unpaid shall be added to the tax roll and shall be collected in the same manner as taxes.

#### Payment by Services

18. The City, may in an agreement pursuant to Section 38 of the Act, permit an owner to provide services in lieu of the payment of all or any portion of a development charge. The City shall give the owner who performed the work a credit towards the development charge in accordance with the agreement, subject to the requirements of the Act.

#### Rules with Respect to Exemptions for Intensification of Existing Housing

19. (a) This By-law does not apply with respect to approvals related to the residential development of land, buildings or structures that would have the affect only of,
- (i) permitting the enlargement of an existing dwelling unit;

- (ii) creating one or two additional dwelling units in an existing single detached dwelling, where the total gross floor area of the additional unit or units does not exceed the gross floor area of the existing dwelling unit;
- (iii) creating one additional dwelling unit in an existing semi-detached or row dwelling where total gross floor area of the additional unit does not exceed the gross floor area of the existing dwelling unit; or
- (iv) creating one additional dwelling unit in any other existing residential building, where the total gross floor area of the additional unit does not exceed the gross floor area of the smallest existing dwelling unit.

Other Exemptions

20. Notwithstanding the provisions of this By-law, development charges shall not be imposed with respect to:

- (a) a hospital governed by the **Public Hospitals Act, R.S.O 1990, c. P. 40**;
- (b) a place of worship, or a cemetery or burial ground;
- (c) Trent University or Sir Sandford Fleming College;
- (d) a farm building;
- (e) lands, buildings or structures located within the Commercial Core Sub-Area and the Waterfront Commercial Sub-Area of the Central Area, as depicted on Schedule J of the Official Plan of the City;
- (f) the redevelopment of any building or structure, which is located within the Central Area, as depicted on Schedule J of the Official Plan of the City, and which exists as of January 1, 2005;
- (g) creating a minimum of fifteen apartment dwelling units, which are located within the Central Area as depicted in the Official Plan of the City;
- (h) mixed-used development located within the Central Area, as depicted in the Official Plan of the City, that contains a minimum of 15 apartment units and a minimum of 1,000 square metres of commercial gross floor area will be exempt from the payment of development charges based on the following rules:
  - i. The first 15 apartment units and the first 1,000 square metres of commercial gross floor area will be exempt;
  - ii. Each additional apartment unit, beyond the first 15 units will be eligible for exemption; and
  - iii. Each additional 67 square metres of commercial gross floor area beyond the initial 1,000 square metres must be matched with a residential unit to be eligible for exemption.

Temporary Buildings or Structures

- 21. (a) Temporary buildings or structures shall be exempt from the provisions of this By-law.
- (b) In the event that a temporary building or structure continues to exist for a continuous period exceeding eight (8) months, it shall be

deemed not to be nor ever to have been a temporary building or structure, and the development charges required to be paid under this By-law shall be calculated and payable on the date that the building or structure is deemed not to be temporary.

- (c) Prior to the City issuing a building permit for a temporary building or structure, the City may require an owner to enter into an agreement, including the provision of security for the owners obligation under the agreement, pursuant to section 27 of the Act, providing for all or part of the development charge required by this section to be paid after it would otherwise be payable. The terms of such agreement shall then prevail over the provisions of this By-law.

#### Rules with Respect to the Redevelopment of Land

- 22. (a) Where there is a redevelopment of land on which there is a conversion of space proposed, or on which there was formerly erected a building or structure that has been demolished, a credit shall be allowed against the development charge otherwise payable by the owner pursuant to this By-law for the portion of the previous building or structure still in existence that is being converted or for the portion of the building or structure that has been demolished, as the case may be, calculated by multiplying the number and type of dwelling units being converted or demolished, or the non-residential building floor area being converted or demolished, by the development charge shown in Schedule B or C, on the date when the development charge is payable in accordance with this By-law.
- (b) A credit in respect of any demolition under this section shall not be given unless a building permit has been issued or a subdivision agreement has been entered into with the City for the development within five (5) years from the date the demolition permit was issued.
- (c) The amount of any credit hereunder shall not exceed, in total, the amount of the development charges otherwise payable with respect to the development.
- (d) The onus is on the applicant to produce evidence to the satisfaction of the City, acting reasonably, which establishes that the applicant is entitled to the reduction in the payment of development charges claimed under this section.

#### Interest

- 23. The City shall pay interest on a refund under subsection 18(3), 18(5), or 25(2) of the Act, shall be the Bank of Canada rate on the date this By-law comes into force updated on the first business day of every January, April, July and October.

#### Schedules

- 24. The following Schedules to this By-law form an integral part of this By-law.
  - Schedule A = Designated Services
  - Schedule B = City-Wide Services - Uniform Residential Development Charges
  - Schedule C = City-Wide Services - Uniform Non-Residential Development Charges
  - Schedule D = List of Industrial Lands

By-law Registration

25. A certified copy of this By-law may be registered in the Land Registry Office against title to any land to which this By-law applies.

Date By-law Effective

26. This By-law comes into force and effect on January 1, 2020.

Date By-law Expires

27. This By-law expires five years after the date it becomes effective.

Repeal

28. By-law No. 14-135, to establish development charges for the City of Peterborough (City-wide Engineering Services Charge) is hereby repealed effective on the date this By-law comes into force and effect. Notwithstanding the preceding sentence, By-law No. 14-135 will continue to be in force and effect to the extent only of development charges that became payable under it prior to its repeal and that remain unpaid as at its repeal.

Headings for Reference Only

29. The headings inserted in this By-law are for convenience of reference only and shall not affect the construction or interpretation of this By-law.

Severability

30. If, for any reason, any provision, section, subsection or paragraph of this By-law is held invalid, it is hereby declared to be the intention of Council that all the remainder of this By-law shall continue in full force and effect until repealed, reenacted or amended, in whole or in part or dealt with in any other way.

By-law read a first, second and third time this 25<sup>th</sup> day of November, 2019.

(Sgd.) Diane Therrien, Mayor

(Sgd.) John Kennedy, City Clerk

**SCHEDULE A**

**SERVICES**

- (a) Fire Services;
- (b) Police Services;
- (c) Public Works;
- (d) Transit Services;
- (e) Waste Management;
- (f) Roads & Other City-wide Engineering; and
- (g) Sewage Treatment.

Schedule B

**City-Wide Services Uniform Residential Development Charges**

Service	Residential A Singles & Semis	Residential B Other Multiples	Residential C Apartments	Percentage of Charge
Fire Services	\$807	\$510	\$457	3%
Police Services	\$448	\$283	\$254	2%
Public Works	\$845	\$534	\$478	3%
Transit Services	\$2,245	\$1,418	\$1,271	8%
Waste Management	\$149	\$94	\$84	1%
Roads & Other City-Wide Engineering	\$21,127	\$13,351	\$11,967	79%
Sewage Treatment	\$1,175	\$742	\$665	4%
<b>TOTAL CHARGE PER UNIT</b>	<b>\$26,795</b>	<b>\$16,932</b>	<b>\$15,176</b>	<b>100%</b>

Notes:

1. The development charges will be indexed annually as per provisions of this by-law.
2. Totals may not add precisely due to rounding.

Schedule C

**City-Wide Services Uniform Non-Residential Development Charges**

<b>Service</b>	<b>Non-Residential Charge per Square Metre</b>	<b>Percentage of Charge</b>
Fire Services	\$3.68	3%
Police Services	\$2.04	1%
Public Works	\$3.86	3%
Transit Services	\$10.25	7%
Waste Management	\$0.81	1%
Roads & Other City-Wide Engineering	\$112.17	81%
Sewage Treatment	\$6.38	5%
<b>TOTAL CHARGE PER SQUARE METRE</b>	<b>\$139.18</b>	<b>100%</b>

Notes:

1. The development charges will be indexed annually as per provisions of this by-law.
2. Totals may not add precisely due to rounding.

**SCHEDULE D**

**LIST OF INDUSTRIAL LANDS**

<b>Municipal Address</b>	<b>Legal Description</b>
260 Jameson Drive	Part of Lots 7 and 8, Concession 10, Geographic Township of North Monaghan, now in the City of Peterborough, designated as Part 2 on 45R-15514
400 Plastics Road	Part of Lot 24, Concession 13 Otonabee, Parts 1 & 2, 45R3232, S/T R344189, S/T S14790 as assigned by R413382; Peterborough City
390-400 Pido Road	Part of Lot 24, Concession 13 Otonabee, being Parts 1, 2 and 3 on 45R-10309 and Parts 7 and 8 on 45R-4518, S/T S14790, as assigned by R413382; Peterborough City
Unassigned Municipal Address	Approximately 7 acres at the north-west corner of the intersection of Pioneer Road and the anticipated main entrance into the Trent Research and Innovation Park
2000 Technology Drive	Part of Lot 26, Concession 12, Otonabee, designated as Part 1 on 45R-16429, Peterborough
1820 Fisher Drive	Part of Lots 7 and 8, Concession 10, Geographic Township of North Monaghan, now in the City of Peterborough, being designated as Parts 1 and 2 on 45R-16416
1850 Technology Drive	Part of Lots 25 and 26, Concession 12, designated as Part 1 on 45R-16538; Peterborough, reserving a safe-access easement over said Part 1 for the benefit of the owners of Part 2 on 45R-16538
1900 Technology Drive	Part of Lots 25 and 26, Concession 12, designated as Part 2 on 45R-16538; Peterborough, together with a safe-access easement over Part 1 on 45R-16538
280-290 Jameson Drive	Part of Lot 7, Concession 10, formerly in the Township of North Monaghan, now in the City of Peterborough, being designated as Parts 1, 2, 3 and 4 on 45R-16240 and Part 2 on 45R-16452
1991, 1987, 1951 Fisher Drive	Part of Lot 8, Concession 10 (North Monaghan), being designated as Parts 1, 2, 3 on 45R-14192 and Parts 2 and 3 on 45R-14882; Peterborough

# **TAB 2**



# BUILDING PERMIT

Permit Number: 2023 102322 000 00 B3N  
Issue Date: January 30, 2024

**Permission is granted to** 1439121 Ontario Ltd to Construct Finished a Warehousing at:

280 JAMESON DR

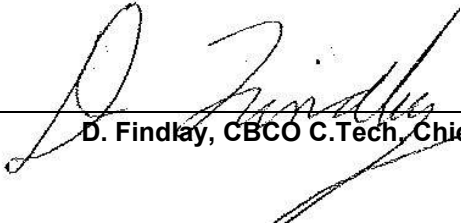
in accordance with the application filed in this office.

This permit is granted on the express condition that said work will in all respects, conform to the Building By-law of the City of Peterborough and all Federal and Provincial regulations.

Ensure that a copy of all approved documentation is available on-site at the time of inspection.

Permission is NOT herein granted for use of the street or sidewalk.

If the contractor is not covered by the Workplace Safety & Insurance Act, the Owner will be responsible for accidents which may occur on the job.

  
D. Findlay, CBCO C.Tech, Chief Building Official

**\*\*THIS PERMIT MUST BE POSTED IN A CONSPICUOUS PLACE\*\***

Note that inspections require 48 hours notice (*in accordance with Division C Article 1.3.5.3 of the OBC*).

# TAB 3

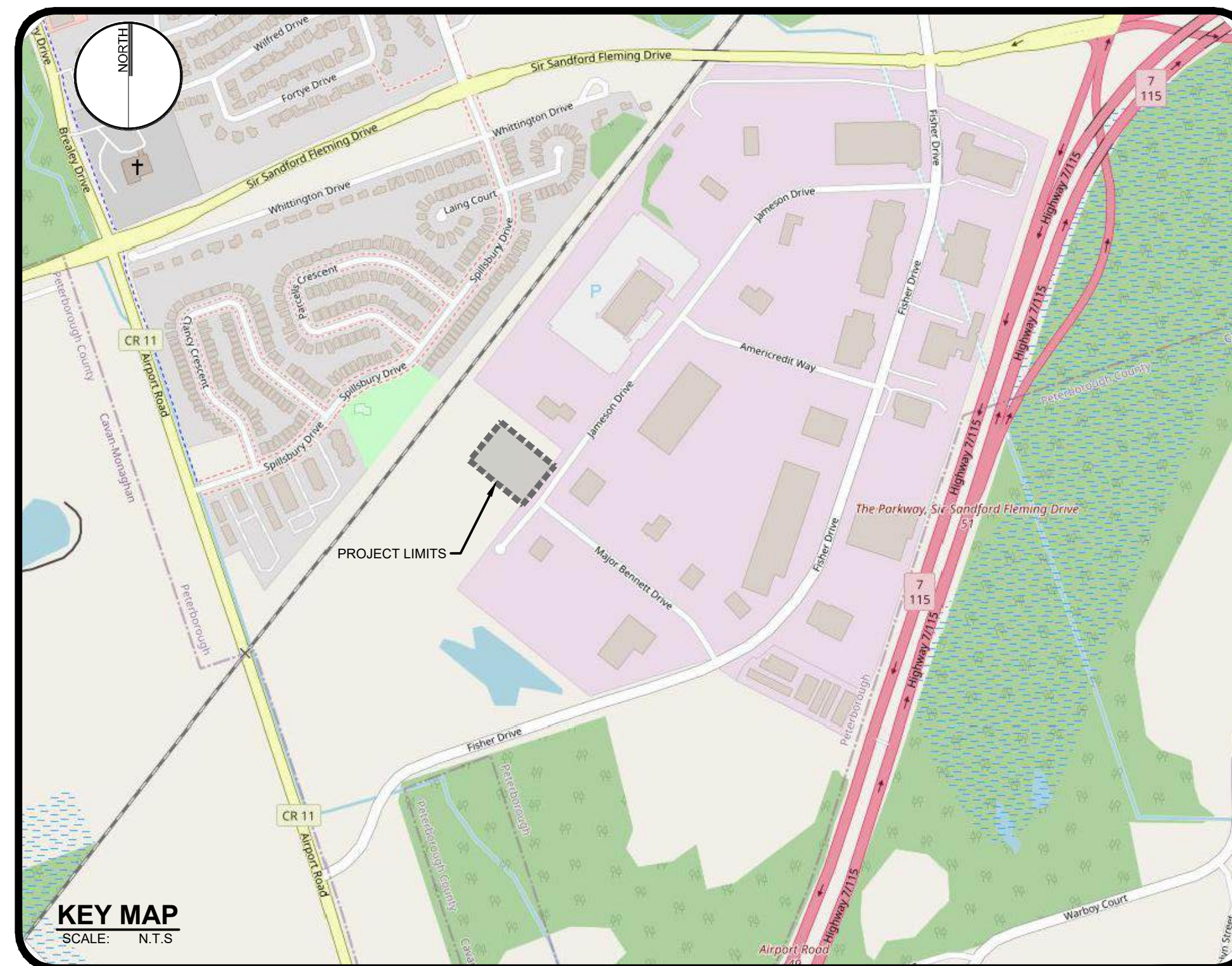
# 280 JAMESON DRIVE SITE PLAN DEVELOPMENT

BRAVO CASTELLI PARK  
 ENGAGE PROJECT No: 19043

ISSUED FOR 3RD SITE PLAN APPROVAL SUBMISSION

City of Peterborough  
**Received**  
 Aug 03, 2023  
 Building Services Division

CITY OF PETERBOROUGH  
 23 102322  
 BUILDING PERMIT NUMBER



### DRAWING INDEX

No.	NAME	DESCRIPTION
0	CS1	COVER SHEET
1	SNL	STANDARD NOTES AND LEGEND
2	ES1	EROSION & SEDIMENT CONTROL PLAN
3	GP1	PHASE 1 SITE GRADING PLAN
4	GP2	FINAL SITE GRADING PLAN
5	SS1	PROPOSED SITE SERVICING PLAN
6	SW1	OFFSITE SWALE GRADING PLAN
7	DT1	DETAILS
8	TP1	VEHICLE TURNING PATH PLAN



www.engageeng.ca • 171 King Street, Suite 120, Peterborough, ON • Phone: (705) 755-0427

City of Peterborough  
**Building Code Review**  
 By: Jeremy Bender  
 BCIN: 27481 Date: Jan 30, 2024  
 For Inspection and Inquiries  
 Please Call: 705.742.7777 ext 1892

280 JAMESON DRIVE SITE PLAN DEVELOPMENT

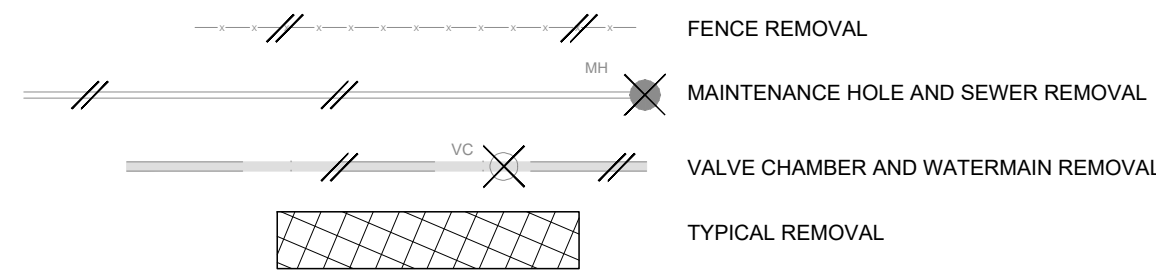
BRAVO CASTELLI PARK  
 ENGAGE PROJECT No: 19043  
 ISSUED FOR 3RD SITE PLAN APPROVAL SUBMISSION



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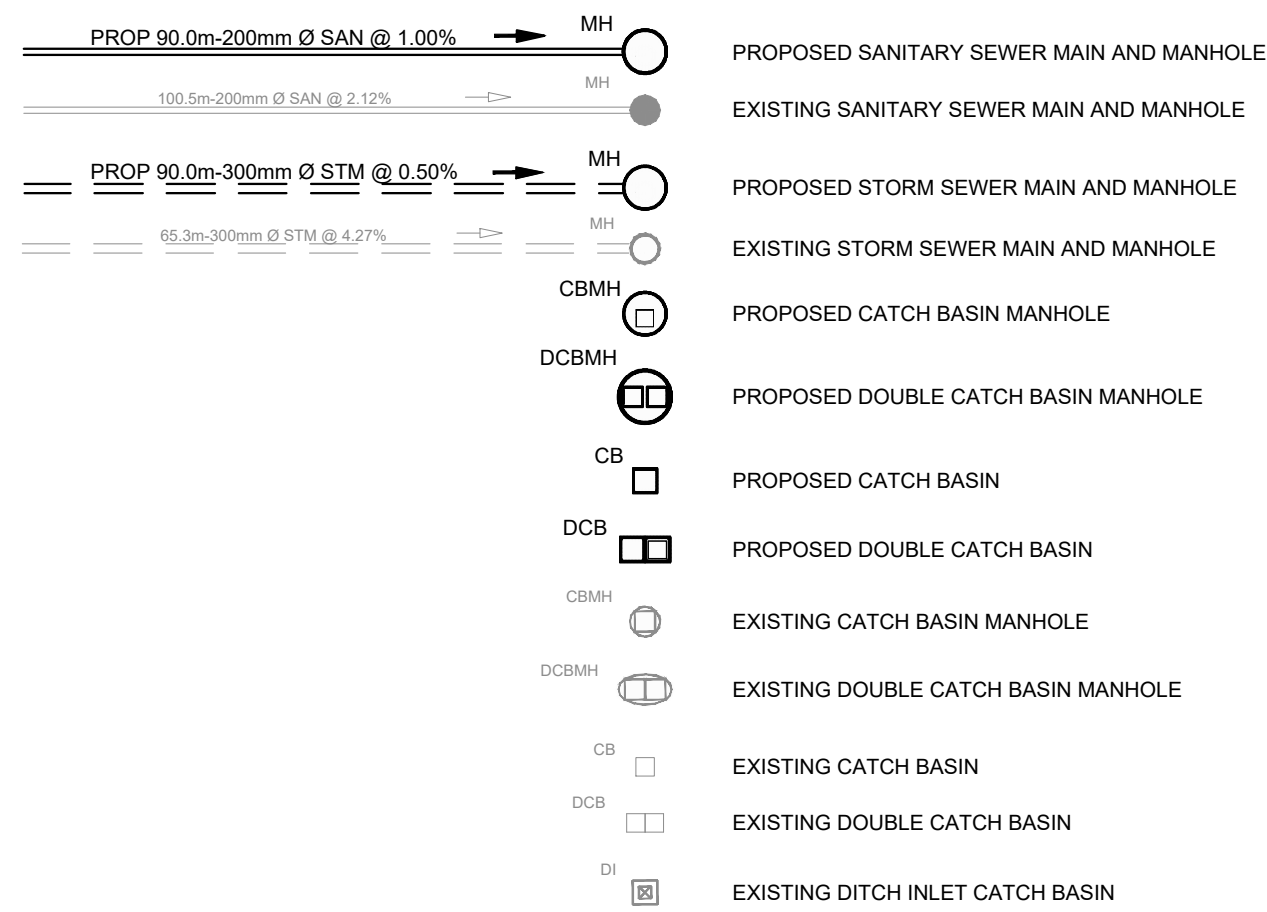
## REMOVAL AND ADJUSTMENTS

- (A) APPURTENANCE ADJUSTMENT BY CONTRACTOR (CB,MH,WV etc.)
- (B) ADJUSTMENT BY OTHERS
- (C) RELOCATE EXISTING CATCHBASIN
- (E) EXCAVATE/BACKFILL EXIST. CATCHBASIN/MANHOLE
- (S) REMOVE, SALVAGE AND REINSTALL TO BE EXPOSED BY CONTRACTOR

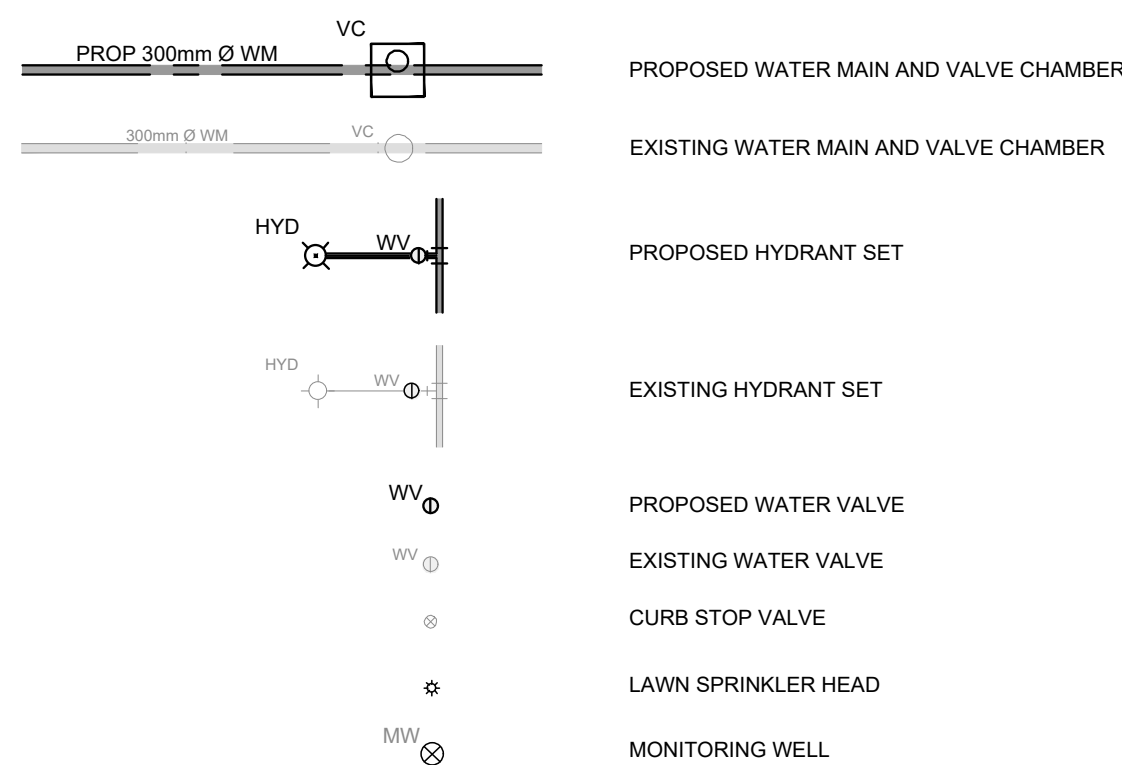


## UNDERGROUND SERVICES

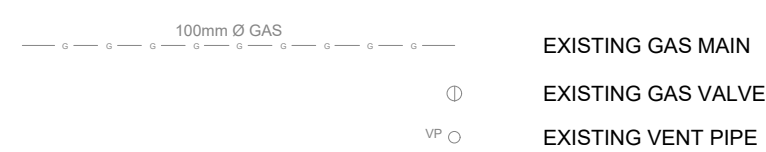
### SEWERS:



### WATER:

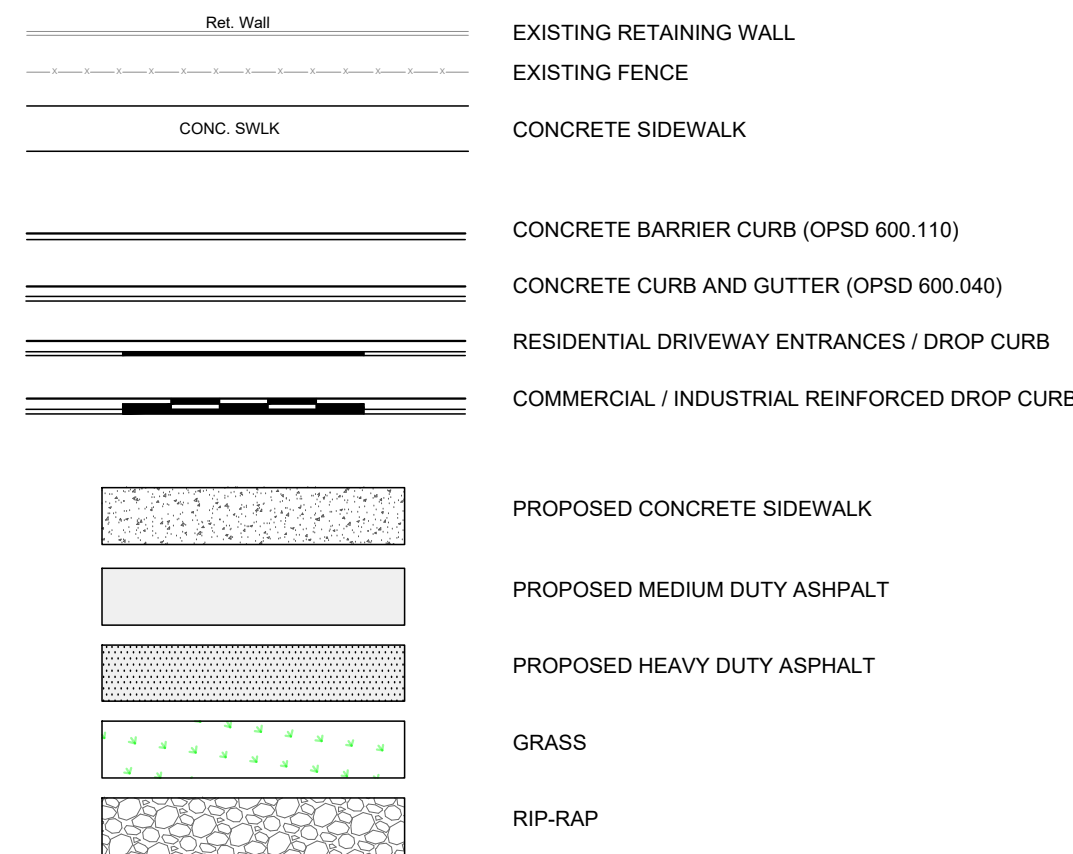


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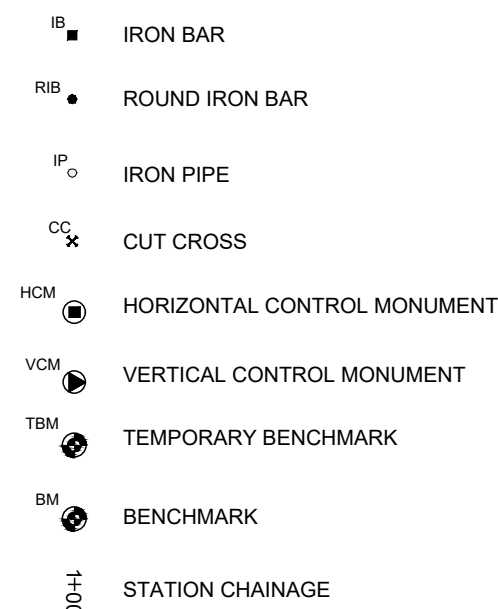


## LEGEND

### ROAD SURFACE FEATURES:

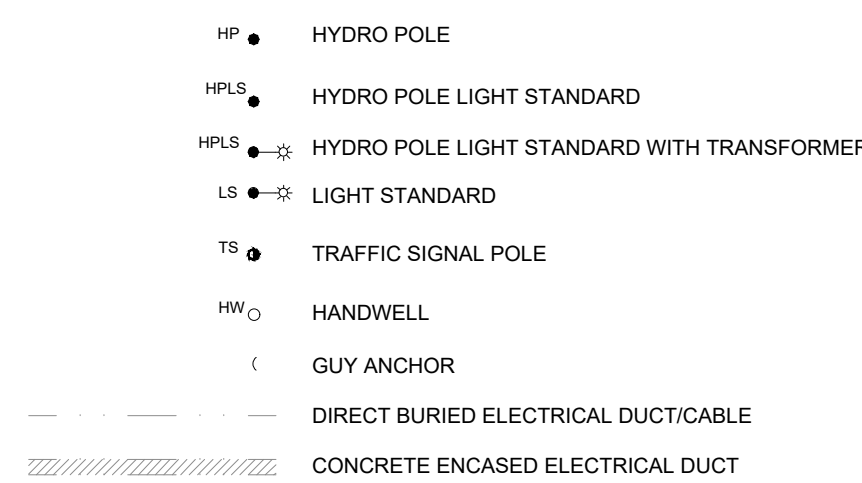


### LEGAL AND CONTROL SYMBOLS:

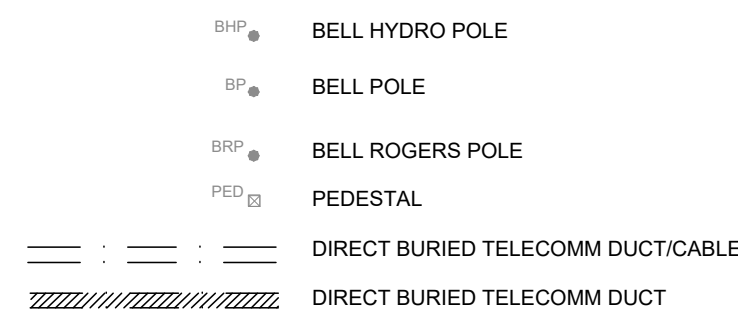


### UTILITIES:

#### ELECTRICAL:



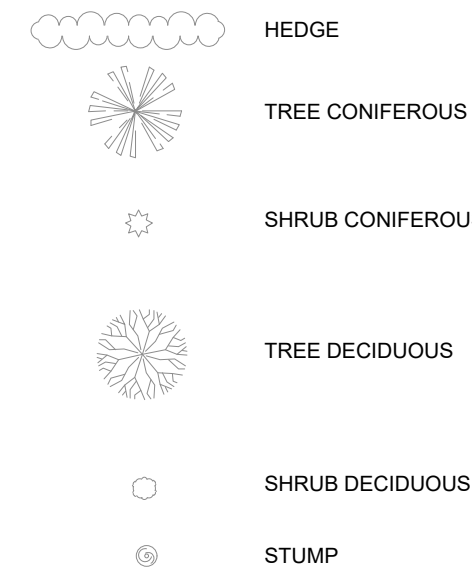
#### TELECOMMUNICATIONS:



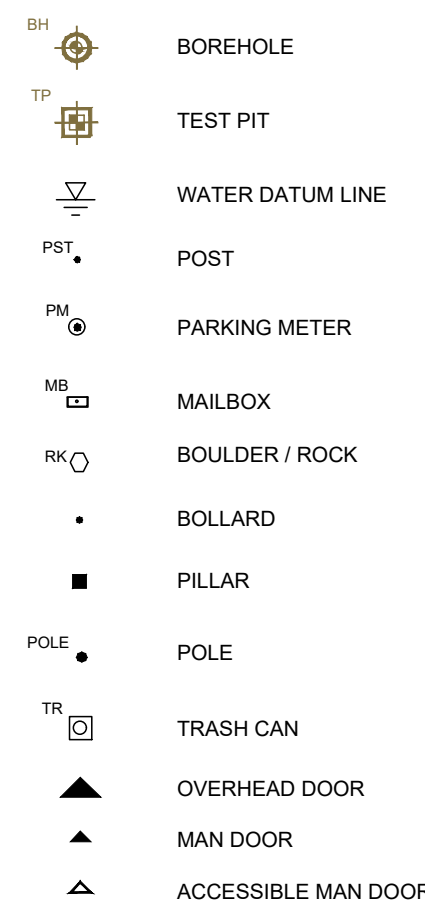
### SIGNAGE:



### VEGETATION:



### MISCELLANEOUS:



### GENERAL:

- ALL CONSTRUCTION AND MATERIALS TO BE IN ACCORDANCE WITH:
  - CITY OF PETERBOROUGH DESIGN STANDARDS
  - ONTARIO PROVINCIAL STANDARD DRAWINGS & SPECIFICATIONS
  - APPLICABLE CONTRACT DOCUMENTS AND ALL SPECIFICATIONS REFERENCED HEREIN.
- THE CONTRACTOR SHALL CONSTRUCT ALL WORK IN ACCORDANCE WITH THE OCCUPATIONAL HEALTH AND SAFETY ACT, HEALTH AND SAFETY REGULATIONS FOR CONSTRUCTION PROJECTS.
- THE CONTRACTOR SHALL RESTORE OR REPLACE DAMAGED SERVICES TO EXISTING OR BETTER CONDITION.
- THE CONTRACTOR SHALL RESTORE ALL DISTURBED AREAS TO EXISTING OR BETTER CONDITION, OR PER THE ENGINEERING AND LANDSCAPE SPECIFICATIONS REFERENCED HEREIN.
- THE CONTRACTOR SHALL COORDINATE AND PAY FOR ALL TRAFFIC CONTROL AND SAFETY MEASURES IN ACCORDANCE WITH THE ONTARIO TRAFFIC MANUAL, BOOK 7, TEMPORARY CONDITIONS.
- THE CONTRACTOR SHALL DISPOSE OF ALL WASTE MATERIALS IN ACCORDANCE WITH THE MINISTRY OF THE ENVIRONMENT GUIDELINES AND LOCAL MUNICIPAL BYLAWS.
- WHERE UTILITIES ARE SHOWN ON THE CONTRACT DRAWINGS, THEIR LOCATION IS APPROXIMATE. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS TO COMPLETE THE WORK INCLUDING ROAD CUT PERMITS, OCCUPANCY PERMITS, ENCROACHMENT AGREEMENTS.
- ANY UTILITY POLES THAT MAY BE UNDERMINED BY THE CONSTRUCTION ACTIVITY ARE TO BE BRACED. THE CONTRACTOR SHALL MAKE THE NECESSARY ARRANGEMENTS TO HAVE THE POLES BRACED IN ACCORDANCE WITH THE APPROPRIATE UTILITY REQUIREMENTS. THE COST FOR THIS WORK IS INCLUDED IN THE UNIT PRICES FOR THE WORK ITEMS AFFECTED.
- ALL EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED ON THE CONTRACT DRAWINGS ARE TO BE IN PLACE PRIOR TO THE START OF CONSTRUCTION.
- ALL PROPERTY BARS DISTURBED OR DAMAGED DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AT THE CONCLUSION OF THE CONTRACT, AT THEIR EXPENSE.
- ALL DIMENSIONS SHALL BE CHECKED AND VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO CONSTRUCTION. ANY DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE ENGINEER.

### WATERMAIN:

- ALL WATERMAIN CONSTRUCTION SHALL BE IN ACCORDANCE WITH PUC STANDARD.
- THE CONTRACTOR SHALL PROVIDE 48HR NOTICE TO THE ENGINEER PRIOR TO COMMENCING WATERMAIN CONSTRUCTION.
- ONLY REPRESENTATIVES OF THE PUC ARE AUTHORIZED TO OPERATE VALVES OR HYDRANTS OF THE EXISTING WATER DISTRIBUTION SYSTEM.
- THE CONTRACTOR SHALL INSTALL TRACER WIRE ON ALL NEW PVC WATERMAIN.
- THE CONTRACTOR SHALL INSTALL CATHODIC PROTECTION AS PER OPSD 1109.010.
- THE CONTRACTOR SHALL INSTALL RETAINING GLAND RINGS ON ALL WATERMAIN FITTINGS AND CONNECTIONS WHERE THRUST BLOCKS CANNOT BE CONSTRUCTED ON SOLID GROUND.
- THE CONTRACTOR SHALL INSTALL BEDDING AND BACKFILL AS PER OPSD 802.010.
- THE CONTRACTOR SHALL INSTALL ALL WATERMAIN AND SERVICES AT A MINIMUM DEPTH OF 1.85 METRES FROM THE PROPOSED FINISH GRADE TO THE TOP OF PIPE.
- THE CONTRACTOR SHALL MAINTAIN A MINIMUM VERTICAL CLEARANCE BETWEEN WATERMAIN AND SEWER OF 0.50 METRES BELOW OR 0.15 METRES ABOVE.
- THE CONTRACTOR SHALL INSTALL WATER SERVICES AS PER OPSD 1104.0100, AND AT RIGHT ANGLES TO THE WATERMAIN WHERE POSSIBLE.
- THE CONTRACTOR SHALL INSTALL ANODE PROTECTION ON ALL WATER SERVICES.
- THE CONTRACTOR SHALL INSTALL THRUST BLOCKS FOR VERTICAL BENDS AS PER OPSD 1103.020. THE CONTRACTOR SHALL INSTALL THRUST BLOCKS FOR HORIZONTAL BENDS AS PER OPSD 1103.010.
- THE CONTRACTOR SHALL INSTALL HYDRANTS AS PER OPSD 1105.010.
- THE CONTRACTOR SHALL PROVIDE 48 HOURS NOTICE TO THE CITY'S ENGINEER PRIOR TO CONDUCTING WATERMAIN TESTING.

### PAVEMENT

- SUBGRADE SHALL BE COMPACTED TO 98% SPDD. SUBGRADE SHALL BE PROOFROLLED PRIOR TO PLACEMENT OF GRANULAR MATERIAL.
- PAVEMENT STRUCTURE SHALL CONSIST OF THE FOLLOWING:
  - HEAVY DUTY:
    - 300mm GRANULAR B SUBBASE
    - 150mm GRANULAR A BASE
    - 90mm HL8 ASPHALT BASE (2 LIFTS)
    - 40mm HL3 ASPHALT SURFACE
  - MEDIUM DUTY:
    - 300mm GRANULAR B SUBBASE
    - 150mm GRANULAR A BASE
    - 50mm HL8 ASPHALT BASE
    - 40mm HL3 ASPHALT SURFACE
  - GRAVEL AREA:
    - 300mm GRANULAR B BASE
    - 300mm GRANULAR A SURFACE

### SANITARY SEWER:

- THE CONTRACTOR SHALL INSTALL BEDDING, BACKFILL AND COVER PER ONTARIO PROVINCIAL STANDARD DRAWING (OPSD) 802.010 FOR PVC PIPE AND SERVICES.
- THE CONTRACTOR SHALL INSTALL PRECAST CONCRETE MANHOLES AS PER OPSD 701.010, 401.010, 404.020, 405.010 AND 405.020, UNLESS OTHERWISE SPECIFIED ON THE DRAWINGS.
- ALL SANITARY MANHOLES SHALL BE BENCHED AS PER OPSD 701.021.
- THE CONTRACTOR SHALL INSTALL 150mmØ PVC SANITARY SERVICES. SERVICES SHALL BE GREEN IN COLOR AND INSTALLED IN ACCORDANCE WITH OPSD 1006.010.
- ALL SANITARY SERVICES THAT ARE CONNECTED TO MANHOLES SHALL BE BENCHED THE SAME AS MAIN LINE SEWER.
- THE CONTRACTOR SHALL PERFORM AIR AND DEFLECTION TESTING ON ALL SANITARY SEWERS IN ACCORDANCE WITH MUNICIPAL STANDARDS AND OPSS 410 RESPECTIVELY.
- THE CONTRACTOR SHALL CLEAN AND PERFORM CCTV INSPECTION ON ALL SANITARY SEWERS IN ACCORDANCE WITH OPSS 409. THE DEVELOPER'S CONSULTING ENGINEER SHALL REPORT ALL IDENTIFIED DEFECTS IN THE NEW SANITARY SEWER SYSTEM AND PROVIDE PROPOSED CORRECTIVE ACTIONS TO THE CITY ENGINEER FOR REVIEW AND APPROVAL. ALL DEFECTS SHALL BE CORRECTED TO THE SATISFACTION OF THE CITY ENGINEER PRIOR TO PUTTING THE SEWERS INTO OPERATION.
- DEFLECTION TESTING OF ALL FLEXIBLE SANITARY SEWERS SHALL BE COMPLETE IN ACCORDANCE WITH OPSS MUNI 410.07.16.05. THE DEVELOPER'S CONSULTING ENGINEER SHALL PREPARE AND SUBMIT A RECORD OF THE TEST RESULTS TO THE CITY ENGINEER PRIOR TO PUTTING THE SANITARY SEWER INTO OPERATION.
- LEAKAGE TESTING OF ALL SANITARY SEWERS SHALL BE COMPLETED IN ACCORDANCE WITH OPSS MUNI 410.07.16.04. EXFILTRATION TEST. THE DEVELOPER'S CONSULTING ENGINEER SHALL PREPARE AND SUBMIT A RECORD OF THE TEST RESULTS TO THE CITY ENGINEER PRIOR TO PUTTING THE SANITARY SEWERS INTO SERVICE.
- THE CONTRACTOR SHALL PROVIDE 48 HOURS NOTICE TO THE CITY'S ENGINEER PRIOR TO CONDUCTING PIPE AIR AND DEFLECTION TESTING, CCTV INSPECTIONS AND/OR CLEANING OF THE SANITARY SEWER.
- THE CONTRACTOR SHALL PROVIDE 3 COPIES OF PIPE AIR AND DEFLECTION TESTING RESULTS AND CCTV INSPECTION REPORTS.

### SURVEY

TOPOGRAPHIC AND LEGAL SURVEY PROVIDED BY ELLIOTT AND PARR LAND SURVEYORS COMPLETED ON THE 3rd DAY OF SEPTEMBER, 2019.

### BENCHMARK

BENCHMARK ELEVATION DERIVED FROM CITY OF PETERBOROUGH HORIZONTAL CONTROL MONUMENT No.952000093.

ELEV: 202.628m

### NOTES:

City of Peterborough  
**Received**  
 Aug 03, 2023  
 Building Services Division

CITY OF PETERBOROUGH  
**23 102322**  
 BUILDING PERMIT NUMBER

No.	REVISION	BY	DATE
3.	ISSUED FOR 3RD SPA SUBMISSION	AL	2023-07-12
2.	ISSUED FOR 2ND SPA SUBMISSION	AL	2023-03-31
1.	ISSUED FOR 1ST SPA SUBMISSION	AL	2022-08-31



**280 JAMESON DRIVE  
 INDUSTRIAL SITE  
 DEVELOPMENT**

MUNICIPAL FILE NO. PC 22-0020  
 CITY OF PETERBOROUGH

### STANDARD NOTES AND LEGEND

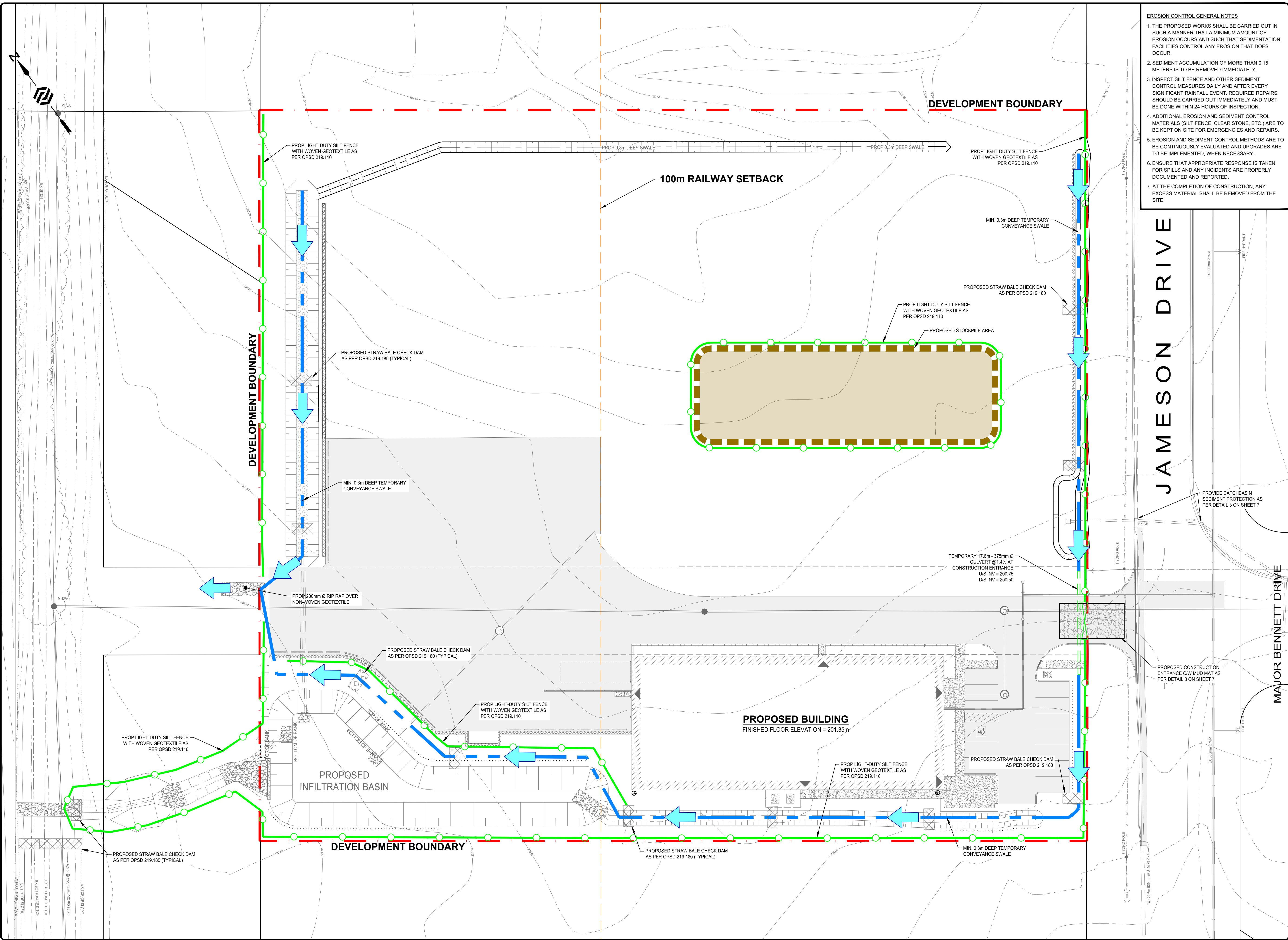
DRAWN BY: A.LAUTENBACH		STAMP:
DESIGNED BY: A.LAUTENBACH		
APPROVED BY: M.CROWLEY		
DATE: 2020-07-22		

SCALE:  
AS NOTED

PROJECT NUMBER: <b>19043</b>	FILE NAME: <b>SNL</b>	SHEET: <b>1 of 8</b>
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19043-ES1

Date: Jul 10, 2023 - 4:52 pm. Refer to: 19043-ES1 - Release by: mcrwley. Reference: mcrwley\engagements\19043-ES1 - Project\19043-ES1 - 280 Jameson Drive Site - Plan\02\Design\01 - Design\02\Design\01 - Design\02\Design\01\19043-ES1.dwg



- EROSION CONTROL GENERAL NOTES**
1. THE PROPOSED WORKS SHALL BE CARRIED OUT IN SUCH A MANNER THAT A MINIMUM AMOUNT OF EROSION OCCURS AND SUCH THAT SEDIMENTATION FACILITIES CONTROL ANY EROSION THAT DOES OCCUR.
  2. SEDIMENT ACCUMULATION OF MORE THAN 0.15 METERS IS TO BE REMOVED IMMEDIATELY.
  3. INSPECT SILT FENCE AND OTHER SEDIMENT CONTROL MEASURES DAILY AND AFTER EVERY SIGNIFICANT RAINFALL EVENT. REQUIRED REPAIRS SHOULD BE CARRIED OUT IMMEDIATELY AND MUST BE DONE WITHIN 24 HOURS OF INSPECTION.
  4. ADDITIONAL EROSION AND SEDIMENT CONTROL MATERIALS (SILT FENCE, CLEAR STONE, ETC.) ARE TO BE KEPT ON SITE FOR EMERGENCIES AND REPAIRS.
  5. EROSION AND SEDIMENT CONTROL METHODS ARE TO BE CONTINUOUSLY EVALUATED AND UPGRADES ARE TO BE IMPLEMENTED, WHEN NECESSARY.
  6. ENSURE THAT APPROPRIATE RESPONSE IS TAKEN FOR SPILLS AND ANY INCIDENTS ARE PROPERLY DOCUMENTED AND REPORTED.
  7. AT THE COMPLETION OF CONSTRUCTION, ANY EXCESS MATERIAL SHALL BE REMOVED FROM THE SITE.

**SURVEY**  
TOPOGRAPHIC AND LEGAL SURVEY PROVIDED BY ELLIOTT AND PARR LAND SURVEYORS COMPLETED ON THE 3rd DAY OF SEPTEMBER, 2019.

**BENCHMARK**  
BENCHMARK ELEVATION DERIVED FROM CITY OF PETERBOROUGH HORIZONTAL CONTROL MONUMENT No.962000093.  
**ELEV: 202.628m**

**NOTES:**

CONTRACTOR TO MINIMIZE THE IMPACTS ASSOCIATED WITH SEDIMENT TRANSFER BY COMPLETING THE FOLLOWING MEASURES IN THE FOLLOWING ORDER:

1. CONSTRUCT MUD MAT AT THE CONSTRUCTION ENTRANCE AS INDICATED ON THIS PLAN. CONSTRUCTION ENTRANCE WILL BE LOCATED AT THE MAIN ENTRANCE TO THE SITE OFF JAMESON DRIVE.
2. INSTALLATION OF PERIMETER LIGHT DUTY SILT FENCE AS PER OPSD 219.110.
3. TOPSOIL STRIPPING AND SITE EARTHWORKS TO BE COMPLETED WHEN ALL EROSION AND SEDIMENT CONTROL FEATURES INDICATED ON THIS PLAN ARE IN PLACE AND FUNCTIONING. ANY EXCESS TOPSOIL OR FILL MATERIAL SHALL BE PLACED IN STOCKPILE LOCATIONS AS INDICATED ON THIS PLAN. LIGHT DUTY SILT FENCE (OPSD 219.110) SHALL BE INSTALLED AROUND STOCKPILE LOCATIONS AS REQUIRED. ALL DISTURBED AREAS ARE TO BE SEEDED WITHIN 60 DAYS IF NO FURTHER SERVICING ACTIVITIES ARE TO OCCUR.
4. UPON COMPLETION OF SERVICING CONSTRUCTION, REMOVE SILT FENCES, MUD MAT, FILTER FABRIC AND ANY OTHER EROSION/SILTATION CONTROL MEASURES ONCE ALL CONSTRUCTION HAS BEEN COMPLETED. ALL VEGETATION HAS BEEN ESTABLISHED AND AT THE DIRECTION OF THE ENGINEER/CITY.

**INFILTRATION BASIN, BIOSWALE AND SOAKAWAY PIT INSTALLATION & MAINTENANCE CONSIDERATIONS**

1. PRIOR TO CONSTRUCTION ACTIVITIES, AREAS IDENTIFIED FOR INFILTRATION SHOULD BE DEMARCATED ON-SITE AND AVOIDED WITH HEAVY MACHINERY TO LIMIT EXCESSIVE COMPACTION OF NATIVE SOILS.
2. TRENCH CONSTRUCTION/INSTALLATION OF SUBDRAIN AND CLEAR STONE SHOULD NOT OCCUR UNTIL AFTER ALL SERVICING IS COMPLETE. TEMPORARY SWALES IN THE LOCATION OF TRENCHES SHOULD BE USED AS A TEMPORARY MEASURE.
3. IT WOULD ULTIMATELY BE PREFERABLE TO CONSTRUCT INFILTRATION TRENCHES AFTER THE PROPOSED BUILDING CONSTRUCTION IS COMPLETE, THIS MAY NOT HOWEVER BE FEASIBLE. THEREFORE, AFTER SERVICING AND FILLING/ROUGH GRADING IS COMPLETE, THE TRENCHES CAN BE CONSTRUCTED WITH PERIMETER SILT FENCE FULLY ENCASED THE TRENCH. SILT FENCE SHOULD BE MAINTAINED AND ONLY REMOVED AFTER THE BUILDING IS CONSTRUCTED AND THE SITE IS STABILIZED WITH SOG OR SEED.

City of Peterborough  
**Received**  
Aug 03, 2023  
Building Services Division

CITY OF PETERBOROUGH  
**23 102322**  
BUILDING PERMIT NUMBER

No.	REVISION	BY	DATE
3.	ISSUED FOR 3RD SPA SUBMISSION	AL	2023-07-12
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1.	ISSUED FOR 1ST SPA SUBMISSION	AL	2022-08-31

**ENGAGE ENGINEERING**  
www.engage.ca • 171 King Street Suite 105, Peterborough, ON • Phone: (705) 755-6477

**280 JAMESON DRIVE INDUSTRIAL SITE DEVELOPMENT**  
MUNICIPAL FILE NO. PC 22-0020  
CITY OF PETERBOROUGH

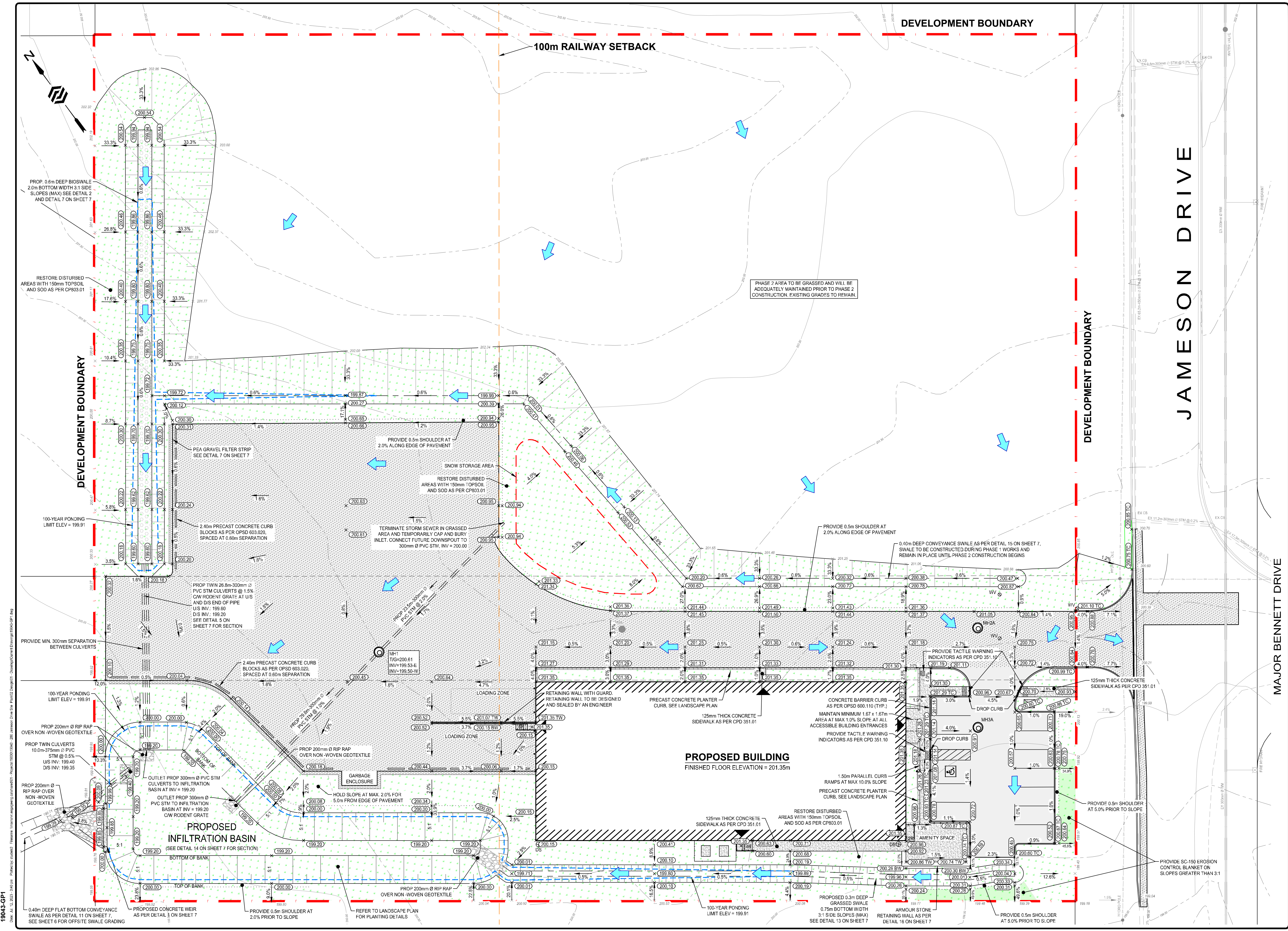
**EROSION & SEDIMENT CONTROL PLAN**

PETERBOROUGH, ONTARIO

DRAWN BY: A.LAUTENBACH  
DESIGNED BY: A.LAUTENBACH  
APPROVED BY: M.CROWLEY  
DATE: 2019-11-06  
SCALE: 1:300

PROJECT NUMBER: 19043  
SHEET NAME: ES1  
SHEET: 2 of 8

**LICENSED PROFESSIONAL ENGINEER**  
B.T. PARSONS  
100213434  
2022-07-12  
PROVINCE OF ONTARIO



**SURVEY**  
TOPOGRAPHIC AND LEGAL SURVEY PROVIDED BY ELLIOTT AND PARR LAND SURVEYORS COMPLETED ON THE 3rd DAY OF SEPTEMBER, 2019.

**BENCHMARK**  
BENCHMARK ELEVATION DERIVED FROM CITY OF PETERBOROUGH HORIZONTAL CONTROL MONUMENT No.9920000093.  
**ELEV: 202.628m**

**NOTES:**

- ALL CONSTRUCTION AND MATERIALS TO BE IN ACCORDANCE WITH:  
-ONTARIO PROVINCIAL STANDARD DRAWINGS & SPECIFICATIONS  
-APPLICABLE CONTRACT DOCUMENTS AND ALL SPECIFICATIONS REFERENCED HEREIN.
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- THE CONTRACTOR SHALL DISPOSE OF ALL WASTE MATERIALS IN ACCORDANCE WITH THE MINISTRY OF THE ENVIRONMENT GUIDELINES AND LOCAL MUNICIPAL BY-LAWS.
- WHERE UTILITIES ARE SHOWN ON THE CONTRACT DRAWINGS, THEIR LOCATION IS APPROXIMATE. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS TO COMPLETE THE WORK INCLUDING ROAD CUT PERMITS, OCCUPANCY PERMITS, ENCROACHMENT AGREEMENTS.
- ANY UTILITY POLES THAT MAY BE UNDERMINED BY THE CONSTRUCTION ACTIVITY ARE TO BE BRACED. THE CONTRACTOR SHALL MAKE THE NECESSARY ARRANGEMENTS TO HAVE THE POLES BRACED IN ACCORDANCE WITH THE APPROPRIATE UTILITY REQUIREMENTS.
- ALL EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED ON THE CONTRACT DRAWINGS ARE TO BE IN PLACE PRIOR TO THE START OF CONSTRUCTION.
- ALL PROPERTY BARS DISTURBED OR DAMAGED DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AT THE CONCLUSION OF THE CONTRACT, AT THEIR EXPENSE.
- ALL DIMENSIONS SHALL BE CHECKED AND VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO CONSTRUCTION. ANY DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE ENGINEER.

City of Peterborough  
**Received**  
Aug 03, 2023  
Building Services Division

CITY OF PETERBOROUGH  
**23 102322**  
BUILDING PERMIT NUMBER

No.	REVISION	BY	DATE
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1.	ISSUED FOR 1ST SPA SUBMISSION	AL	2022-08-31

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**280 JAMESON DRIVE INDUSTRIAL SITE DEVELOPMENT**  
MUNICIPAL FILE NO. PC 22-0020  
CITY OF PETERBOROUGH

**PHASE 1 SITE GRADING PLAN**

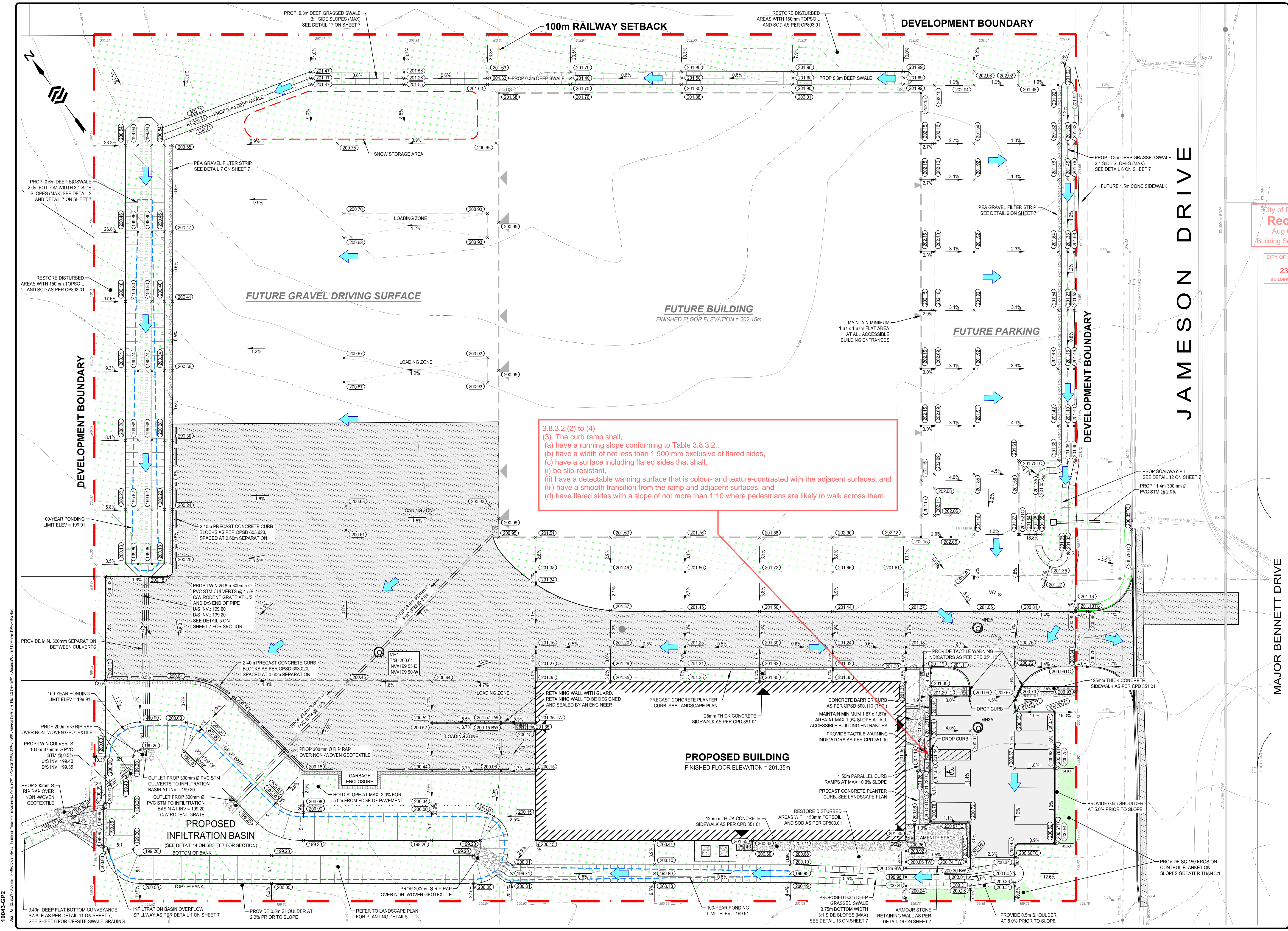
PETERBOROUGH, ONTARIO

DRAWN BY: A.LAUTENBACH  
DESIGNED BY: A.LAUTENBACH  
APPROVED BY: M.CROWLEY  
DATE: 2019-11-06  
SCALE: 1:250

PROJECT NUMBER: **19043**  
SHEET NAME: **GP1**  
SHEET: **3 of 8**

**LICENSED PROFESSIONAL ENGINEER**  
B.T.PARSONS  
100213434  
2022-07-12  
PROVINCE OF ONTARIO

19043-GP1  
Date: Jul 14, 2023 10:40 am File: 19043-GP1.dwg  
User: m.crowley  
Printer: m.crowley  
Plot: 19043-GP1.dwg  
Plot Date: 2023-07-12 10:40 am  
Plot Scale: 1:250  
Plot Sheet: 3 of 8



3.8.3.2(2) to (4)  
 (3) The curb ramp shall,  
 (a) have a running slope conforming to Table 3.8.3.2.,  
 (b) have a width of not less than 1 500 mm exclusive of flared sides,  
 (c) have a surface including flared sides that shall,  
 (i) be slip-resistant,  
 (ii) have a detectable warning surface that is colour- and texture-contrasted with the adjacent surfaces, and  
 (iii) have a smooth transition from the ramp and adjacent surfaces, and  
 (d) have flared sides with a slope of not more than 1:10 where pedestrians are likely to walk across them.

**SURVEY**  
 TOPOGRAPHIC AND LEGAL SURVEY PROVIDED BY ELLIOTT AND PARR LAND SURVEYORS COMPLETED ON THE 3rd DAY OF SEPTEMBER, 2019.

**BENCHMARK**  
 BENCHMARK ELEVATION DERIVED FROM CITY OF PETERBOROUGH HORIZONTAL CONTROL MONUMENT No.992000003.  
**ELEV: 202.628m**

**NOTES:**

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No.	REVISION	BY	DATE
3.	ISSUED FOR 3RD SPA SUBMISSION	AL	2023-07-12
2.	ISSUED FOR 2ND SPA SUBMISSION	AL	2023-03-31
1.	ISSUED FOR 1ST SPA SUBMISSION	AL	2022-08-31

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**280 JAMESON DRIVE INDUSTRIAL SITE DEVELOPMENT**  
 MUNICIPAL FILE NO. PC 22-0020  
 CITY OF PETERBOROUGH

**FINAL SITE GRADING PLAN**

PETERBOROUGH, ONTARIO

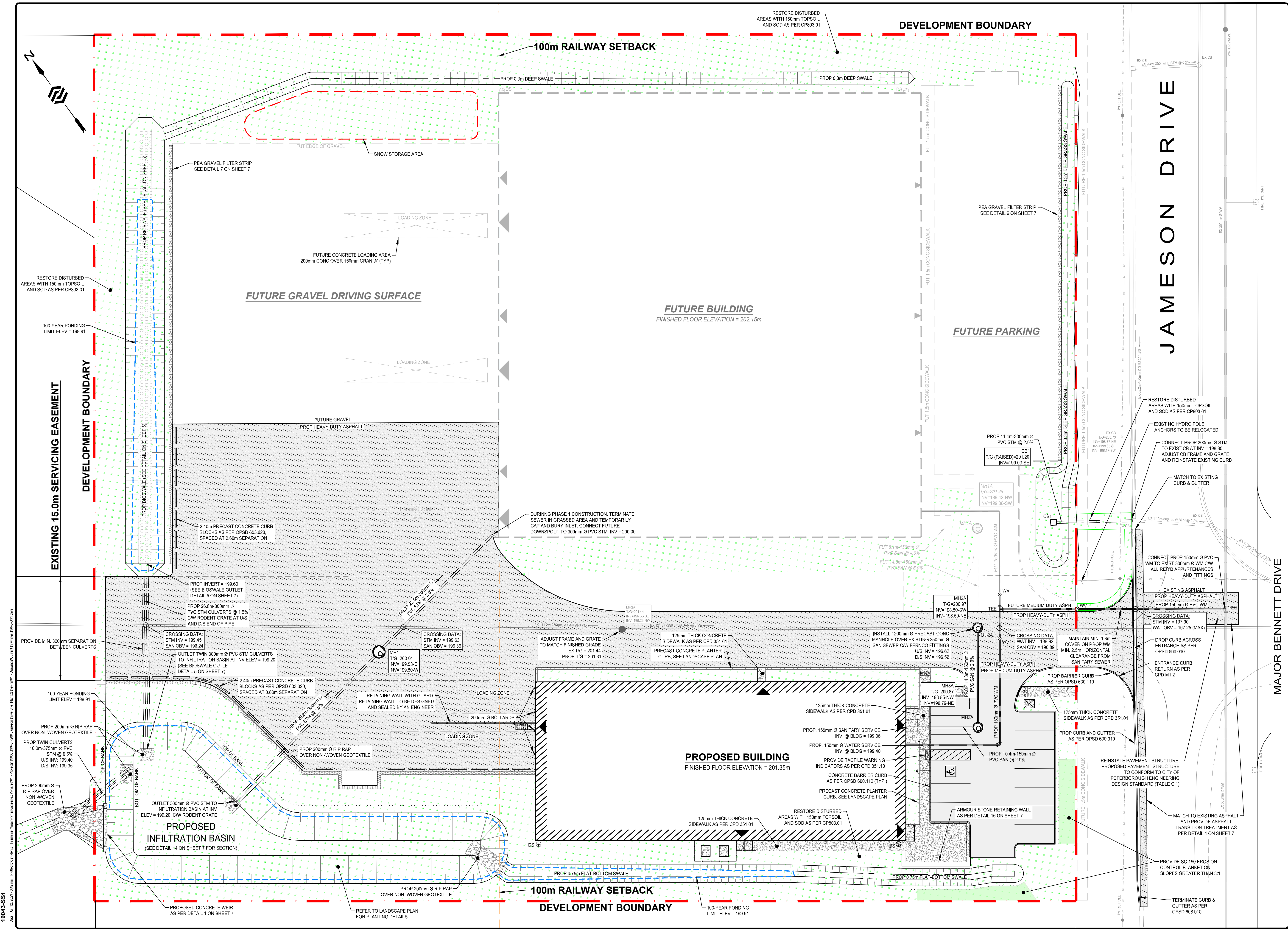
DRAWN BY: A.LAUTENBACH  
 DESIGNED BY: A.LAUTENBACH  
 APPROVED BY: M.CROWLEY  
 DATE: 2019-11-06  
 SCALE: 1:250

PROJECT NUMBER: 19043  
 SHEET NAME: GP2  
 SHEET: 4 of 8

**LI-CENCED PROFESSIONAL ENGINEER**  
 B.T.PARSONS  
 100213434  
 2022-07-12  
 PROVINCE OF ONTARIO

City of Peterborough  
**Reviewed**  
 Aug 03, 2023  
 Building Services  
 23102322  
 BUILDING PERMIT NUMBER

19043-GP2  
 Date: Jul 14, 2023 10:23:29 AM  
 File: 19043-GP2.dwg  
 Plotted: 2023-07-12 10:45:00 AM  
 Plotter: HP DesignJet T1100e



**SURVEY**  
TOPOGRAPHIC AND LEGAL SURVEY PROVIDED BY ELLIOTT AND PARR LAND SURVEYORS COMPLETED ON THE 3rd DAY OF SEPTEMBER, 2019.

**BENCHMARK**  
BENCHMARK ELEVATION DERIVED FROM CITY OF PETERBOROUGH HORIZONTAL CONTROL MONUMENT No. 992000005.  
**ELEV: 202.628m**

**NOTES:**

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City of Peterborough  
**Received**  
Aug 03, 2023  
Building Services Division

CITY OF PETERBOROUGH  
**23 102322**  
BUILDING PERMIT NUMBER

No.	REVISION	BY	DATE
3.	ISSUED FOR 3RD SPA SUBMISSION	AL	2023-07-12
2.	ISSUED FOR 2ND SPA SUBMISSION	AL	2023-03-31
1.	ISSUED FOR 1ST SPA SUBMISSION	AL	2022-08-31

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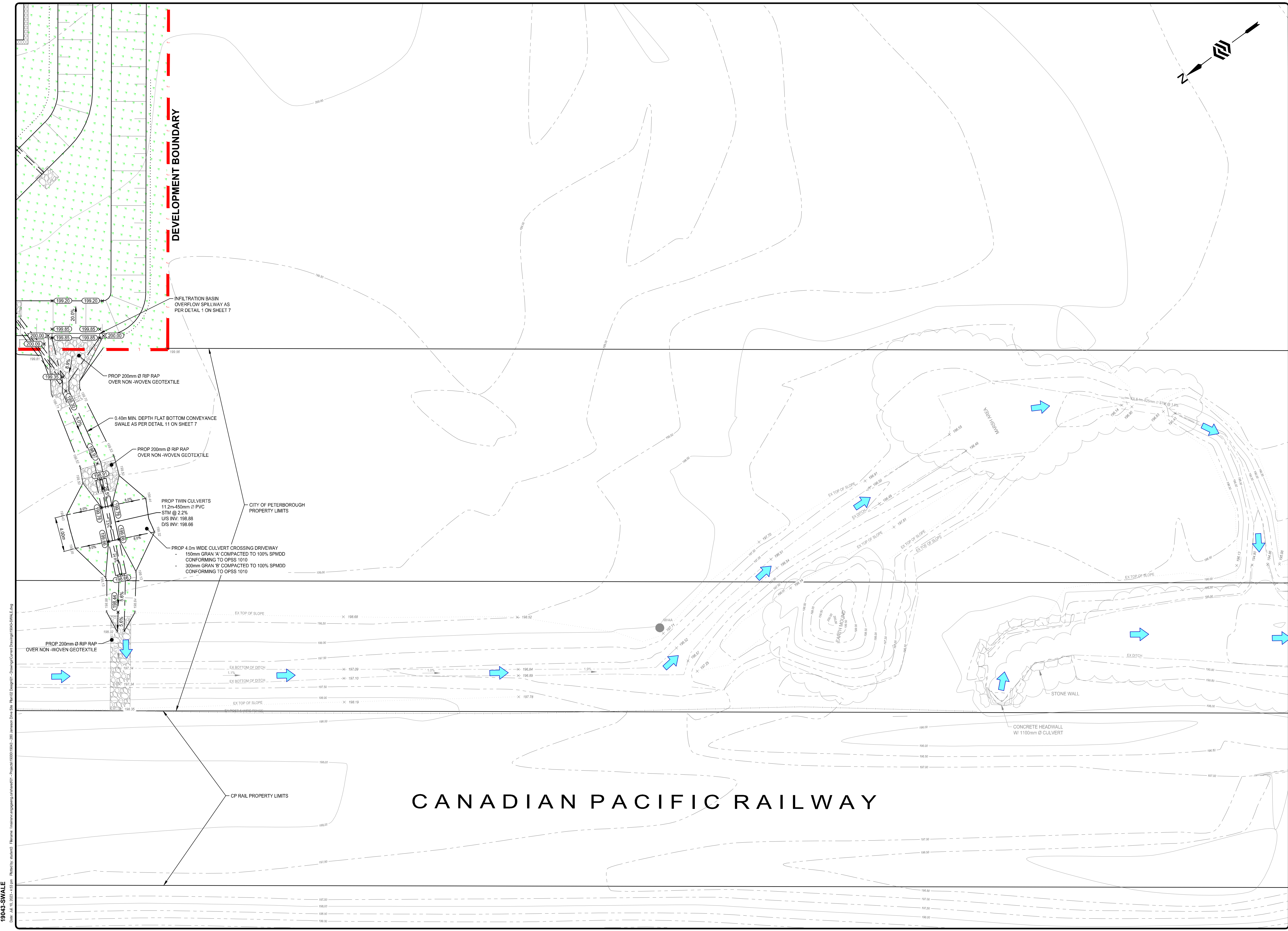
**280 JAMESON DRIVE INDUSTRIAL SITE DEVELOPMENT**  
MUNICIPAL FILE NO. PC 22-0020  
CITY OF PETERBOROUGH

**PROPOSED SITE SERVICING PLAN**

PETERBOROUGH, ONTARIO

DRAWN BY: A. LAUTENBACH	STAMP
DESIGNED BY: A. LAUTENBACH	
APPROVED BY: M. CROWLEY	
DATE: 2019-11-06	
SCALE: 1:250	
PROJECT NUMBER: <b>19043</b>	SHEET NAME: <b>SS1</b>
	SHEET: <b>5 of 8</b>

19043-SS1  
Date: Jul 12, 2023 - 3:42 PM  
Filename: c:\temp\engaging\cst\19043\_280 Jameson Drive Spa\_Plan02.dwg  
Project: 19043-SS1  
Drawing: 19043-SS1.dwg



**SURVEY**  
 TOPOGRAPHIC AND LEGAL SURVEY PROVIDED BY ELLIOTT AND PARR LAND SURVEYORS COMPLETED ON THE 3rd DAY OF SEPTEMBER, 2019.

**BENCHMARK**  
 BENCHMARK ELEVATION DERIVED FROM CITY OF PETERBOROUGH HORIZONTAL CONTROL MONUMENT No. 962000093.

**ELEV: 202.628m**

- NOTES:**
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**280 JAMESON DRIVE INDUSTRIAL SITE DEVELOPMENT**  
 MUNICIPAL FILE NO. PC 22-0020  
 CITY OF PETERBOROUGH

**OFFSITE SWALE GRADING PLAN**

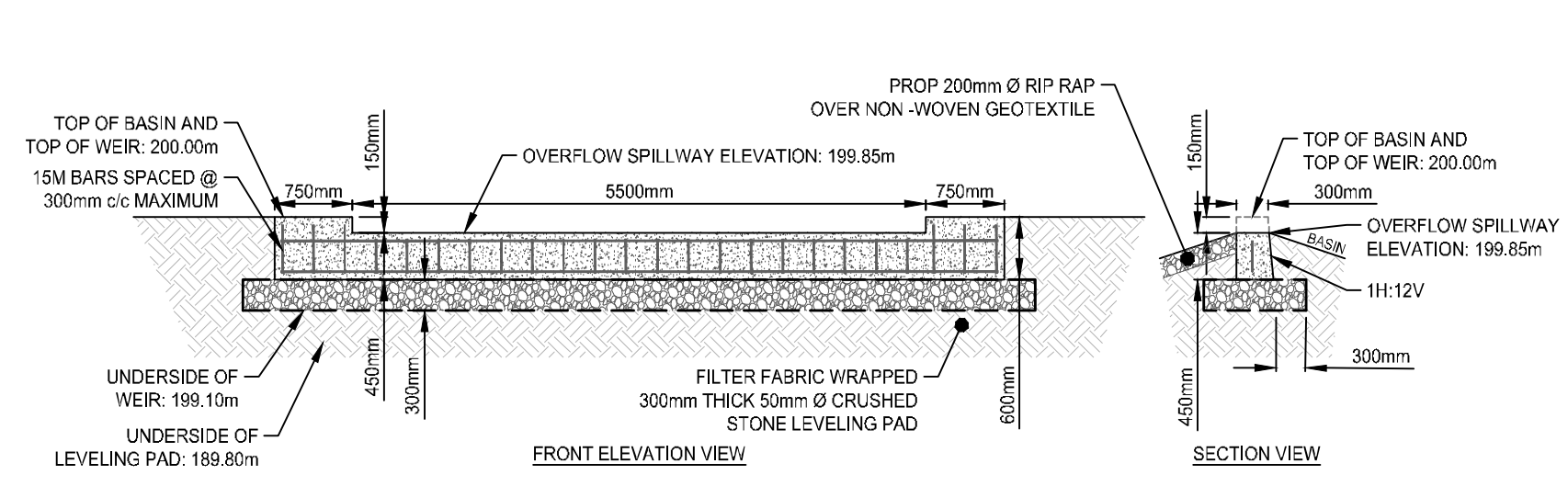
PETERBOROUGH, ONTARIO

DRAWN BY: A.LAUTENBACH	STAMP
DESIGNED BY: A.LAUTENBACH	
APPROVED BY: M.CROWLEY	
DATE: 2019-11-06	

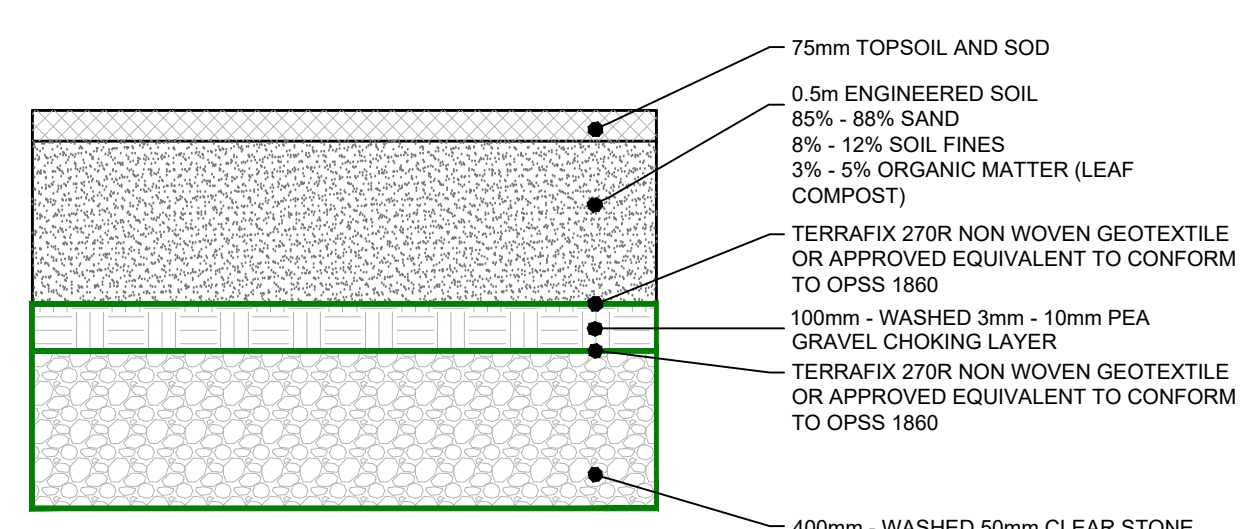
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PROJECT NUMBER: <b>19043</b>	SHEET NAME: <b>SW1</b>	SHEET: <b>6 of 8</b>
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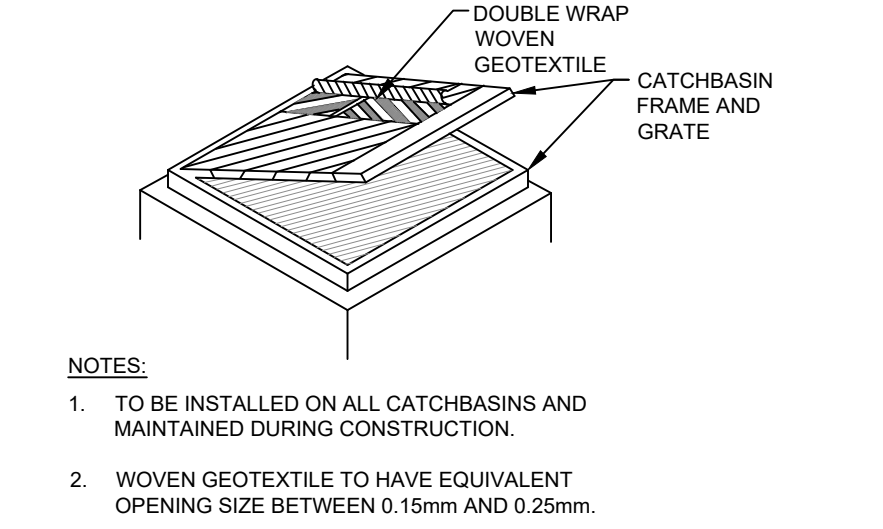
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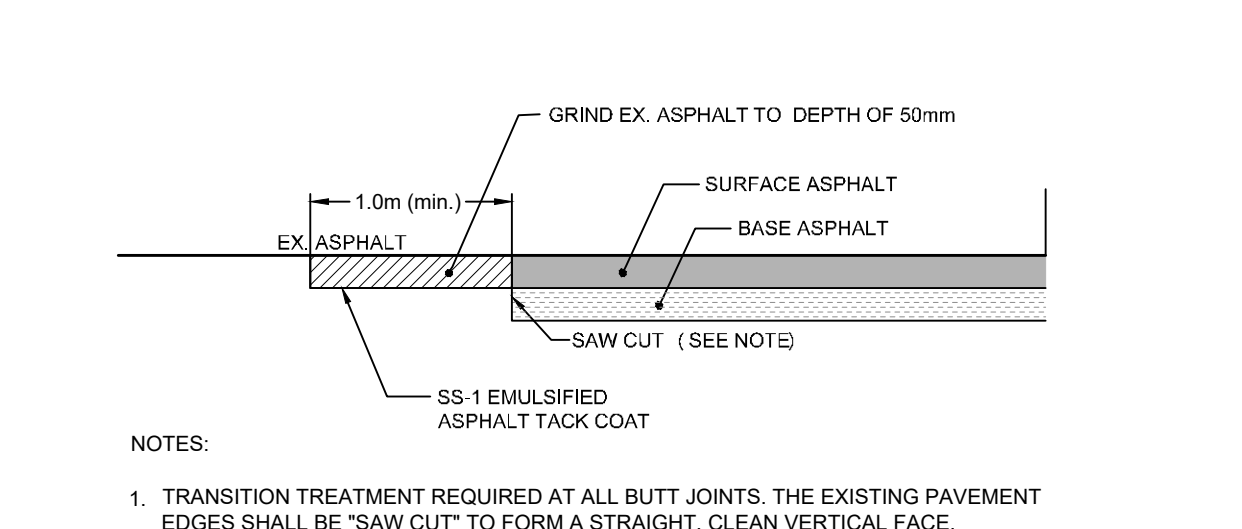
**1 CONCRETE WEIR (INFILTRATION BASIN OVERFLOW)**  
SCALE: N.T.S.



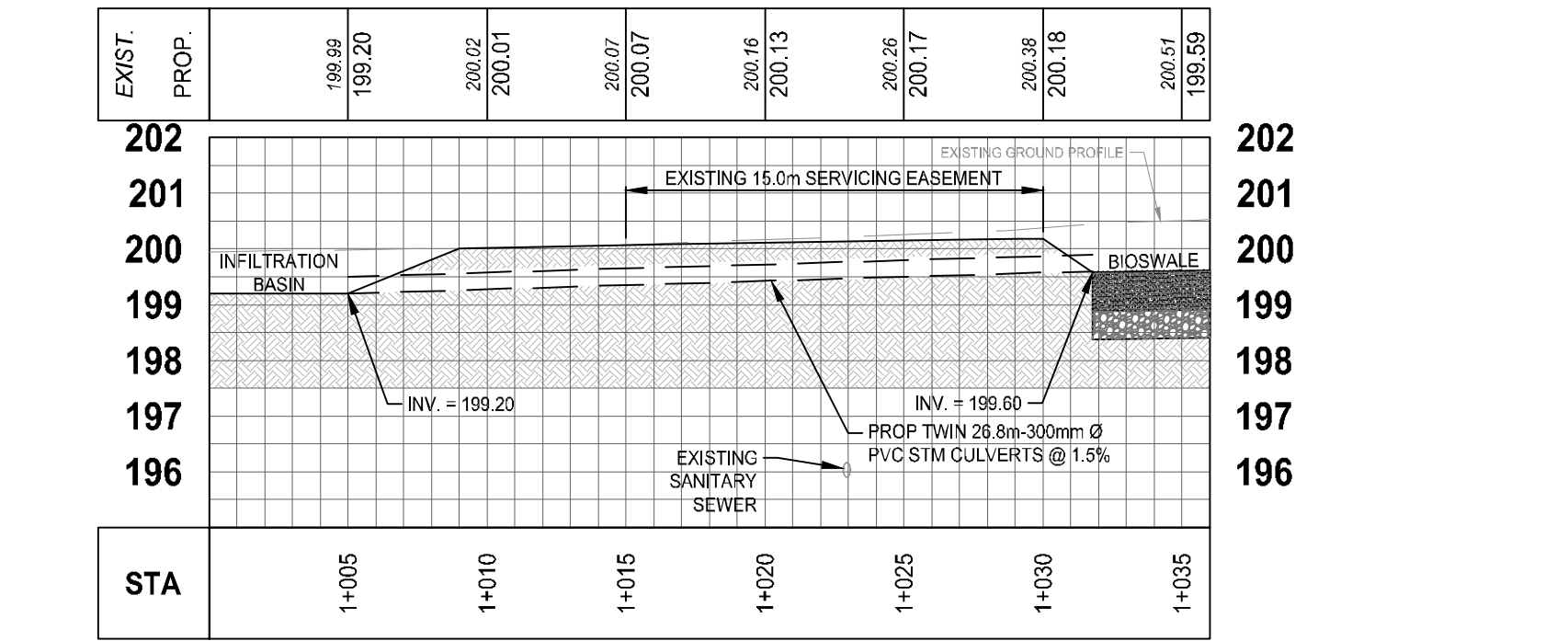
**2 BIOSWALE SOIL STRUCTURE SPECIFICATIONS**  
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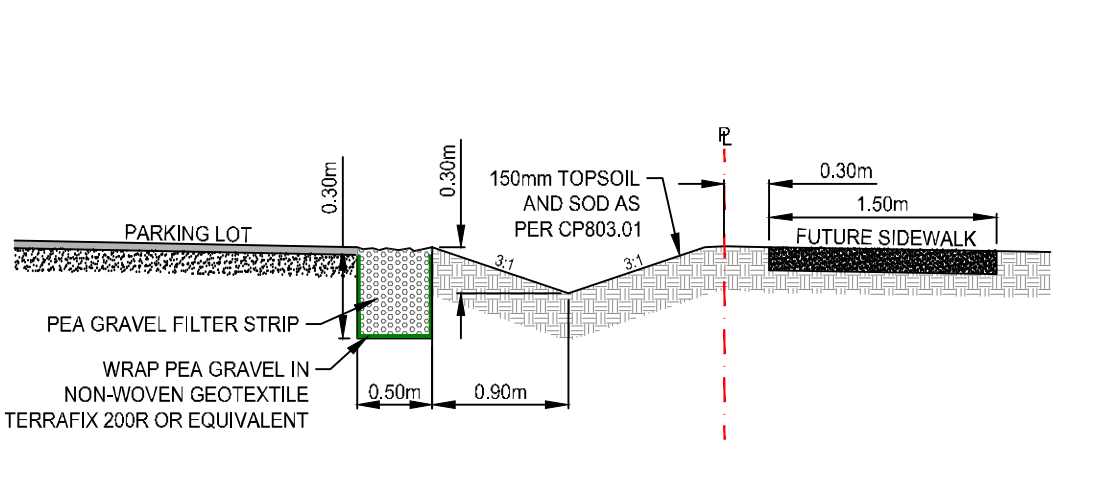
**3 CATCHBASIN SEDIMENT PROTECTION**  
SCALE: N.T.S.



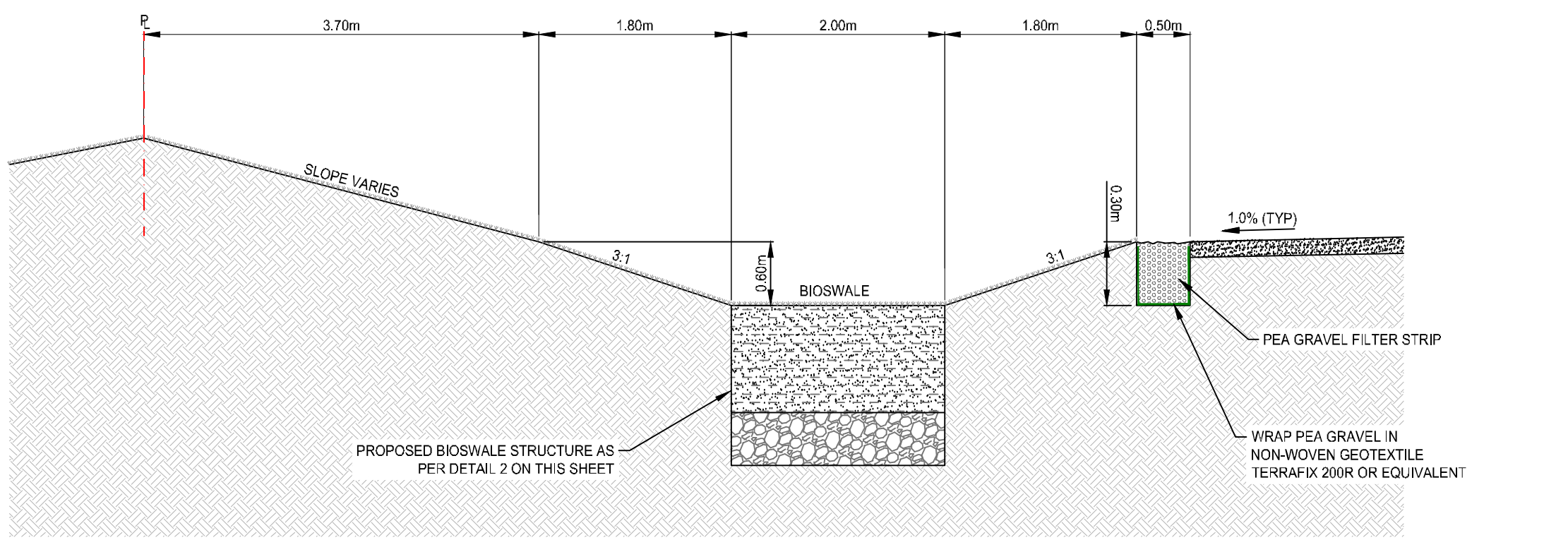
**4 ASPHALT TRANSITION TREATMENT - PER CPD510.01**  
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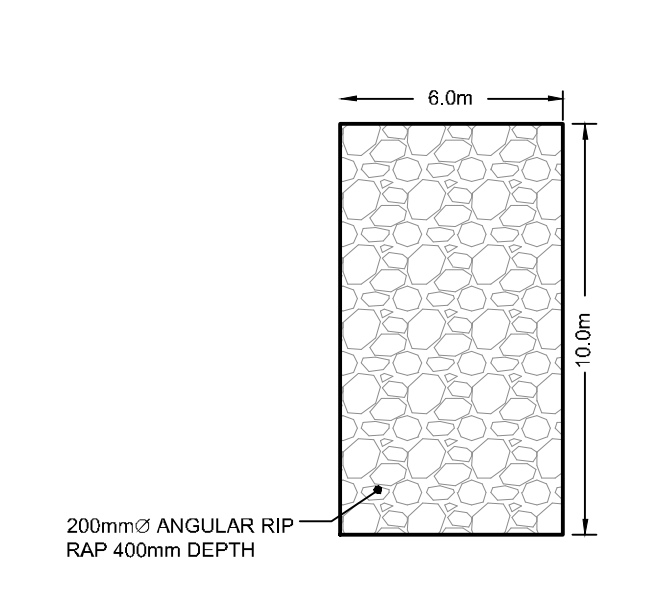
**5 STORM CONNECTION FROM BIOSWALE**  
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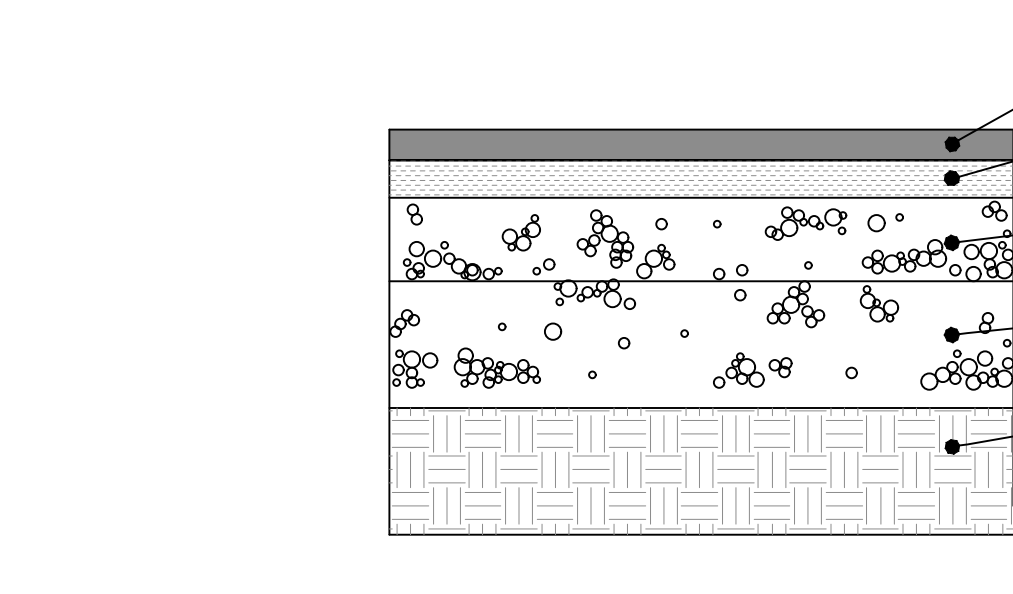
**6 TYPICAL GRADING SECTION (EASTERN SWALE)**  
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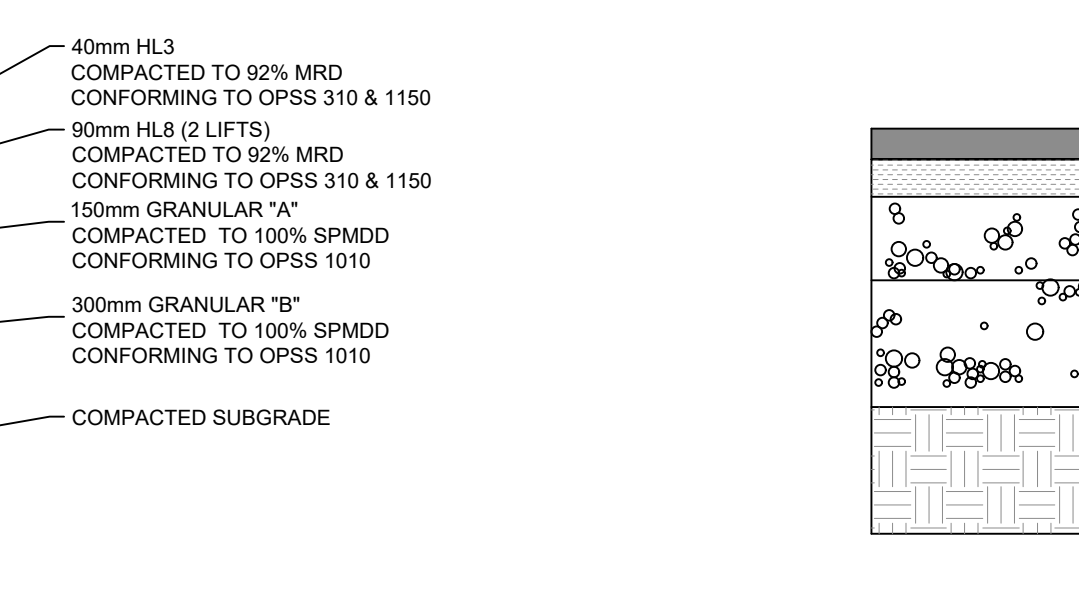
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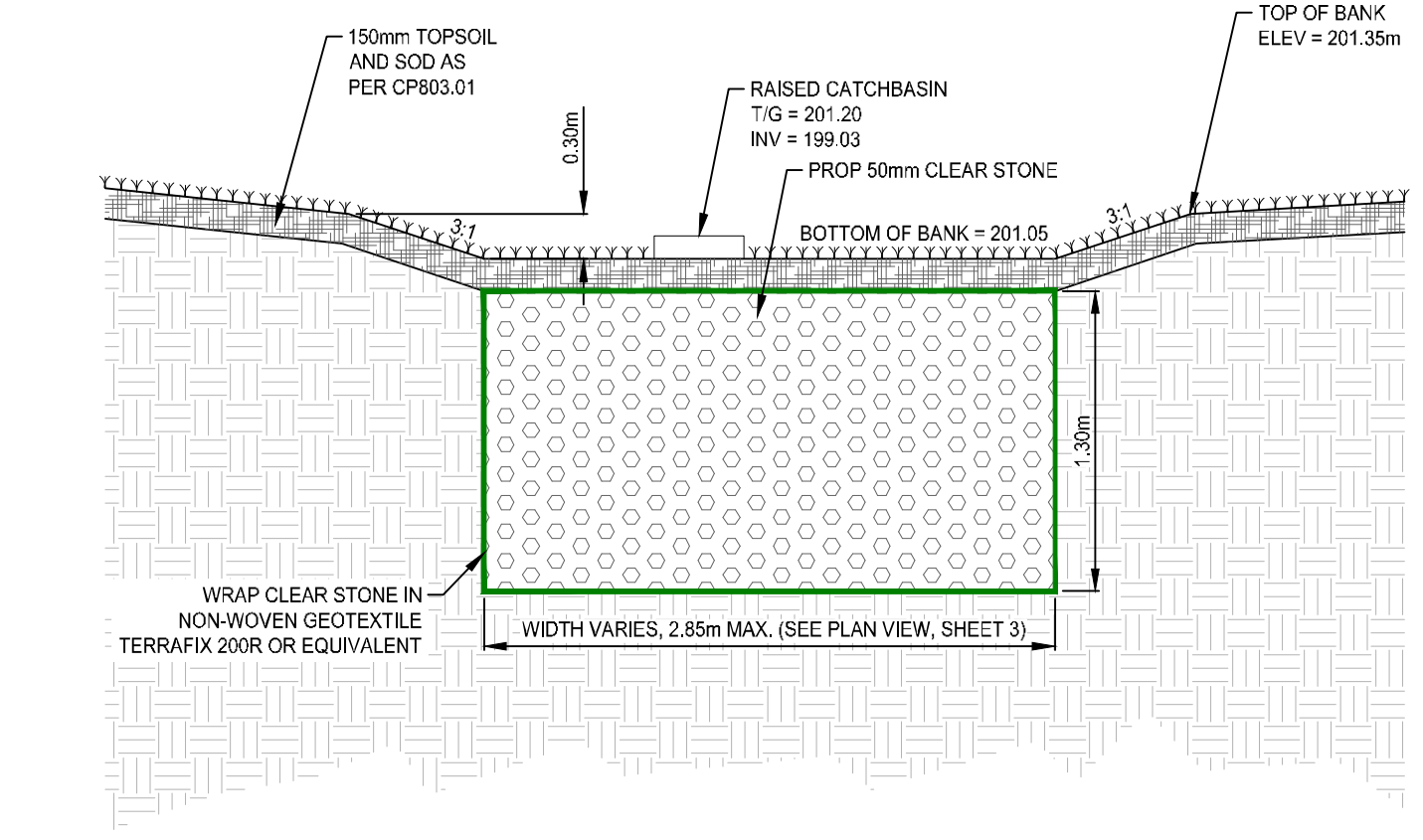
**8 MUD MAT**  
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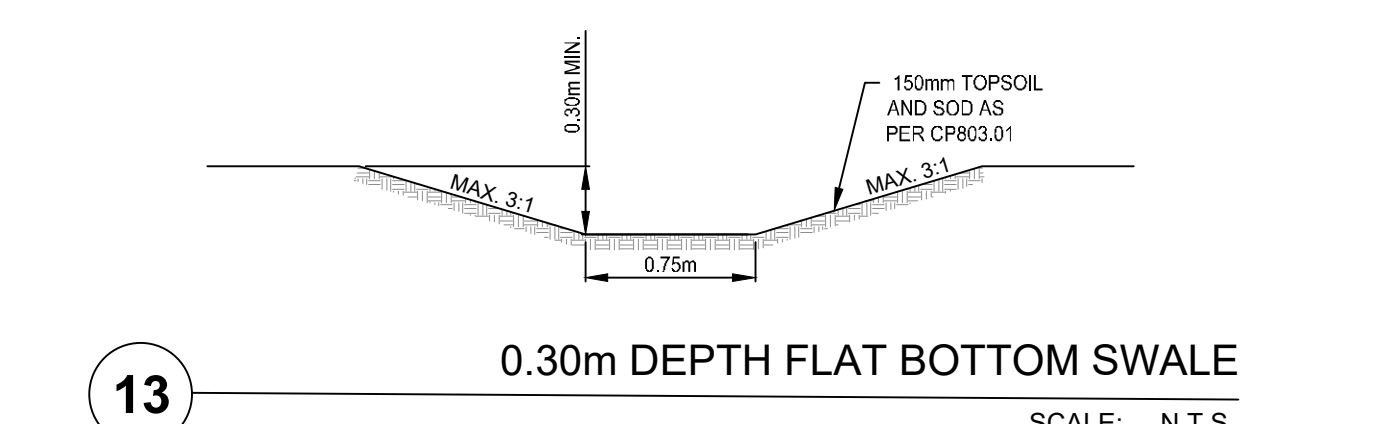
**9 HEAVY DUTY PAVEMENT STRUCTURE**  
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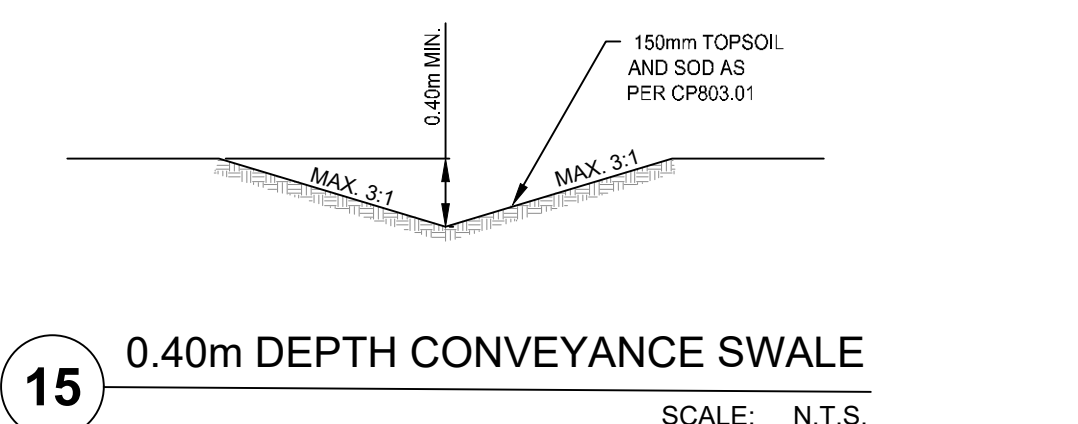
**10 MEDIUM DUTY PAVEMENT STRUCTURE**  
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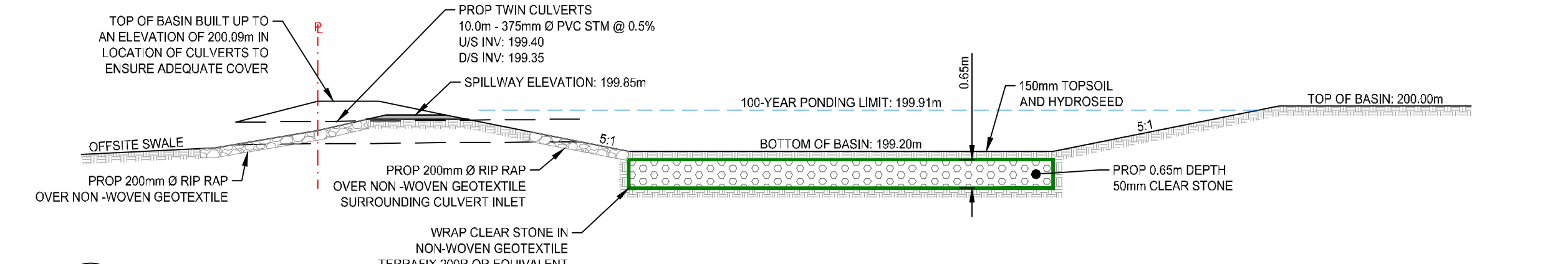
**12 SOAKAWAY PIT STRUCTURE**  
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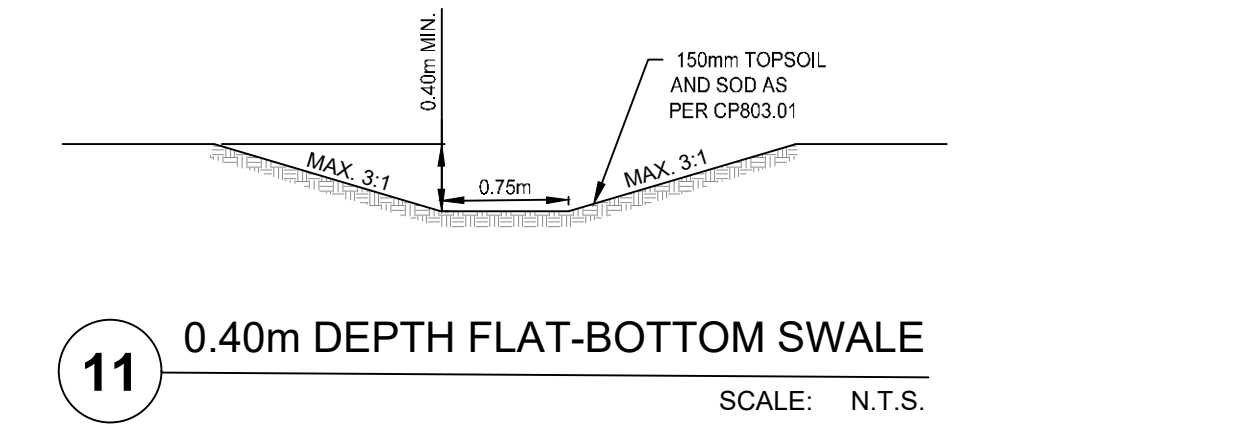
**13 0.30m DEPTH FLAT BOTTOM SWALE**  
SCALE: N.T.S.



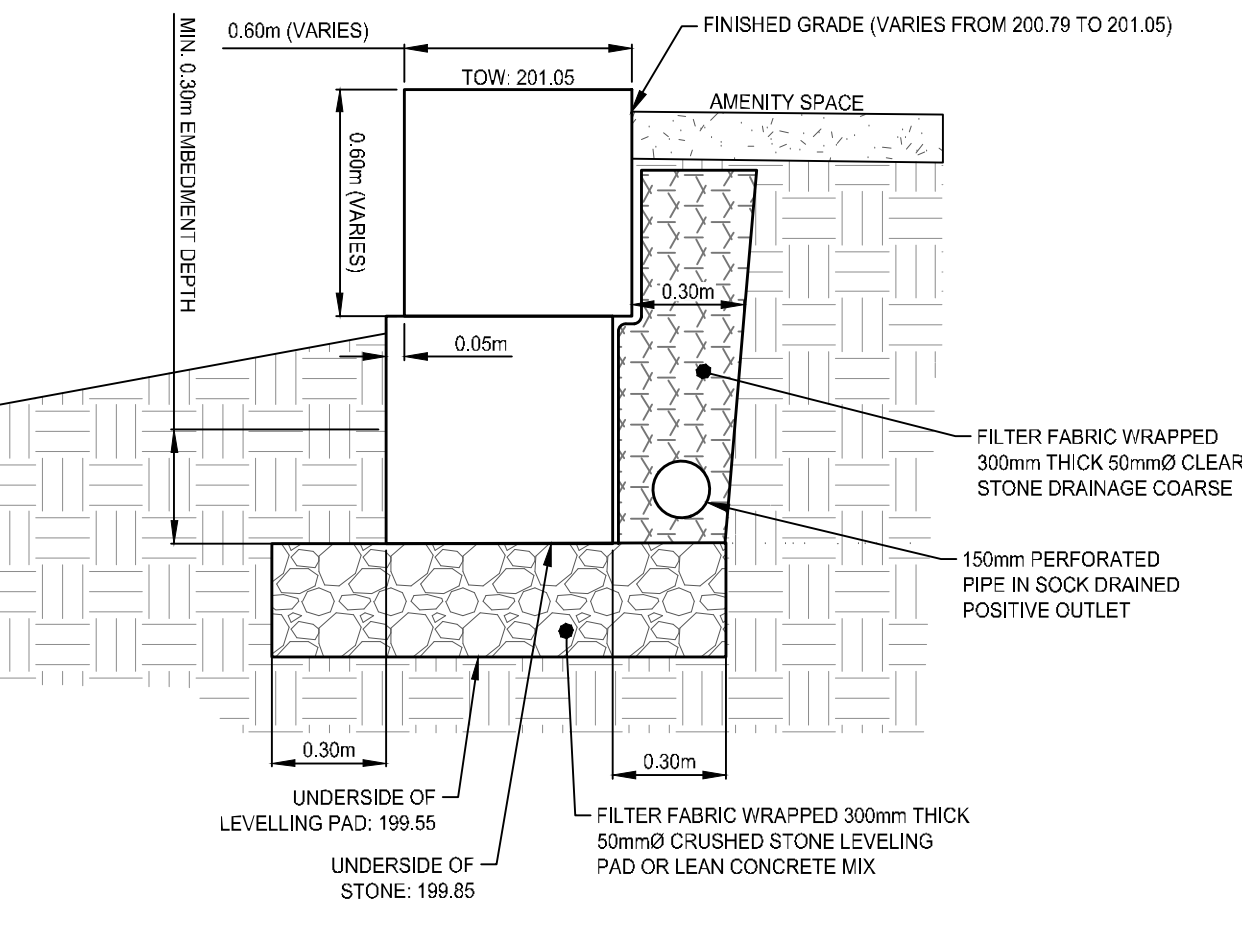
**15 0.40m DEPTH CONVEYANCE SWALE**  
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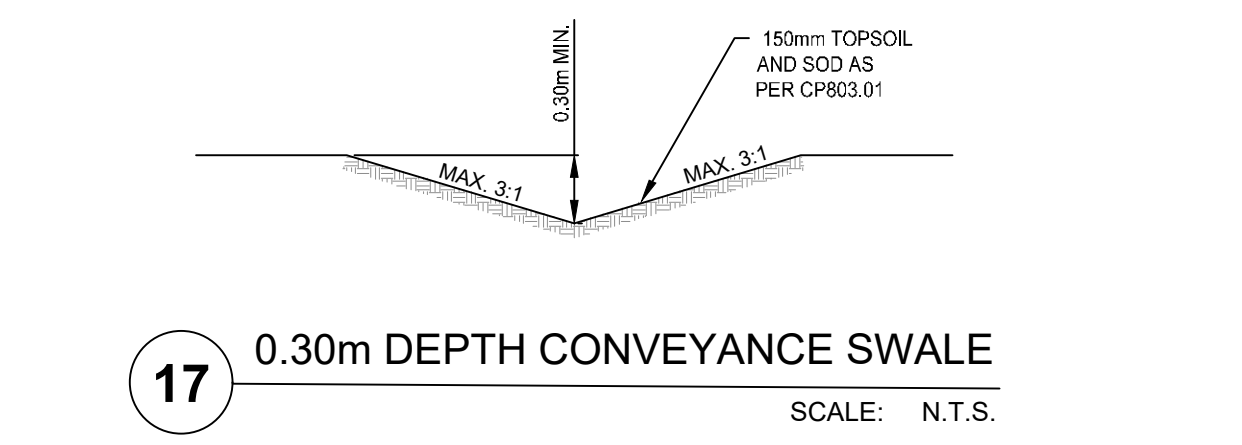
**14 INFILTRATION BASIN SECTION**  
SCALE: N.T.S.



**11 0.40m DEPTH FLAT-BOTTOM SWALE**  
SCALE: N.T.S.



**16 ARMOUR STONE RETAINING WALL - TYPICAL SECTION**  
SCALE: 1:20



**17 0.30m DEPTH CONVEYANCE SWALE**  
SCALE: N.T.S.

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**280 JAMESON DRIVE INDUSTRIAL SITE DEVELOPMENT**  
 MUNICIPAL FILE NO. PC 22-0020  
 CITY OF PETERBOROUGH

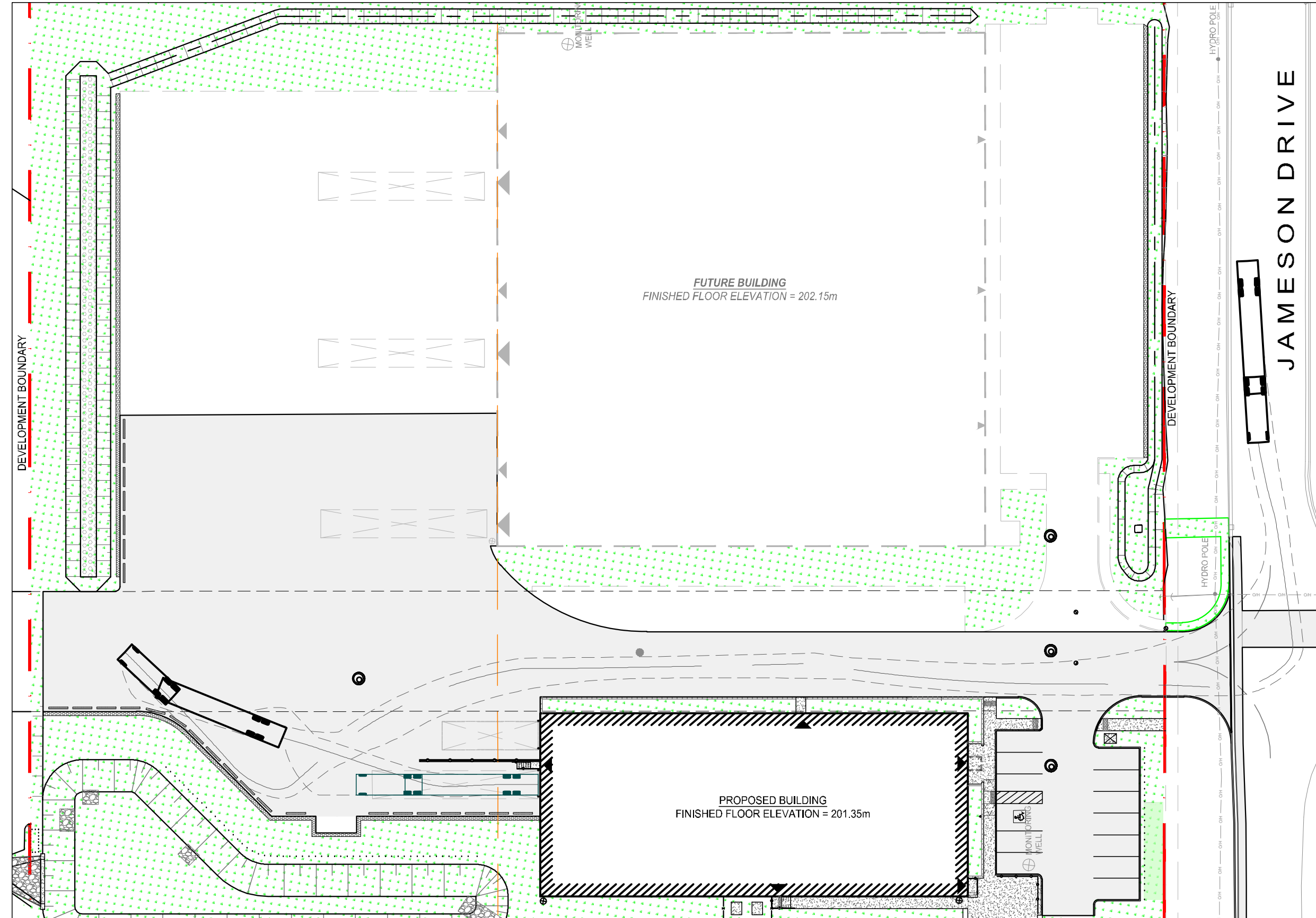
**DETAILS**

PETERBOROUGH, ONTARIO

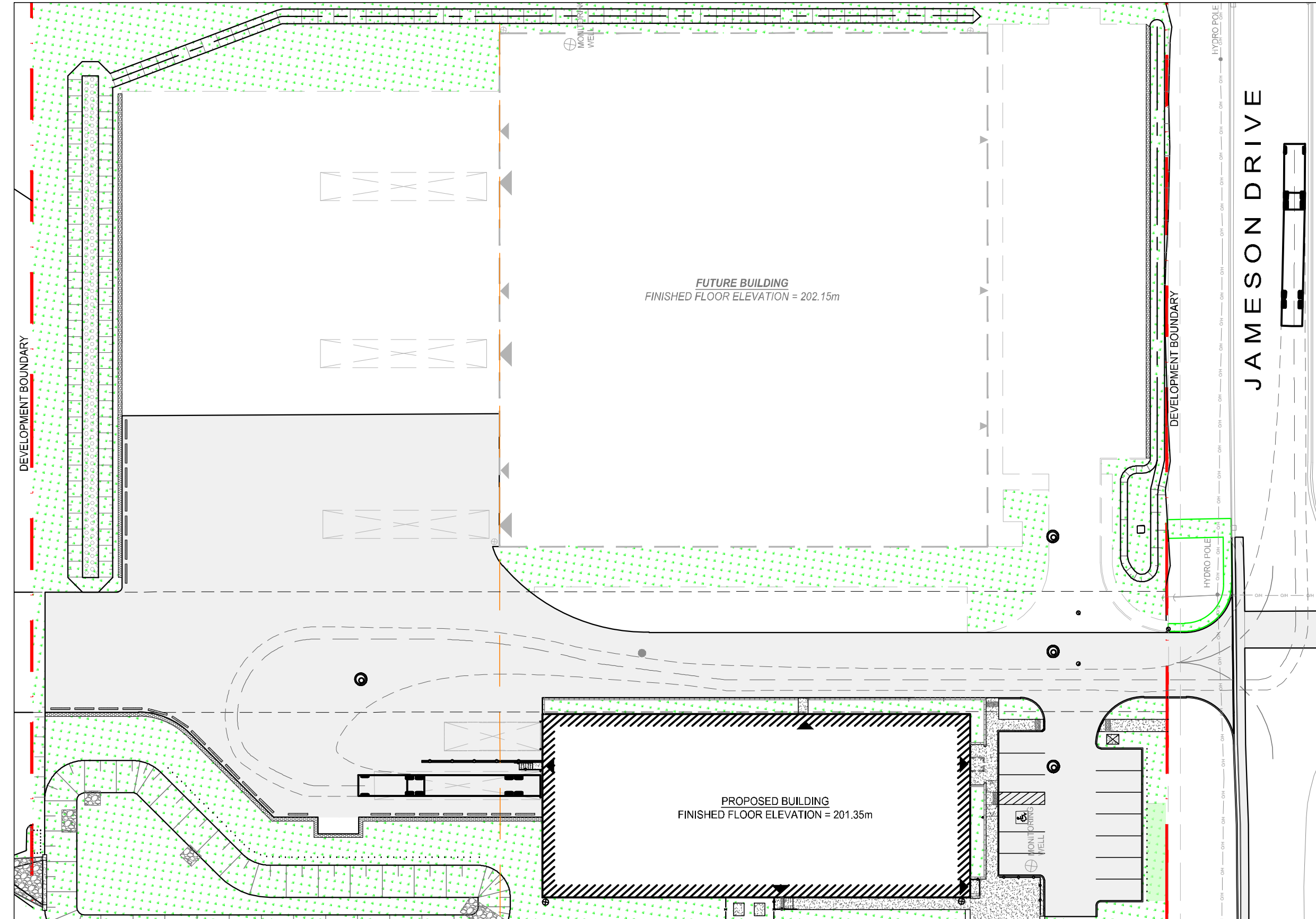
DRAWN BY: A.LAUTENBACH  
 DESIGNED BY: A.LAUTENBACH  
 APPROVED BY: M.CROWLEY  
 DATE: 2020-02-18  
 SCALE: AS NOTED  
 PROJECT NUMBER: 19043  
 SHEET NAME: DT1  
 SHEET: 7 of 8

STAMP: LICENSED PROFESSIONAL ENGINEER B.T. PARSONS 100213434 2022-07-12 PROVINCE OF ONTARIO

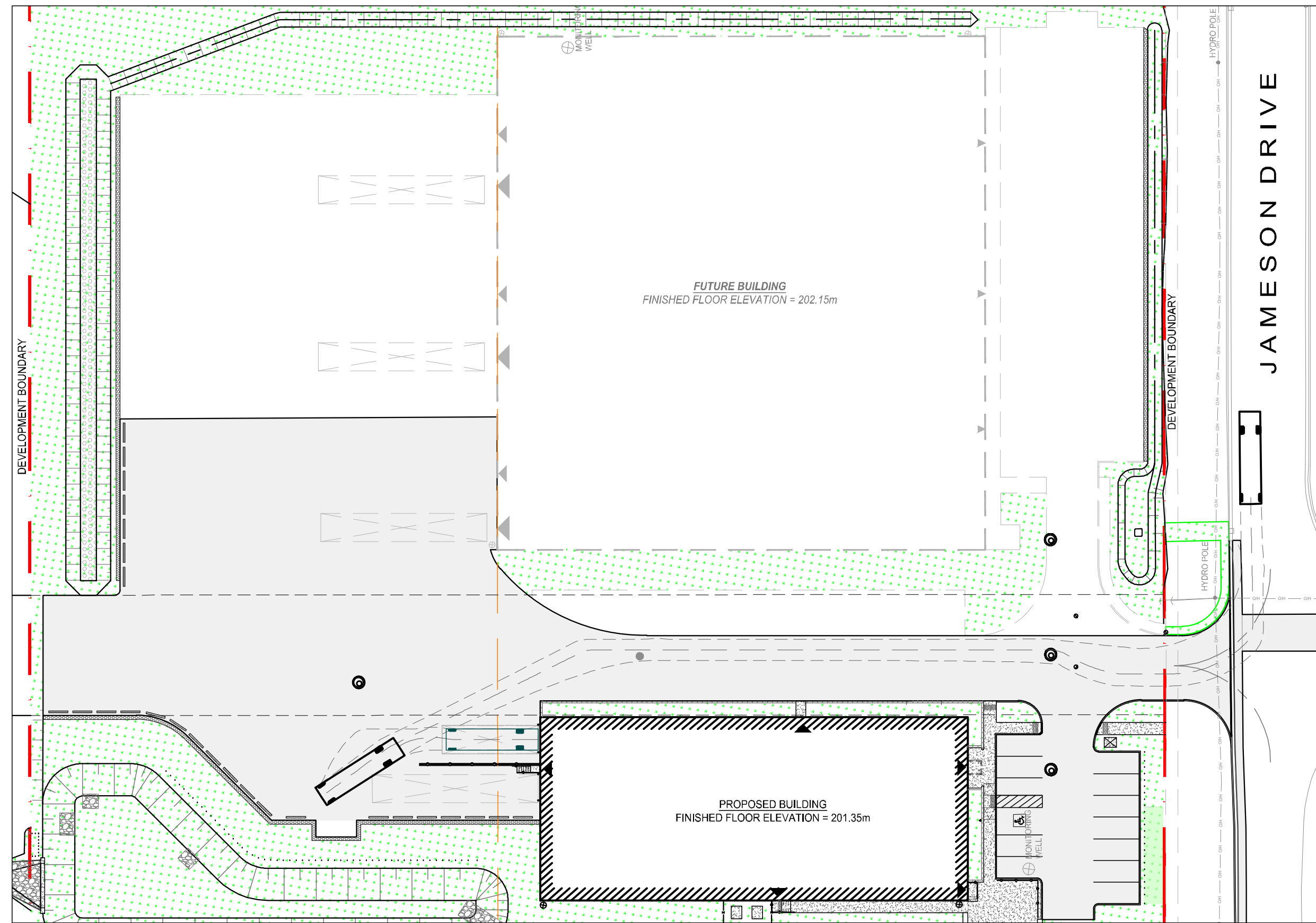
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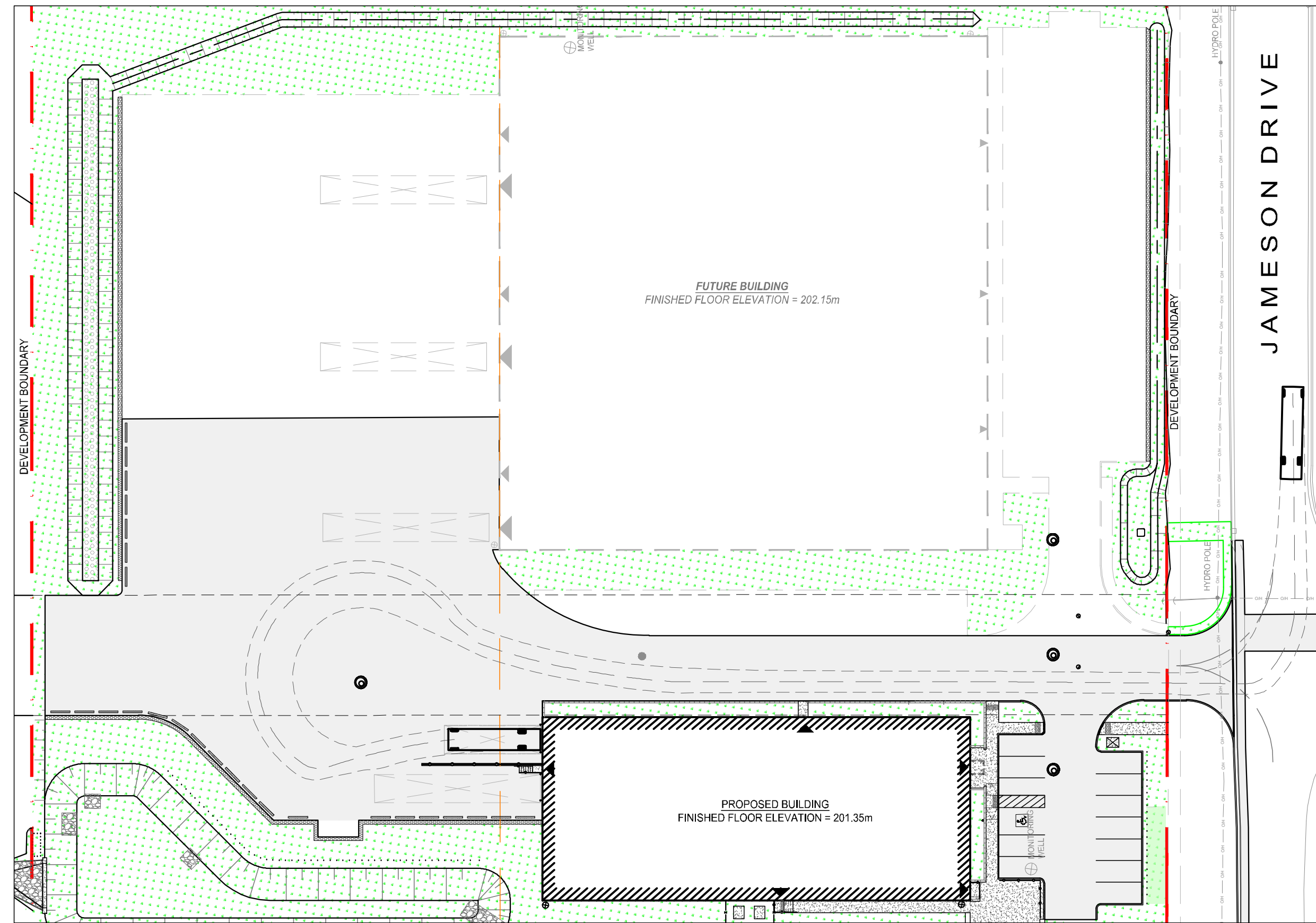
TRACTOR AND 53 FT SEMI-TRAILER - ENTERING THE SITE AND ACCESSING THE LOADING BAY  
SCALE: 1:500



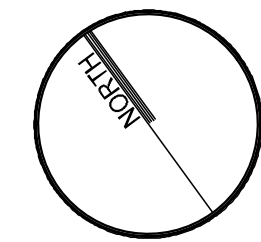
TRACTOR AND 53 FT SEMI-TRAILER - EXITING THE LOADING BAY AND LEAVING THE SITE  
SCALE: 1:500



HEAVY SINGLE UNIT TRUCK - ENTERING THE SITE AND ACCESSING THE LOADING SPACE  
SCALE: 1:500



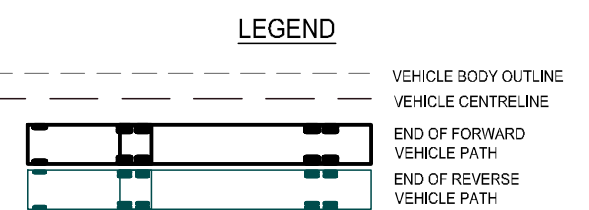
HEAVY SINGLE UNIT TRUCK - ENTERING THE LOADING SPACE AND LEAVING THE SITE  
SCALE: 1:500



**SURVEY**  
TOPOGRAPHIC AND LEGAL SURVEY PROVIDED BY ELLIOTT AND PARR LAND SURVEYORS COMPLETED ON THE 3rd DAY OF SEPTEMBER, 2019.

**BENCHMARK**  
BENCHMARK ELEVATION DERIVED FROM CITY OF PETERBOROUGH HORIZONTAL CONTROL MONUMENT No.962000093.  
**ELEV: 202.628m**

**NOTES:**



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**280 JAMESON DRIVE INDUSTRIAL SITE DEVELOPMENT**  
MUNICIPAL FILE NO. PC 22-0020  
CITY OF PETERBOROUGH

**VEHICLE TURNING PATH PLAN**

PETERBOROUGH, ONTARIO

DRAWN BY: A.LAUTENBACH  
DESIGNED BY: A.LAUTENBACH  
APPROVED BY: M.CROWLEY  
DATE: 2022-08-03

STAMP: LICENSED PROFESSIONAL ENGINEER  
B.T. PARSONS  
100213434  
2022-07-12  
PROVINCE OF ONTARIO

SCALE: 1:500

PROJECT NUMBER: **19043** SHEET NAME: **TP1** SHEET: **8 of 8**

# TAB 4

# CASTELLI WAREHOUSE

280 JAMISON DRIVE, PETERBOROUGH, ONTARIO

## OBC Compliance Matrix

Prepared By							
Name: <b>Sandford Smith, P.Eng.</b>	Company: <b>Sandford Smith Studio</b>						
Telephone: <b>705-749-7363</b>	Date: <b>June 30, 2023</b>						
Project Description: <b>New Castelli Warehouse at 280 Jameson Drive</b>							
New: <b>Yes</b>	Alteration: <b>Change of Use:</b>						
Major Occupancy: <b>Industrial F2</b>							
Importance Category: <b>Normal</b>							
Building Area	Existing: <b>N/A</b> New: <b>1,215 m2</b> Total: <b>1,215 m2</b>						
Gross Area	Existing: <b>N/A</b> New: <b>1,215 m2</b> Total: <b>1,215 m2</b>						
Number of Storeys	Above Grade: <b>One</b> Below Grade: <b>None</b>						
Building Height	Existing: <b>N/A</b> New: <b>8 m</b> Total: <b>8 m</b>						
Number of Streets: <b>One</b>	Number of Access Routes: <b>One</b>						
Building Classification: <b>3.2.2.70. Group F, Division 2, up to 4 Storeys</b>							
Sprinkler System: <b>Not required</b>							
Fire Alarm: <b>Not required</b>							
Water Service Adequate: <b>Yes</b>							
High Building: <b>No</b>							
Construction Restrictions: <b>Combustible or Non-Combustible or Combination there of</b>							
Mezzanine Information: <b>There will not be a mezzanine as part of this project. One may be added in the future. Foundation provisions for a future mezzanine are part of this project.</b>							
Occupancy Load Determination: <b>Design of Building</b>							
Maximum number of employees: <b>10 persons</b>							
Water Closets Required: <b>1 to serve both sexes as per OBC 3.7.4.9.(2)</b>							
Water Closets Provided: <b>2 including a Universal Washroom</b>							
Barrier-Free Design: <b>Yes</b>							
Presence of Hazardous Substance in the Building: <b>No</b>							
Required Fire Resistance Rating (Horiz. Assemblies): <b>Floors 45 min (but N/A to this project)</b>							
Required Fire Resistance Rating (Supporting Members): <b>45 min (but N/A to this project)</b>							
Spatial Separation - Construction of Exterior Walls							
Wall	EBF (m2)	LD (m)	L/H or H/L	% Permitted Openings	FRR (hours)	Type of Construction Required	Type of Cladding Required
East	164	38	3.1	100	0	Either	Either
North	407	10	6.6	13	2	Either	Non-Combustible
West	164	64	3.1	100	0	Either	Either
South	356	8.5	7.6	9	2	Non-Combustible	Non-Combustible

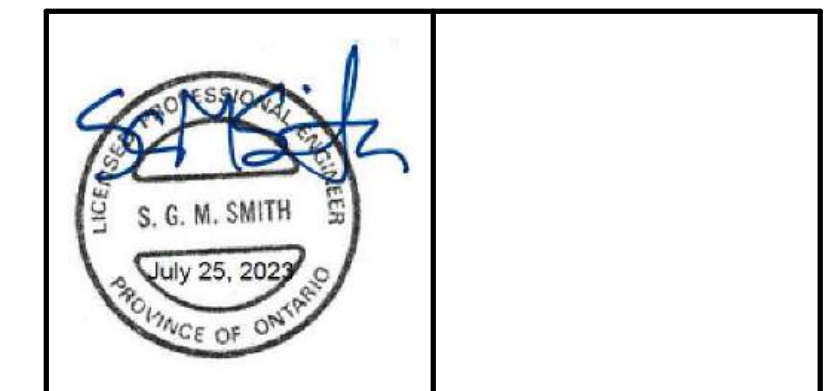


1. LOCATION PLAN  
N.T.S.

CITY OF PETERBOROUGH  
23 102322  
BUILDING PERMIT NUMBER

City of Peterborough  
**Received**  
Aug 03, 2023  
Building Services Division

FOR FOUNDATION PERMIT	JULY 26/23
No.	Date



**Sandford Smith Studio**  
p. 705.749.7363 e. sandfordsmith@nexicom.net

Project  
Castelli Warehouse  
280 Jameson Drive, Peterborough  
Site Plan File No. SPC 989B

Drawing  
LOCATION PLAN  
OBC DATA MATRIX, NOTES

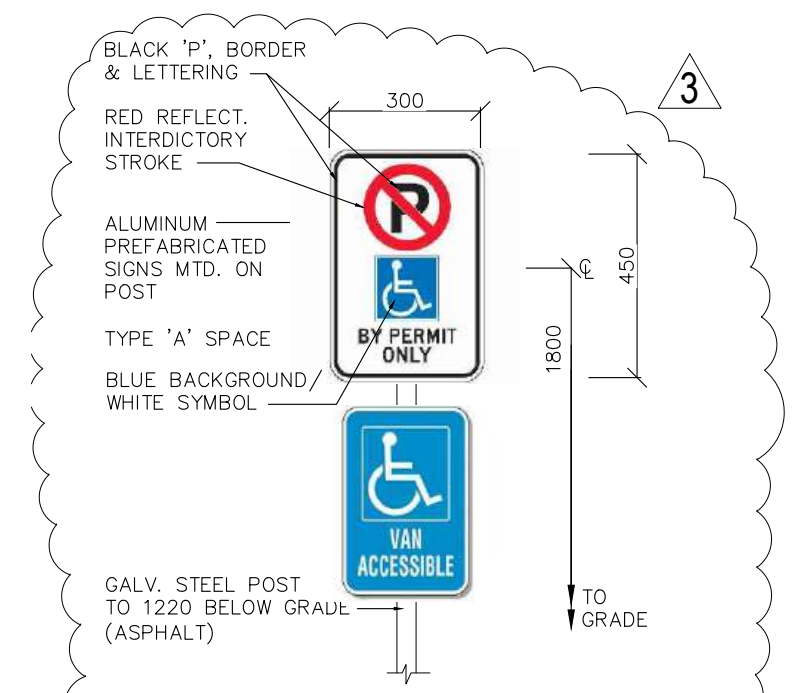
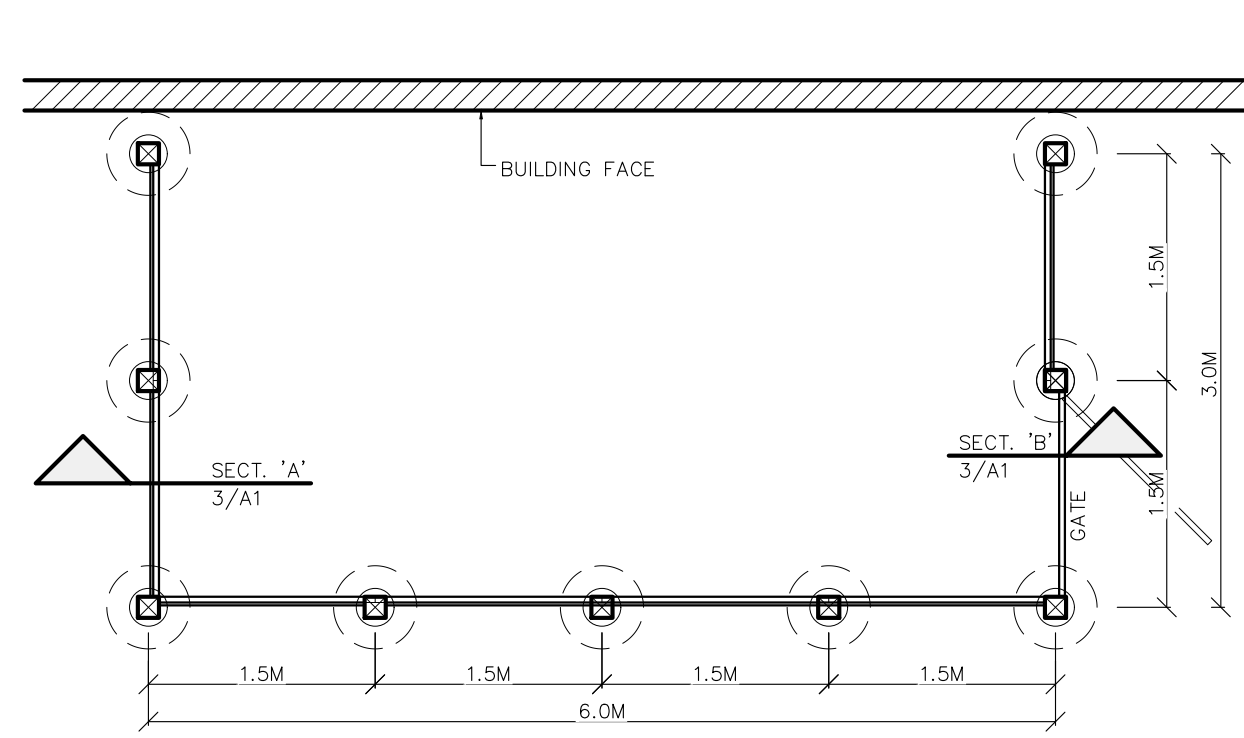
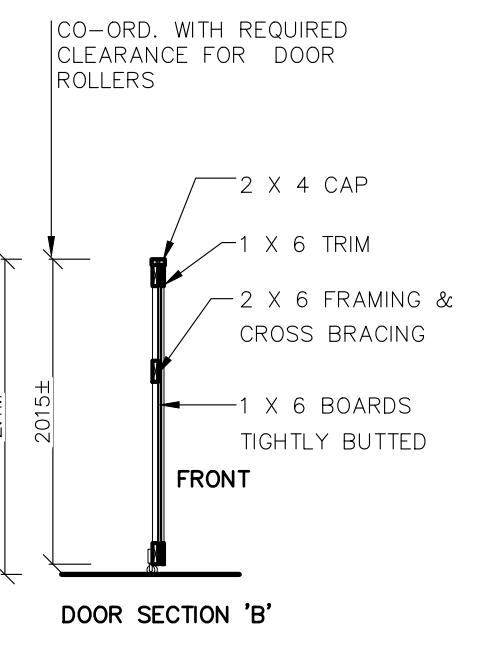
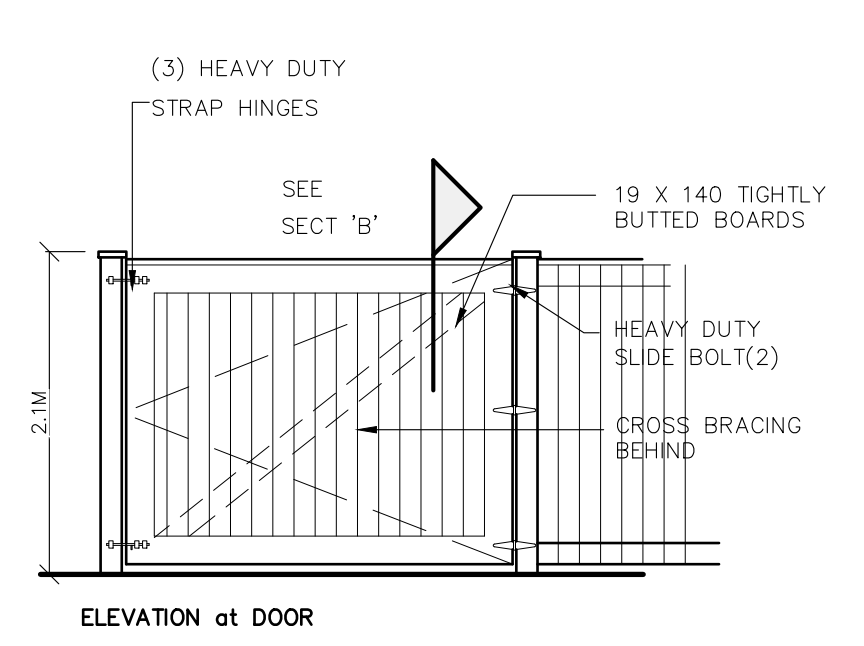
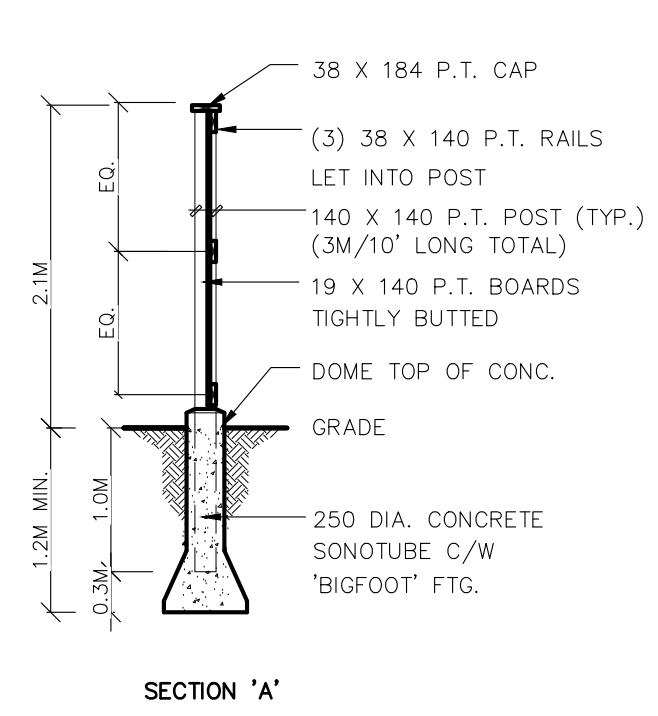
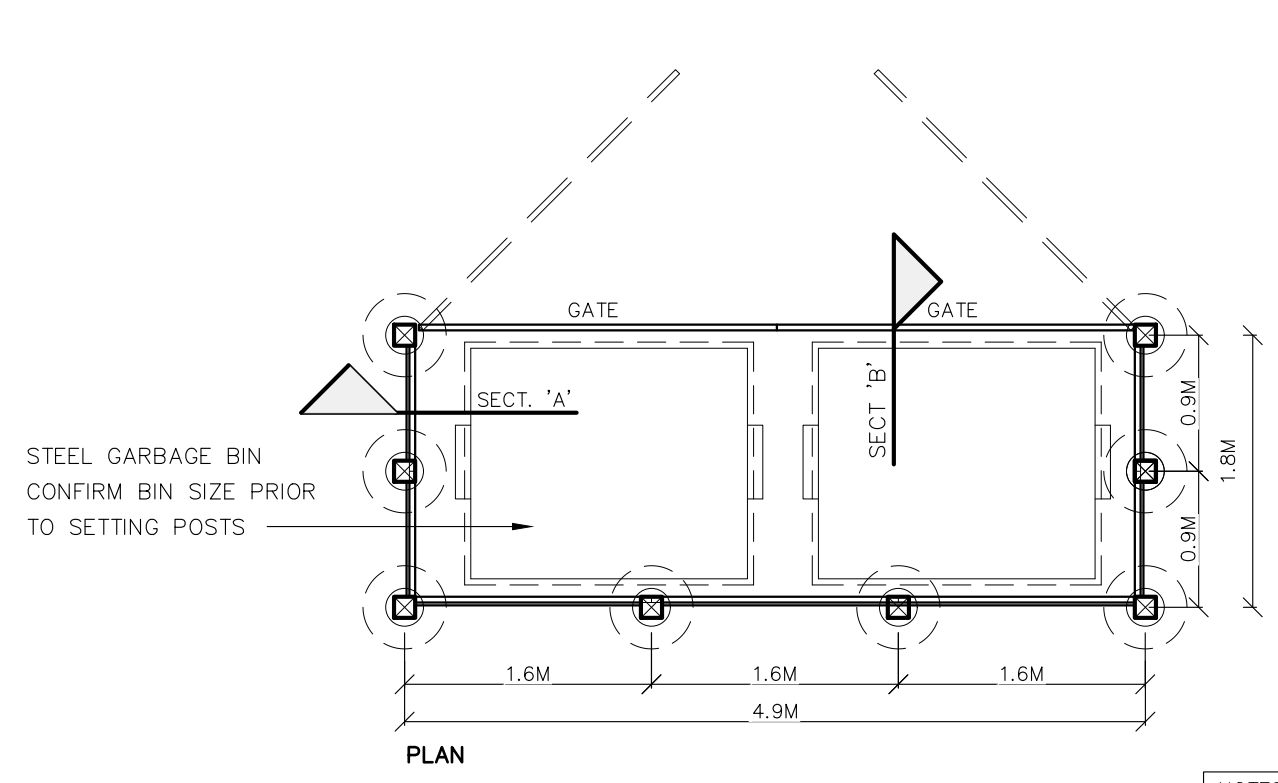
Scale	As Noted	A0
Date	July 26/23	
Drawn	drs	
Project Number	22-004	

**City of Peterborough Building Code Review**

By: Jeremy Bender

BCIN: 27481 Date: Jan 30, 2024

For Inspection and Inquiries  
Please Call: 705.742.7777 ext 1892

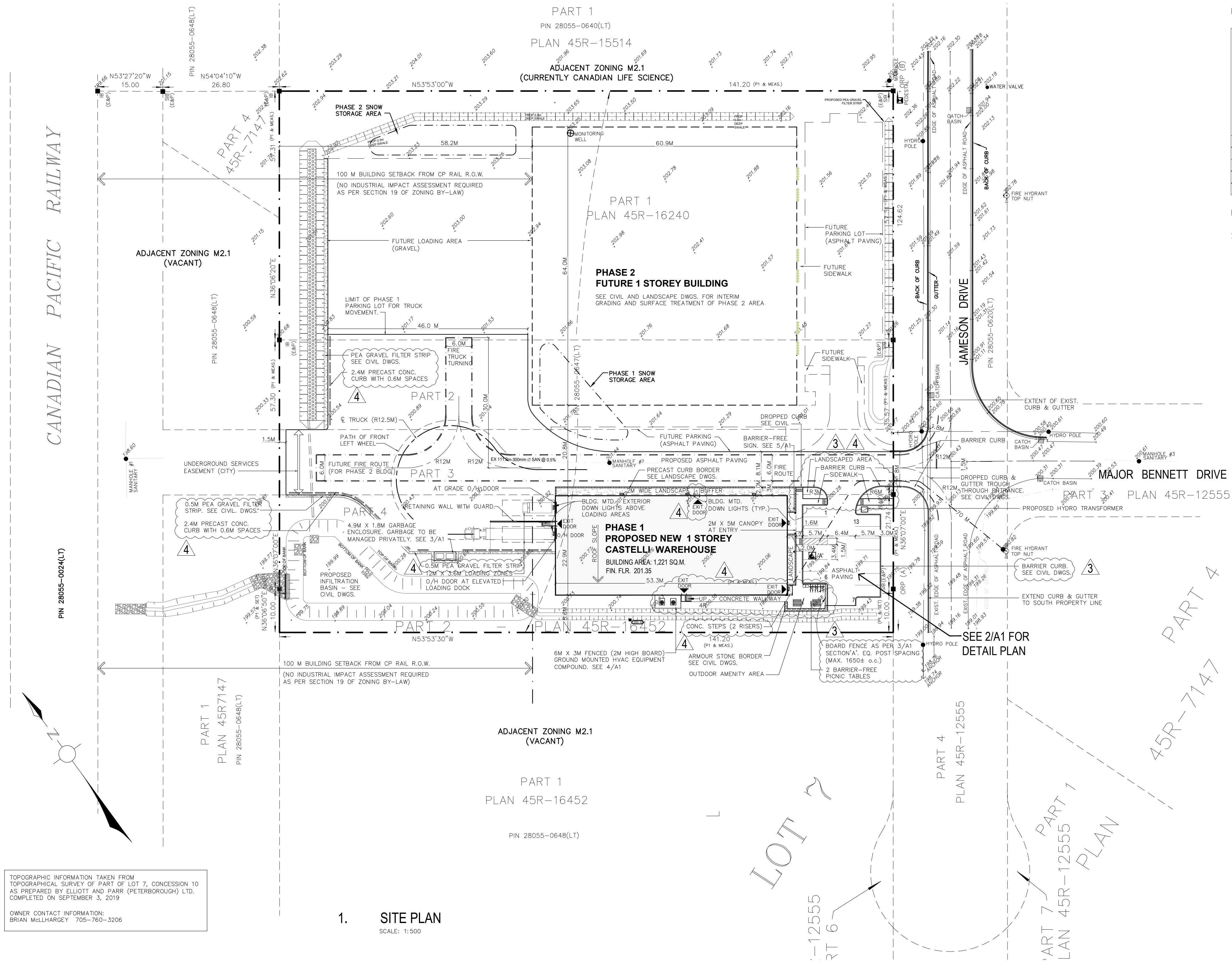


3. GARBAGE ENCLOSURE  
SCALE: 1:50

NOTES:  
ALL WOOD TO BE PRESSURE TREATED.  
ALL HARDWARE TO BE GALVANIZED/EXTERIOR GRADE

4. HVAC EQUIPMENT COMPOUND  
SCALE: 1:50

5. BARRIER-FREE SIGN  
SCALE: 1:15



1. SITE PLAN  
SCALE: 1:500

PROPOSED CASTELLI WAREHOUSE PARKING REQUIREMENTS

Parking requirements for Prestige Industrial Zoning (M2.1) – Proposed Building size is 1,220 sm:

- 1 parking spot for every 18 sm of sales floor area
- 1 parking space for every 28 sm of office floor area
- 1 parking spot for every 230 sm of storage floor area
- Parking spaces to be not less than 2.7 m in width and 5.7 m in length (Area 3).
- Accessible parking spaces shall be at least 2.7 m wide x 5.7 m long, and shall have an adjacent aisle width of 1.5 m. One accessible space is required for up to 20 regular spaces.
- Loading Spaces – A Type 3.6m x 12m, B Type – 3.6m x 6m. For buildings larger than 371 sm, 1 - A Type plus 1 additional A Type for each additional 925 sm of floor area.

TYPE AND SIZE	REQUIRED	PROPOSED
Parking spaces for storage floor area	1,220 sm/230 = 6	13 (see note 1)
Loading spaces (Type A - 3.6m x 12m)	2	2
Accessible parking spaces	1	1

NOTES:

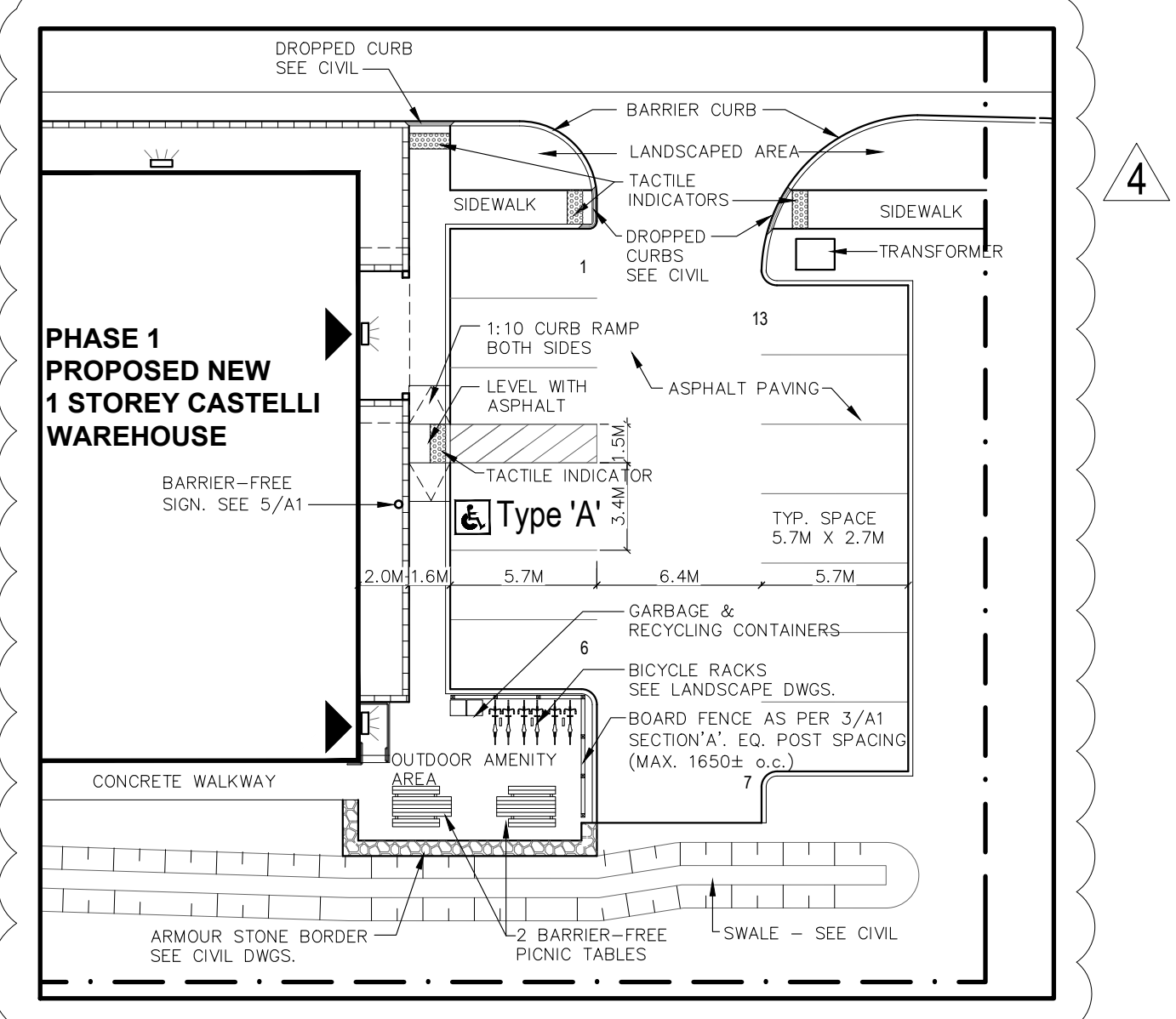
- The building will initially be 100% storage floor area, but to protect for the future addition of some office space, a total of 13 parking spaces will be provided.

PRESTIGE INDUSTRIAL M2.1 ZONING REGULATIONS

REGULATION	REQUIRED	PROPOSED
Minimum Lot Width	60 m	124.62 m
Minimum Lot Area	8,000 sm	17,595.5 sm
Minimum Lot Depth	30 m	141.2 m
Maximum Building Coverage	60%	6.9%
Minimum Building Area	740 sm (note 1)	1,221 sm
Minimum Building Setback, Side Lot Line of Rear Lot Line	The greater of 6m or 4.3 m/storey	8.6 m (note 2)
Minimum Landscaped Open Space Width Requirement:		
• Adjacent other streets	3 m	3 m
• Along a side or rear lot line	1.5 m	1.5 m (min)
Outside Storage	Up to 50% of the area between building and street line	None

Notes:

- As per Alternative Regulation 18b.
- The average interior height to the underside of steel roof girders will not exceed 8.6 m, as per the definition of "storey" in the zoning by-law (i.e. 2 x 4.3m).

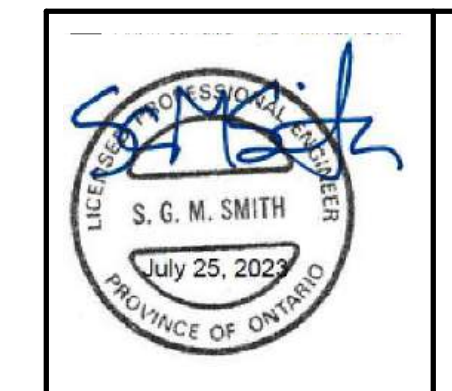


2. SITE DETAIL at Parking  
SCALE: 1:50

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No.	Issued / Revision	Date
5	FOR FOUNDATION PERMIT	JULY 26/23
4	REVISED PER CITY REVIEW #2	JULY 11/23
3	REVISED PER CITY REVIEW #1	MAR. 28/23
2	FOR SITE PLAN SUBMISSION	AUG. 31/22
1	FOR PRE-CONSULTATION MTG.	MAY 30/22



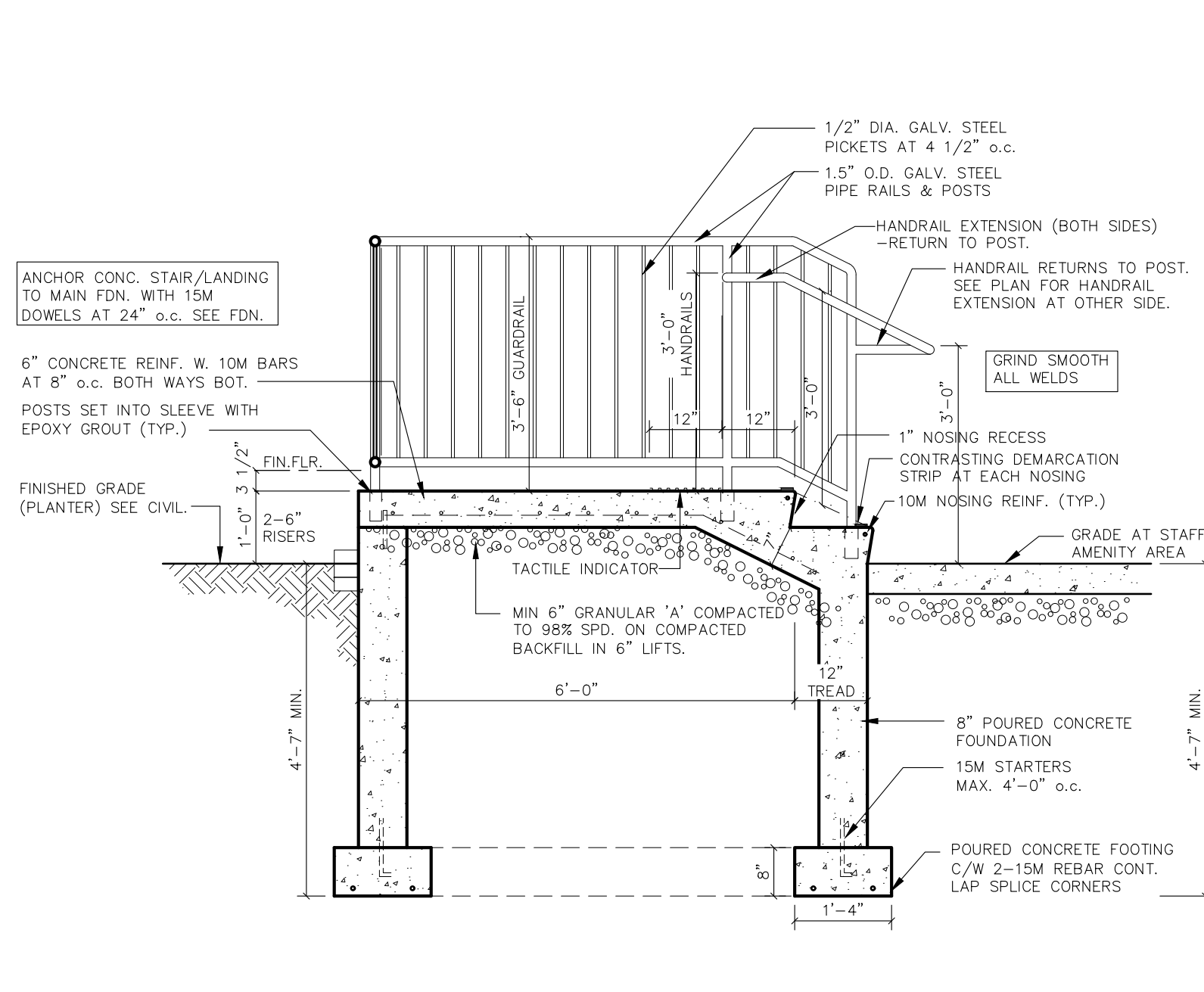
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Project  
**Castelli Warehouse**  
280 Jameson Drive, Peterborough  
Site Plan File No. SPC 989B

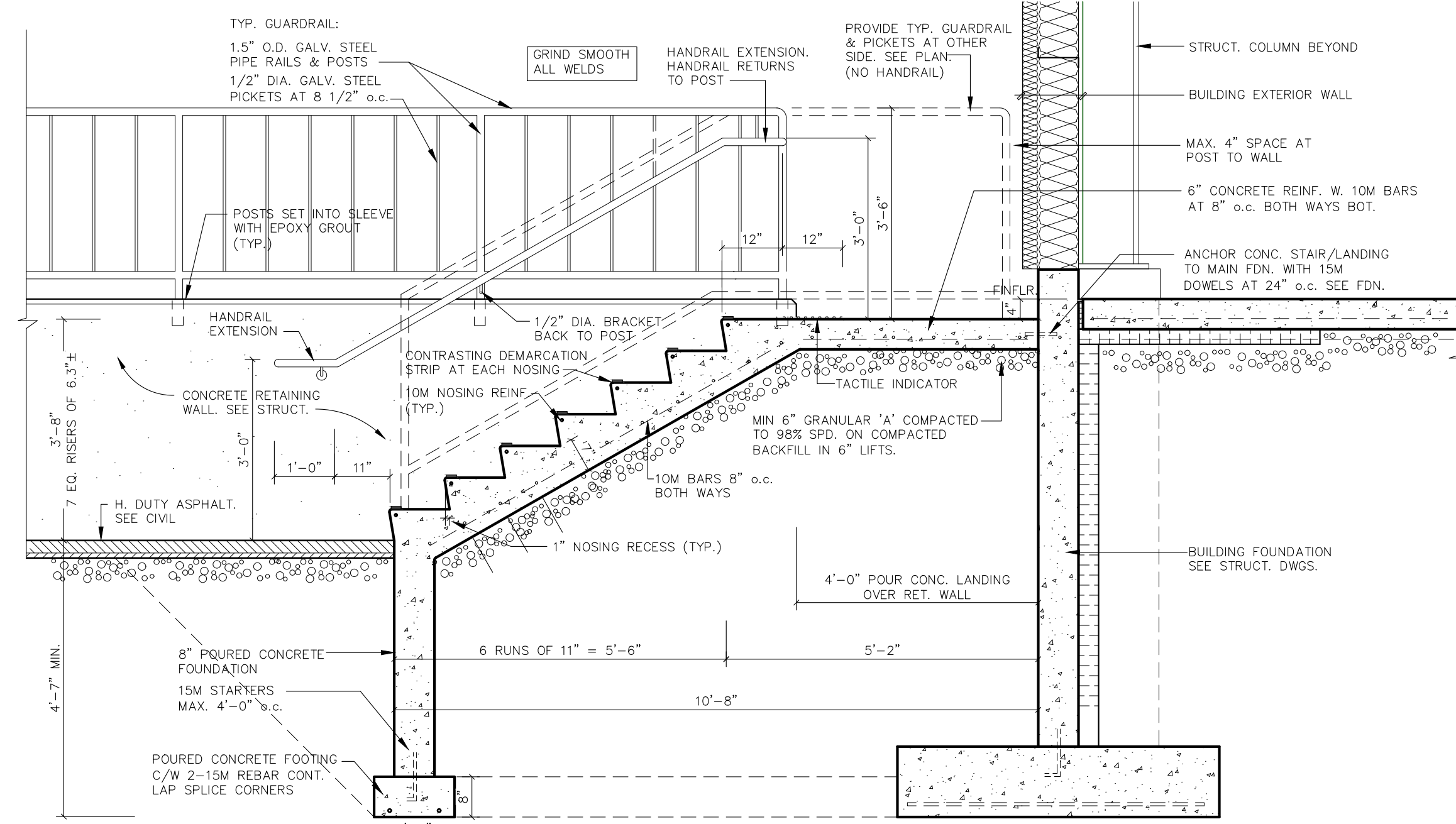
Drawing  
**SITE PLAN, LOCATION PLAN  
SITE DETAILS**

Scale	As Noted
Date	July 26/23
Drawn	drs
Project Number	22-004

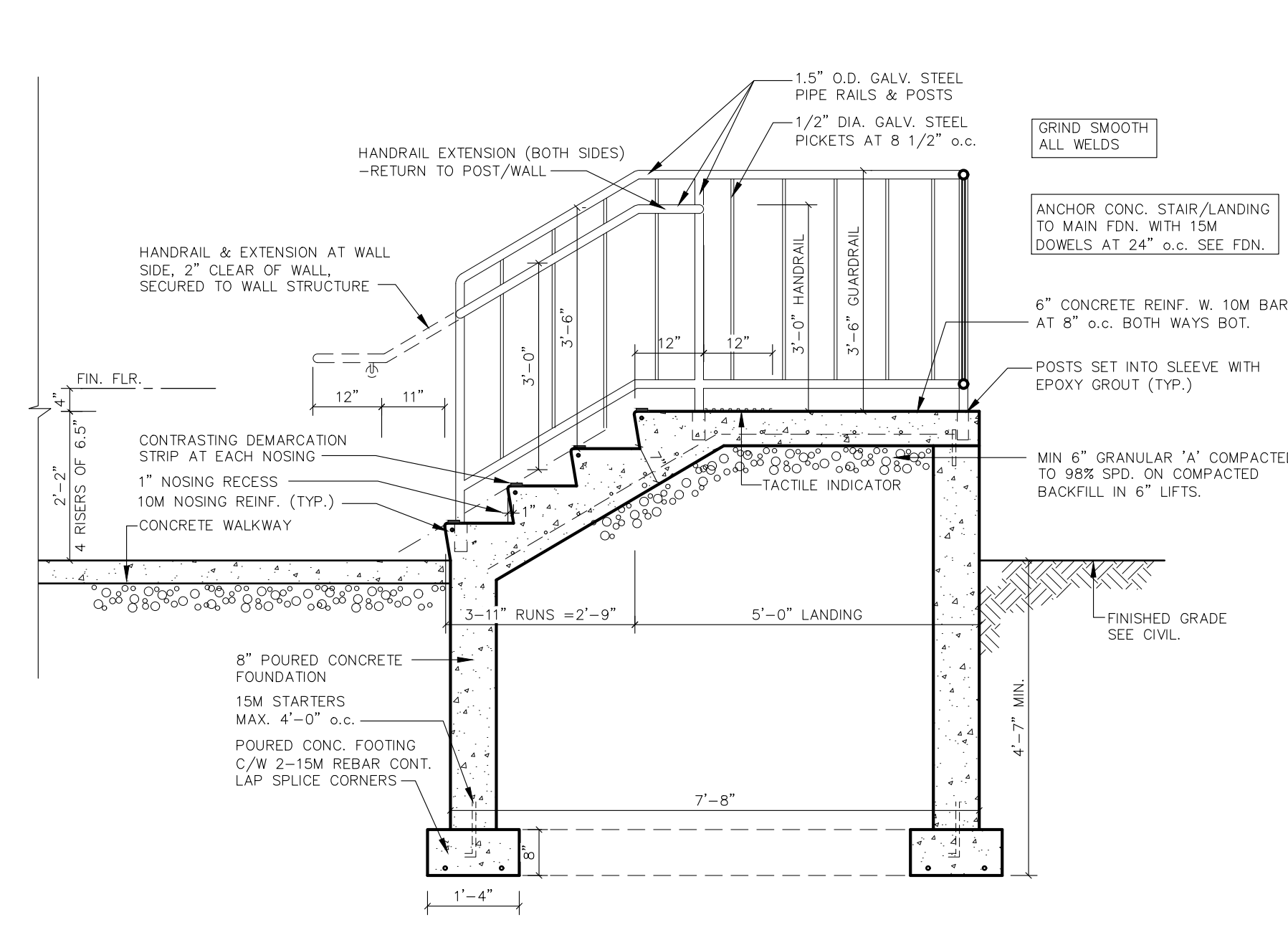
**A1**



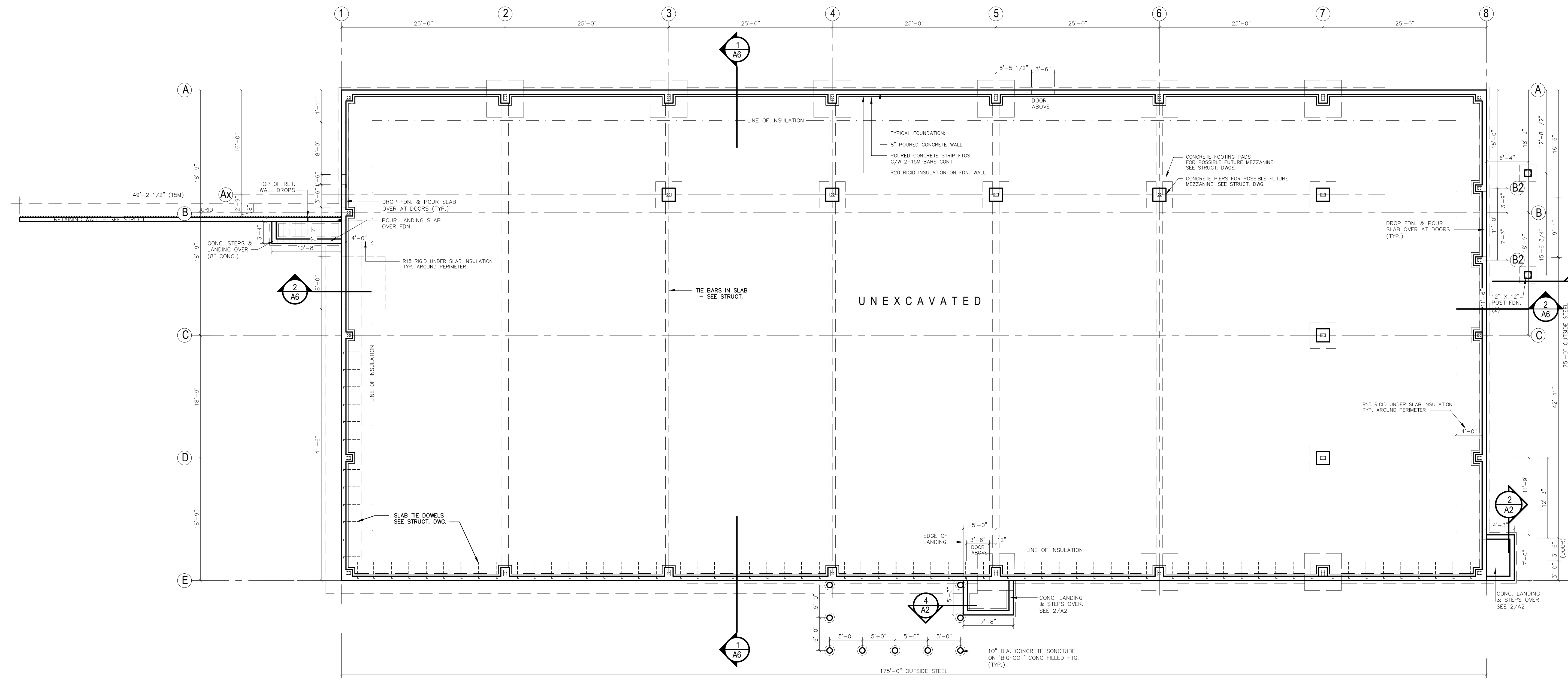
2. SECTION at EXTERIOR LANDING/STAIR (Staff Area)  
SCALE: 1/2" = 1'-0"



3. SECTION at EXTERIOR LANDING/STAIR (Loading Area)  
SCALE: 1/2" = 1'-0"



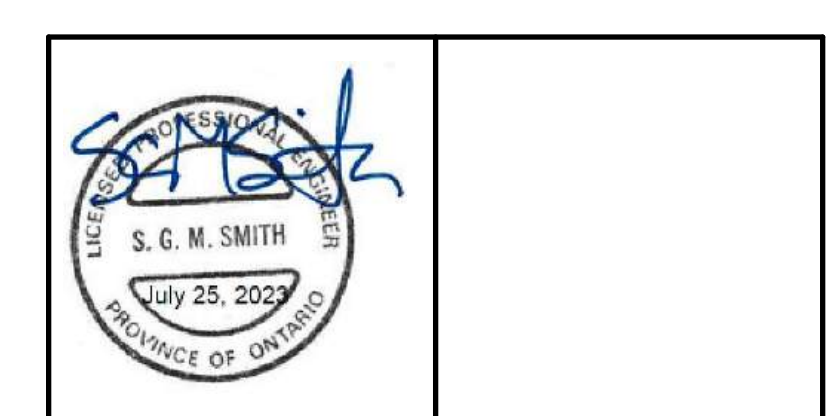
4. SECTION at EXTERIOR LANDING/STAIR (South Door)  
SCALE: 1/2" = 1'-0"



1. FOUNDATION PLAN  
SCALE: 1/8" = 1'-0"  
SEE ALSO STRUCTURAL DRAWING

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No.	Issued / Revision	Date
1	FOR FOUNDATION PERMIT	JULY 26/23
2	GENERAL REVISIONS	JUNE 8/23
3	REVISED PER CITY REVIEW	MAR. 28/23
4	SITE PLAN SUBMISSION	AUG. 31/22
5	FOR PRE-CONSULTATION MTG.	MAY 30/22

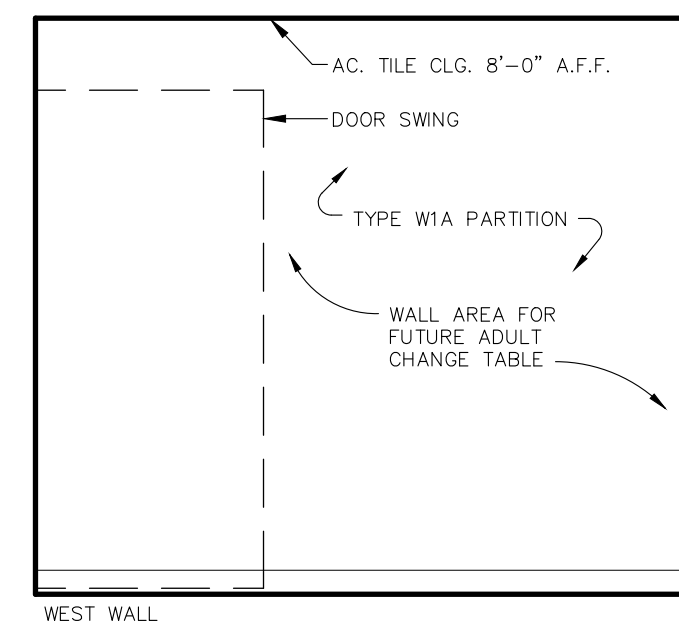
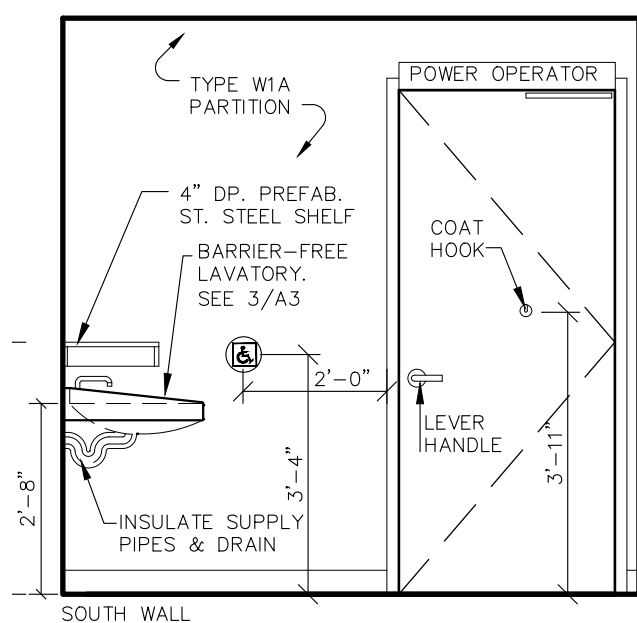


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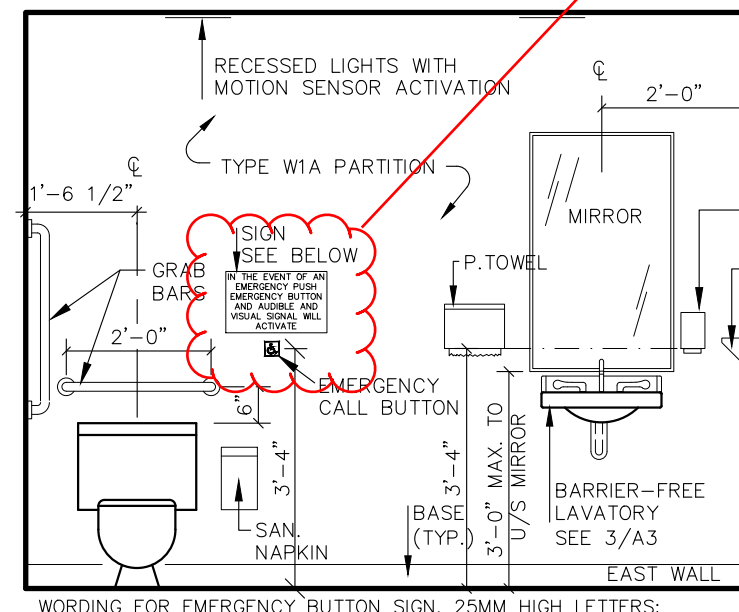
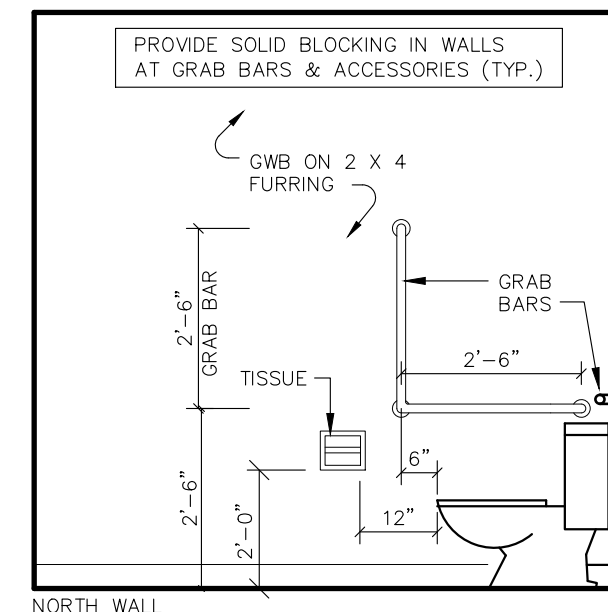
Project  
**Castelli Warehouse**  
280 Jameson Drive, Peterborough, Ontario

Drawing  
**FOUNDATION PLAN**  
DETAIL at EXTERIOR LANDING

Scale	AS NOTED	<b>A2</b>
Date	JULY 25/23	
Drawn	drs	
Project Number	22-004	

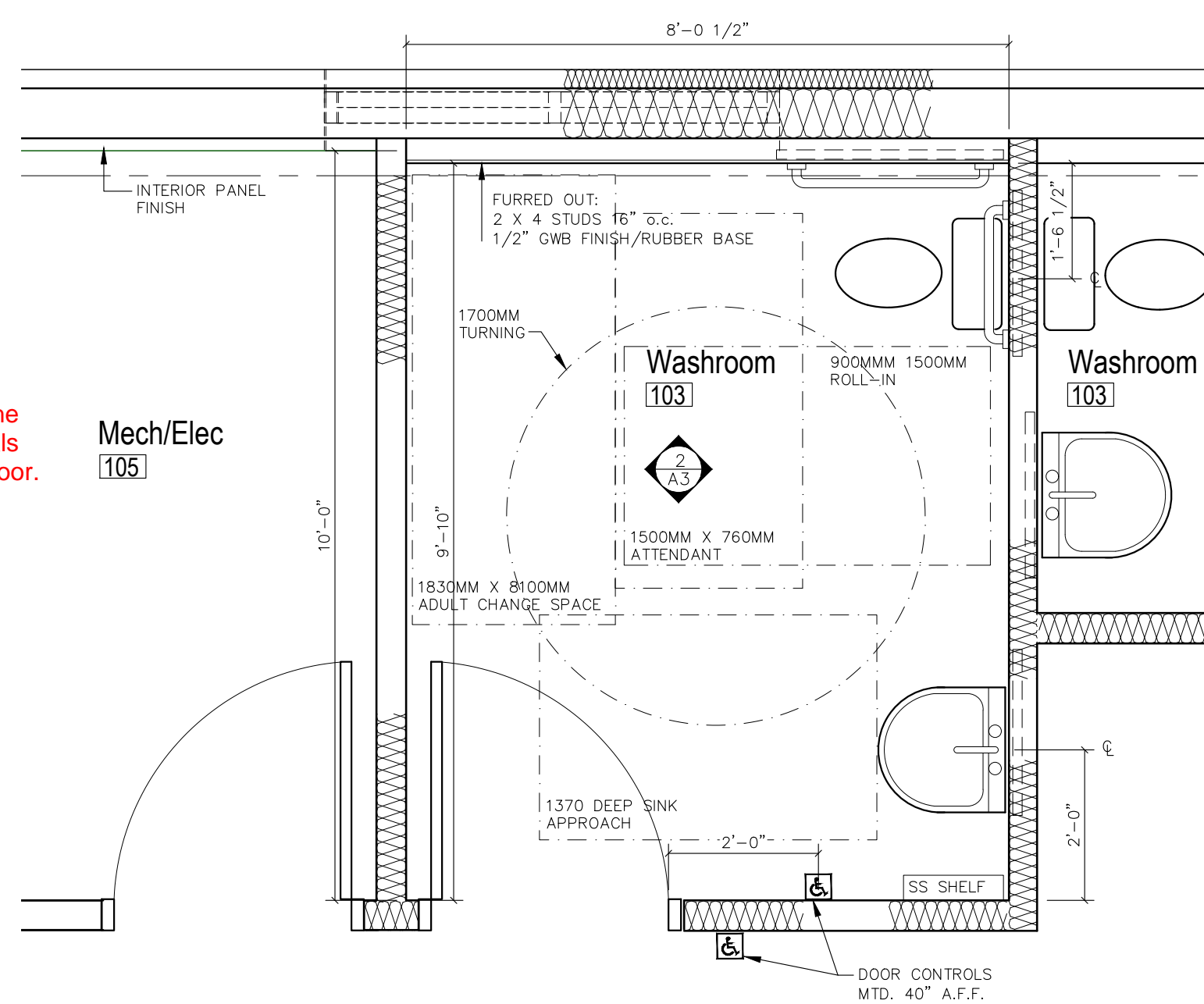


Suggest locating the emergency call button below the toilet paper dispenser so it is accessible to individuals on the water closet or who may have fallen on the floor.



2. UNIVERSAL WASHROOM 104  
SCALE: 3/8" = 1'-0"

3. BARRIER-FREE WALL-HUNG LAVATORY  
SCALE: 3/4" = 1'-0"

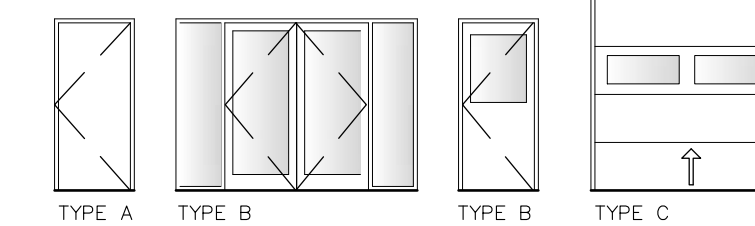


4. PLAN at UNIVERSAL WASHROOM 104  
SCALE: 1/2" = 1'-0"

DOOR SCHEDULE:

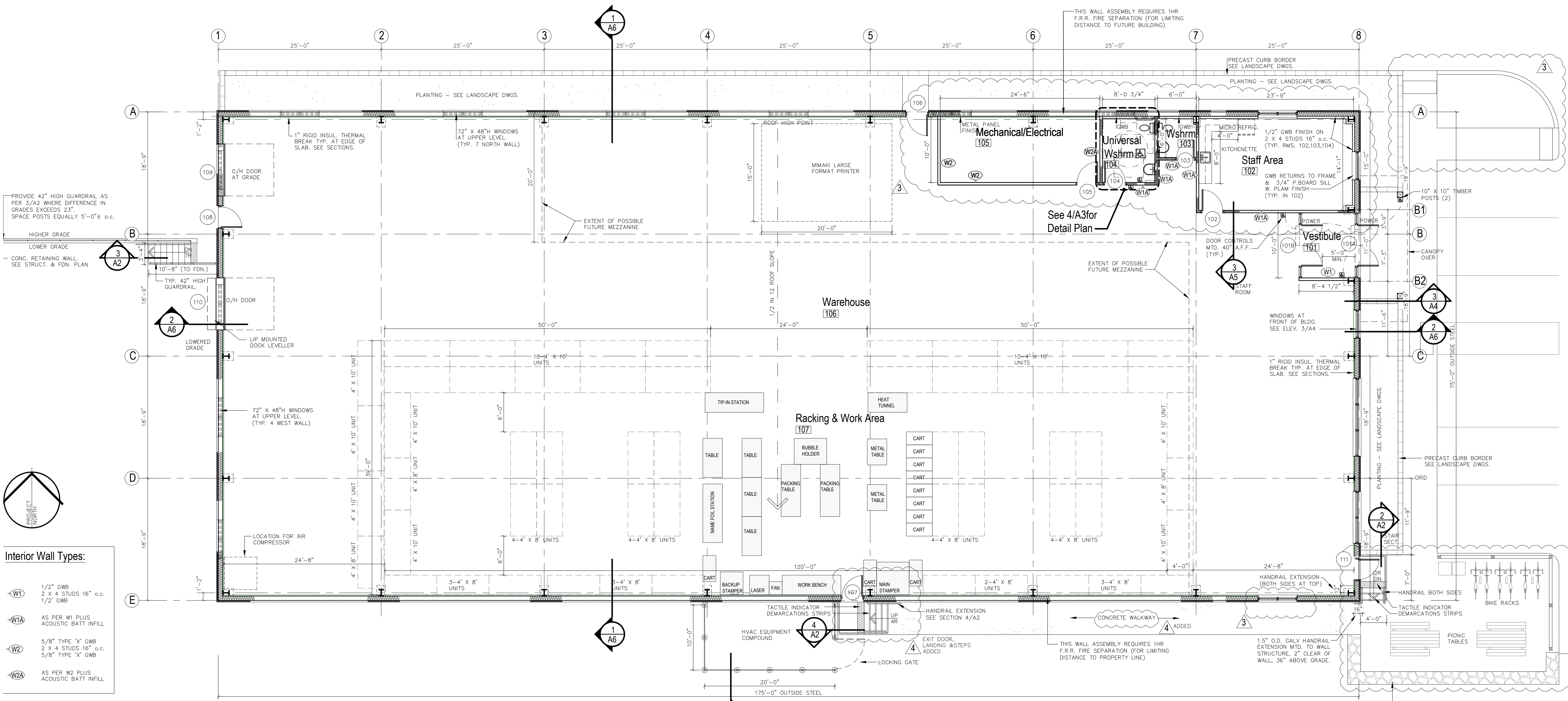
No.	Type	Fire Rating	Door Size	Material	Finish	Frame Type	Material	Finish	Hardware Group	Remarks
101A	B		2-38" X 84"	Alum.	Anod.	B	Alum.	Anod.	Entry 1	Power Door, Thermal glazing & thermally broken frame.
101A	B		2-38" X 84"	Alum.	Anod.	B	Alum.	Anod.	Entry 2	Power Door, tempered glass
102	A		38" X 84"	SCW	Paint	A	HM	Paint	Passage	
103	A		32" X 84"	SCW	Paint	A	HM	Paint	Privacy	
104	B		38" X 84"	SCW	Paint	A	HM	Paint	Universal	Power Door
105	A	45 min.	38" X 84"	HM	Paint	A	HM	Paint	Passage-C	
106	A		38" X 84"	Insul HM	Paint	A	HM	Paint	Exterior	Thermally broken frame
107	A		38" X 84"	Insul HM	Paint	A	HM	Paint	Exterior	Thermally broken frame
108	C		38" X 84"	Insul HM	Paint	C	HM	Paint	Exterior	Thermal glazing, thermally broken frame
109	D		96" X 120"	Insul Metal	Prefin.	HD Track	Steel		Overhead	
110	D		96" X 120"	Insul Metal	Prefin.	HD Track	Steel		Overhead	
111	A		38" X 84"	Insul HM	Paint	A	HM	Paint	Exterior	Thermally broken frame

Door Types:



Hardware Groups:

ENTRY 1: D-PULL/PUSH BOTH DOORS, POWER OPERATOR & CONTROLS AS INDICATED, CLOSER & FLUSH BOLTS TOP & BOTTOM ON NON-POWER DOOR, DEADBOLT WITH THUMBTURN INTERIOR, WEATHERSTRIPPING, LOW PROFILE THRESHOLD (1/2" MAX.)  
 ENTRY 2: D-PULL/PUSH BOTH DOORS, POWER OPERATOR & CONTROLS AS INDICATED, CLOSER ON NON-POWER DOOR  
 PASSAGE: LEVER STYLE PASSAGE FUNCTION LATCHSET, DOORSTOP  
 PASSAGE-C: LEVER STYLE PASSAGE FUNCTION LATCHSET, CLOSER, DOORSTOP  
 PRIVACY: LEVER STYLE PRIVACY FUNCTION LOCKSET, DOORSTOP  
 UNIVERSAL: LEVER STYLE PRIVACY FUNCTION LOCKSET, POWER DOOR WITH UNIVERSAL WASHROOM POWER DOOR CONTROL KIT INCL. EMERG. SIGNAL, ELECTRIC STRIKE, DOORSTOP. SEE ALSO ELEC. DWGS.  
 EXTERIOR: WEATHERSTRIPPING, LOW PROFILE THRESHOLD (1/2" MAX.)  
 OVERHEAD: HEAVY DUTY STEEL TRACK AS PROVIDED BY DOOR SUPPLIER, WEATHERSTRIPPING, THERMAL VISION PANELS.



1. FLOOR PLAN SCALE: 1/8" = 1'-0"

No.	Issued / Revision	Date
1	FOR FOUNDATION PERMIT	JULY 26/23
2	RE-ISSUED FOR SITE PLAN	JULY 11/23
3	GENERAL REVISIONS	JUNE 8/23
4	REVISED PER CITY REVIEW	MAR. 28/23
5	SITE PLAN SUBMISSION	AUG. 31/22
6	FOR PRE-CONSULTATION MTG.	MAY 30/22



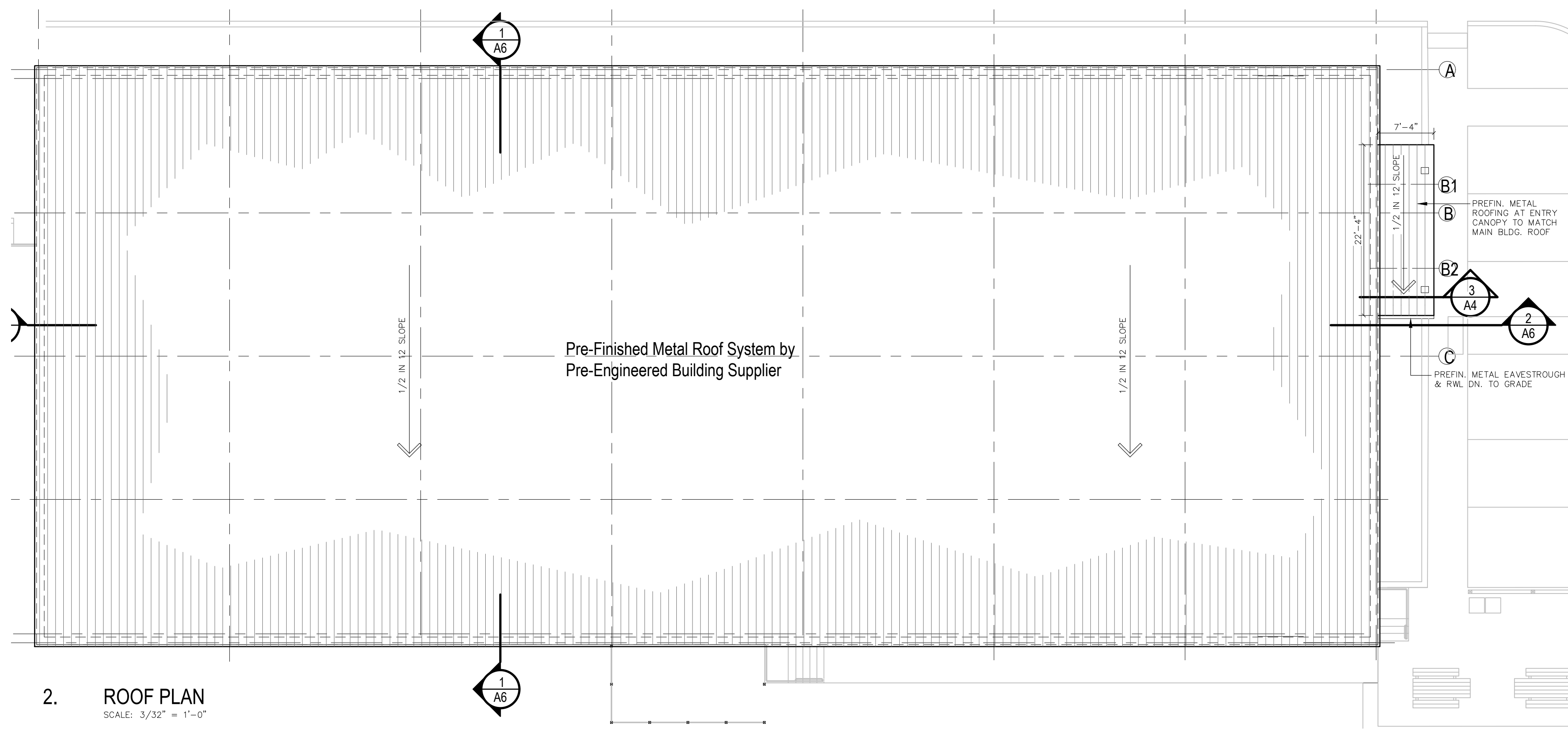
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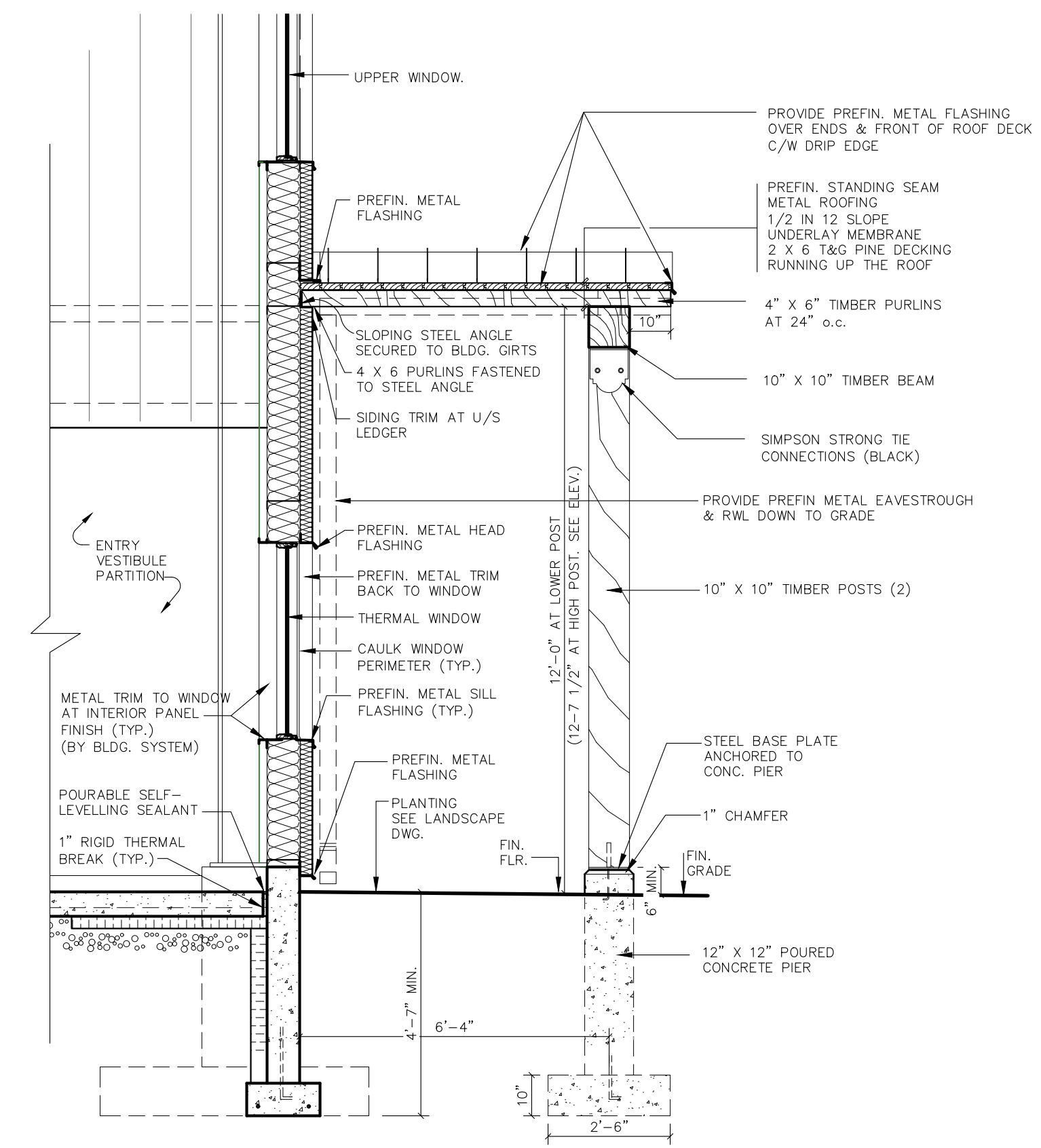
FLOOR PLAN, DOOR SCHEDULE  
UNIVERSAL WASHROOM DETAILS

Scale	As Noted	A3
Date	JULY 25/23	
Drawn	drs	
Project Number	22-004	

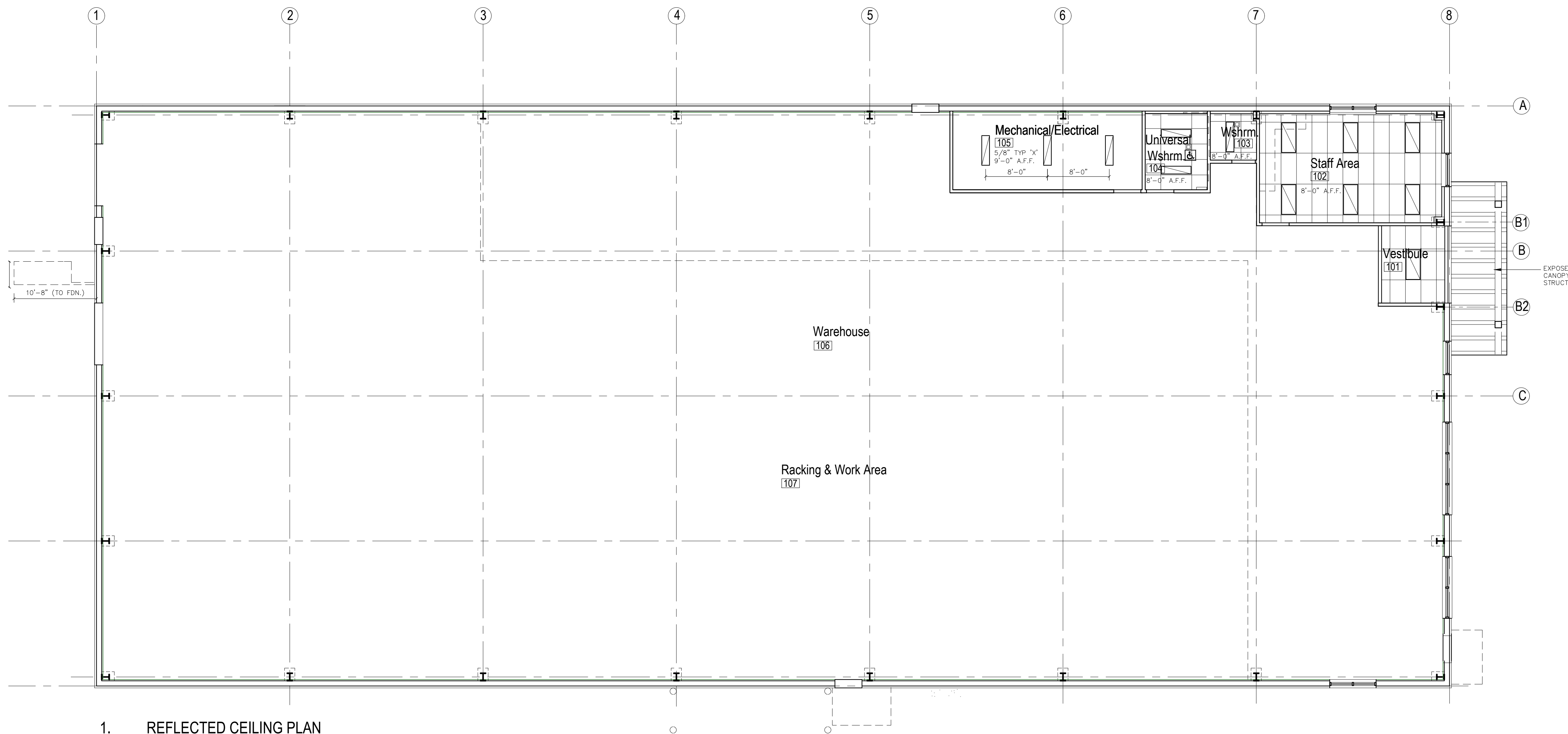
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2. ROOF PLAN  
SCALE: 3/32" = 1'-0"



3. SECTION at TIMBER CANOPY  
SCALE: 3/8" = 1'-0"



1. REFLECTED CEILING PLAN  
SCALE: 1/8" = 1'-0"

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2	SITE PLAN SUBMISSION	AUG. 31/22
1	FOR PRE-CONSULTATION MTG.	MAY 30/22

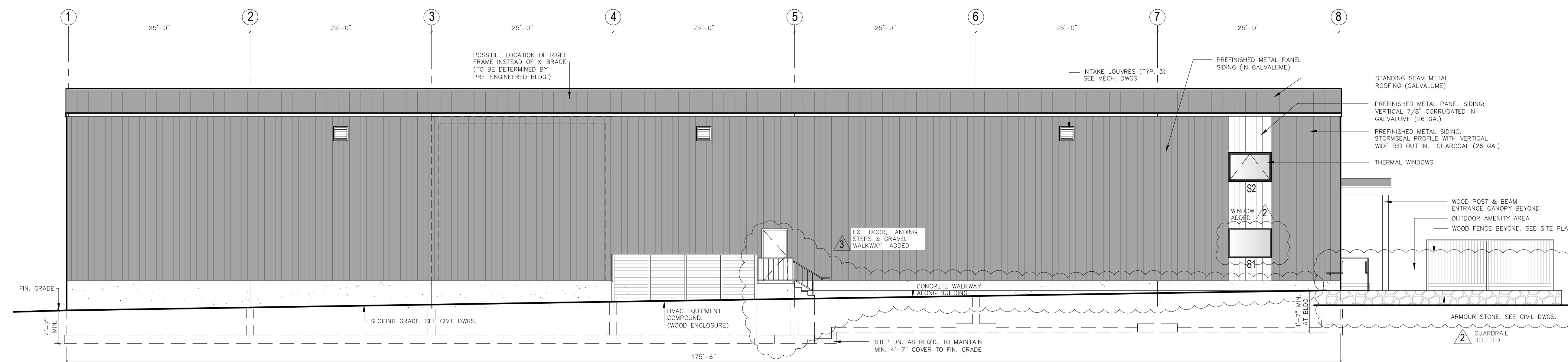
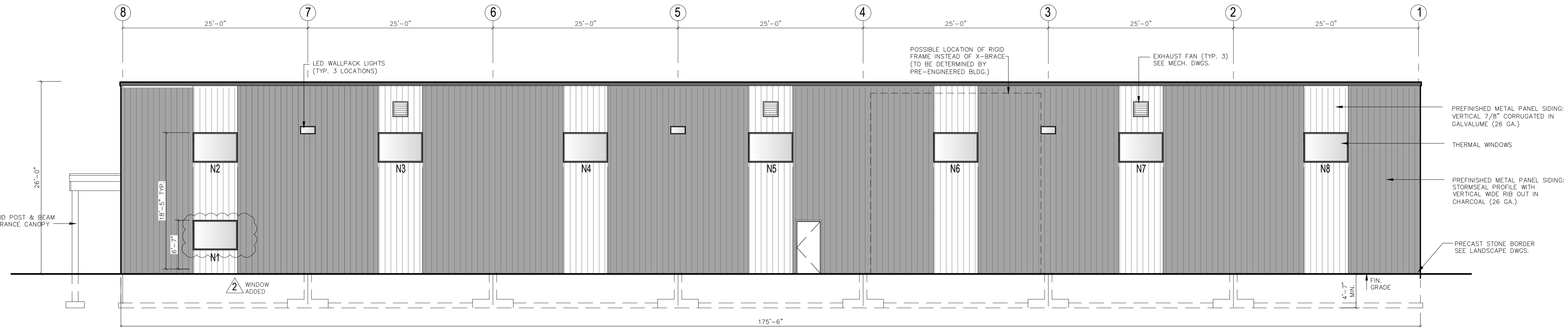
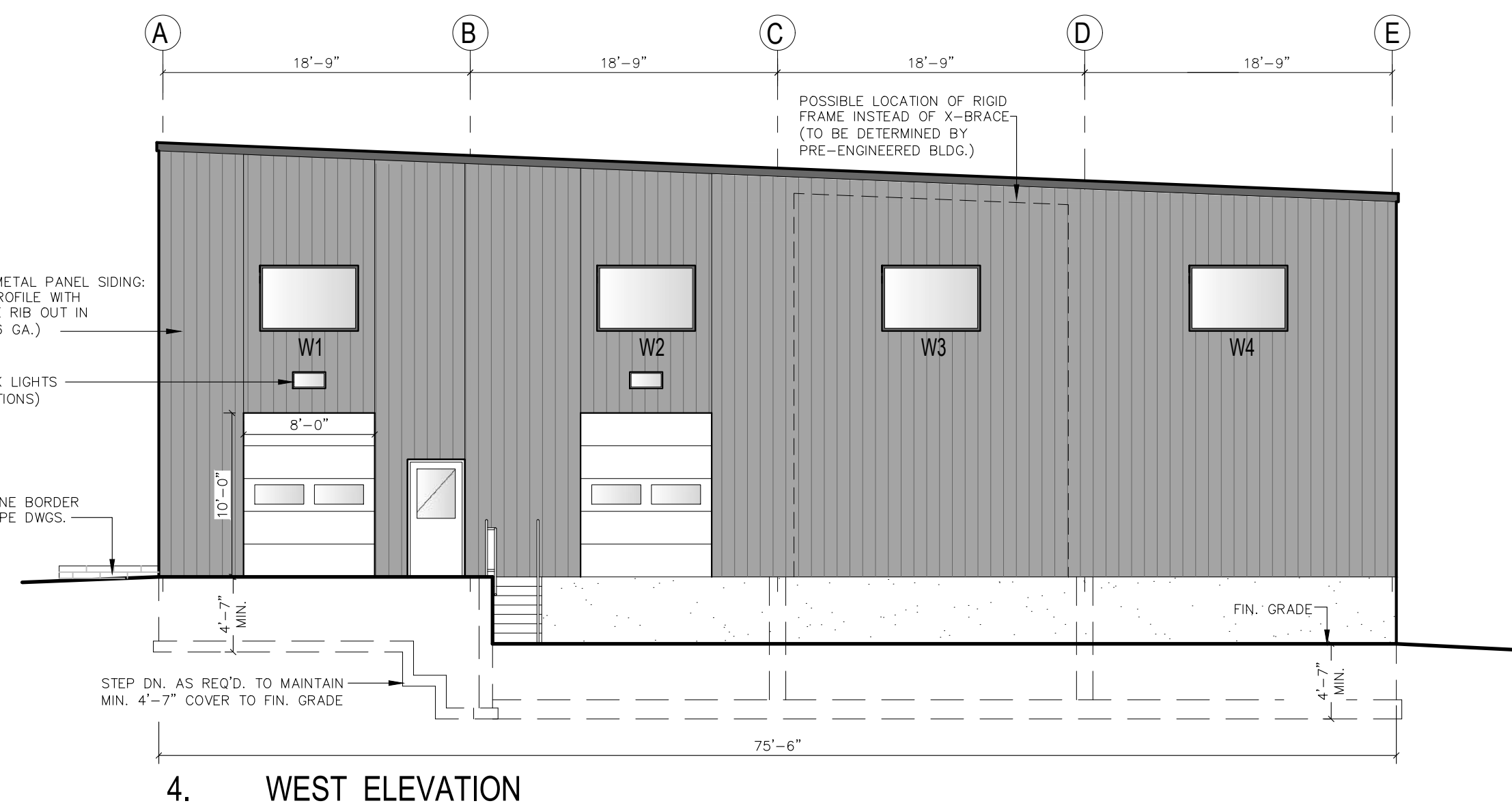
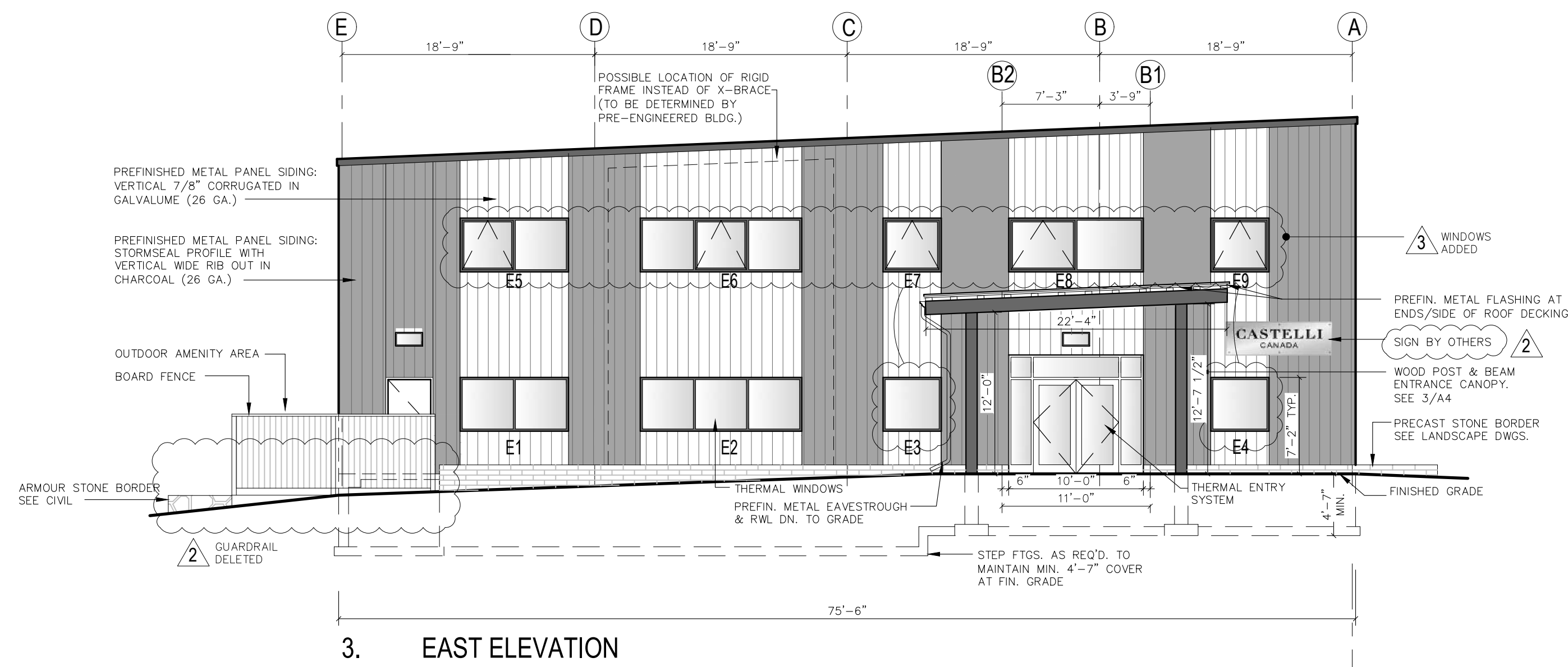


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Project  
**Castelli Warehouse**  
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Drawing  
**FLOOR PLAN, DOOR SCHEDULE  
UNIVERSAL WASHROOM DETAILS**

Scale	As Noted	<b>A4</b>
Date	JULY 25/23	
Drawn	drs	
Project Number	22-004	



**WINDOW SCHEDULE:**

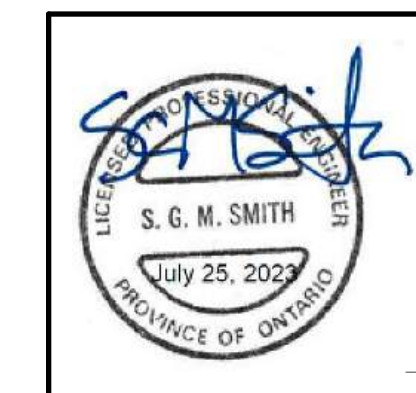
ALL WINDOWS TO BE THERMAL GLAZING IN ANODIZED ALUMINUM THERMALLY BROKEN FRAMES. OPERATING UNITS AS NOTED/SHOWN ON ELEVATIONS.

No.	W x H	Type
E1	96" x 48"	2 EQUAL PANES
E2	144" x 48"	3 EQUAL PANES
E3	52" x 48"	SINGLE
E4	52" x 48"	SINGLE
E5	96" x 48"	2 EQUAL PANES (ONE AWNING)
E6	144" x 48"	3 EQUAL PANES (ONE AWNING)
E7	52" x 48"	SINGLE (AWNING)
E8	120" x 48"	2 EQUAL PANES (ONE AWNING)
E9	96" x 48"	SINGLE (AWNING)
W1	72" x 48"	SINGLE
W2	72" x 48"	SINGLE
W3	72" x 48"	SINGLE
W4	72" x 48"	SINGLE
N1	72" x 48"	SINGLE
N2	72" x 48"	SINGLE
N3	72" x 48"	SINGLE
N4	72" x 48"	SINGLE
N5	72" x 48"	SINGLE
N6	72" x 48"	SINGLE
N7	72" x 48"	SINGLE
N8	72" x 48"	SINGLE
S1	72" x 48"	SINGLE
S2	72" x 48"	SINGLE (AWNING)

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3	GENERAL REVISIONS	JUNE 8/23
4	REVISED PER CITY REVIEW	MAR. 28/23
5	FOR SITE PLAN SUBMISSION	AUG. 31



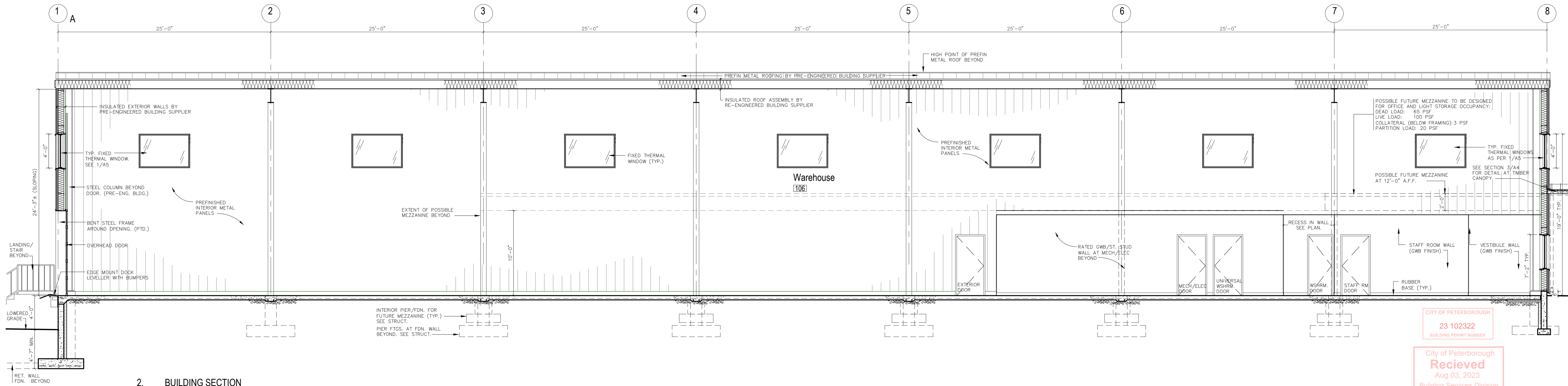
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ELEVATIONS

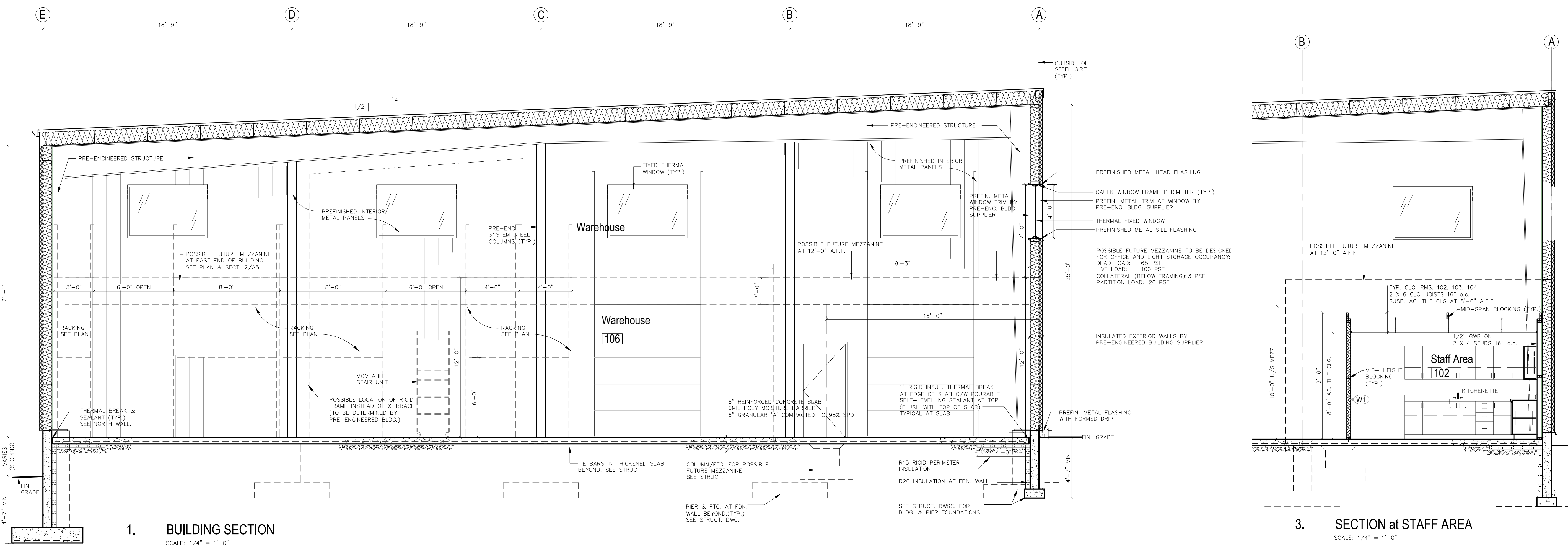
Scale	1/8" = 1'-0"
Date	JULY 25/23
Drawn	drs
Project Number	22-004

**A5**

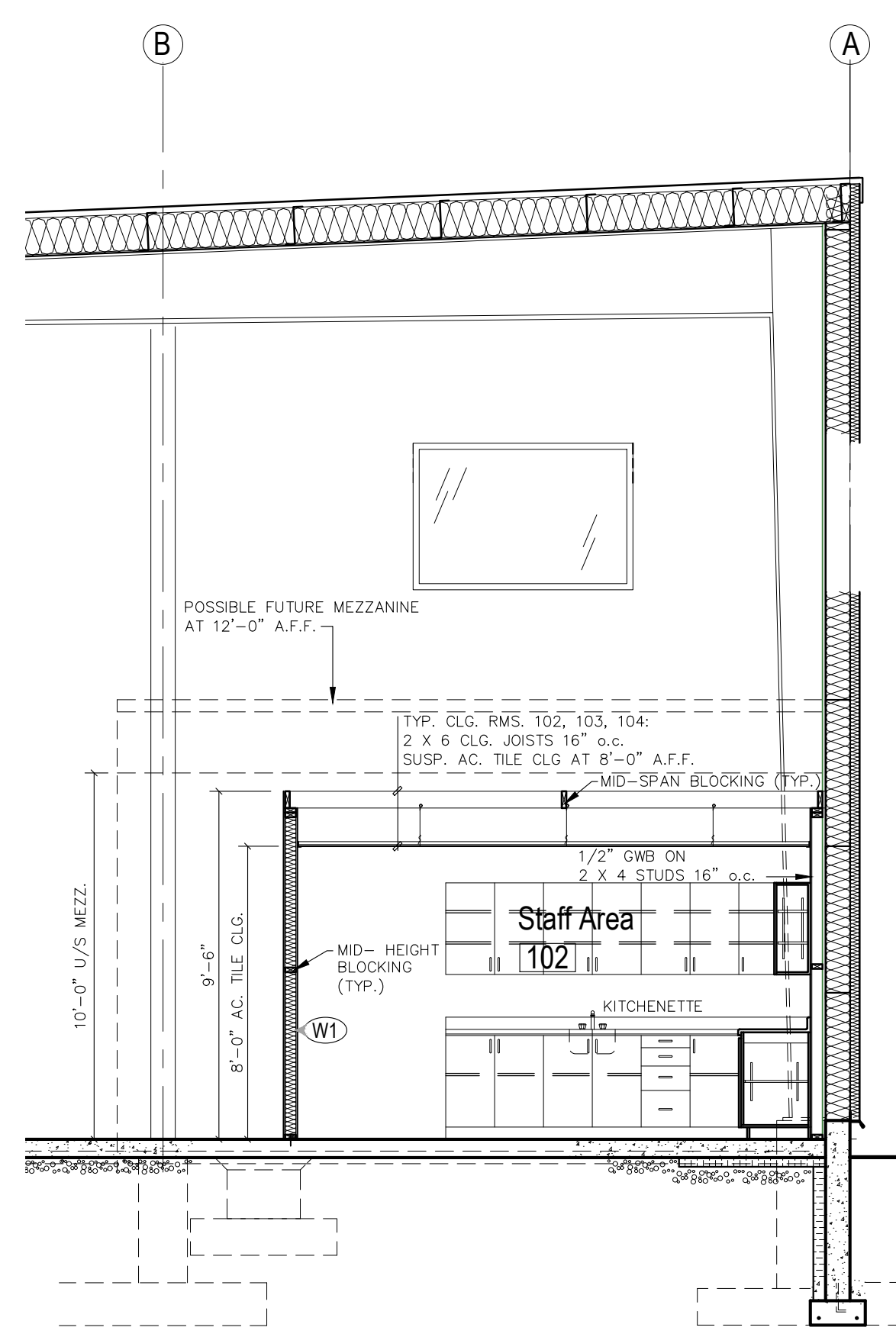


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 City of Peterborough  
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2. BUILDING SECTION  
 SCALE: 3/16" = 1'-0"

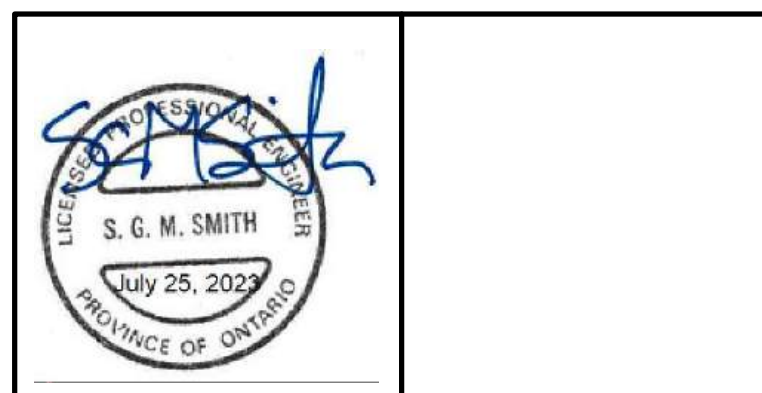


1. BUILDING SECTION  
 SCALE: 1/4" = 1'-0"



3. SECTION at STAFF AREA  
 SCALE: 1/4" = 1'-0"

No.	Issued / Revision	Date
4	FOR FOUNDATION PERMIT	JULY 26/23
3	GENERAL REVISIONS	JUNE 8/23
2	REVISED PER CITY REVIEW	MAR. 28/23
1	FOR PRE-CONSULTATION MTG.	MAY 30/22



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**BUILDING SECTIONS**

Scale	As Noted	A6
Date	JULY 25/23	
Drawn	drs	
Project Number	22-004	

# **TAB 5**



---

## The Corporation of the City of Peterborough

### By-Law Number 24-081

Being a By-law to establish City-wide development charges for the City of Peterborough

---

**Whereas** subsection 2(1) of the **Development Charges Act, 1997**, c. 27 (hereinafter called "the Act"), as amended, provides that the Council of a municipality may by by-law impose development charges against land to pay for increased capital costs required because of increased needs for services arising from the development of the area to which the by-law applies;

**And whereas** the Council of The Corporation of the City of Peterborough ("City of Peterborough") has given Notice in accordance with Section 12 of the **Development Charges Act, 1997**, of its intention to pass a by-law under Section 2 of the said Act;

**And whereas** the Council of the City of Peterborough has heard all persons who applied to be heard no matter whether in objection to, or in support of, the development charge proposal at a public meeting held on October 7, 2024;

**And whereas** the Council of the City of Peterborough had before it a report entitled Development Charges Background Study dated September 6, 2024, (the "Study") prepared by Hemson Consulting Ltd., wherein it is indicated that the development of any land within the City of Peterborough will increase the need for services as defined herein;

**And whereas** copies of the Study were made available on September 6, 2024 and copies of the proposed development charges by-law were made available on September 23, 2024 to the public in accordance with Section 12 of the Act;

**And whereas** by resolution adopted by Council of The Corporation of City of Peterborough on December 2, 2024 Council determined that the increase in the need for services attributable to the anticipated development as contemplated in the Study, including any capital costs, will be met by updating the capital budget and forecast for the City, where appropriate.

**And whereas** by Resolution adopted by Council on December 2, 2024, Council approved the Study and determined that no further public meetings were required under Section 12 of the Act;

**And whereas** by resolution adopted by Council of The Corporation of the City of Peterborough on December 2, 2024, Council determined that the future excess capacity identified in the Study, shall be paid for by the development charges contemplated in the said Study, or other similar charges;

**And whereas** the Council of the City of Peterborough has given consideration of the use of more than one development charge by-law to reflect different needs for services in different areas, also known as area rating or area specific DCs, and has determined that for the services, and associated infrastructure proposed to be funded by DCs under this by-law, that it is fair and reasonable that the charges be calculated on a municipal-wide uniform basis;

**And whereas** the Study includes an Asset Management Plan that deals with all assets whose capital costs are intended to be funded under the development charge by-law and that such assets are considered to be financially sustainable over their full life cycle.

**And whereas** the Council of the City of Peterborough approves the planned level of service for Transit services, as identified in the Study, which has been estimated in accordance with the requirements of the Development Charges Act, 1997 and Ontario Regulation 82/98.

**Now therefore**, The Corporation of the City of Peterborough by the Council thereof hereby enacts as follows:

### Definitions

1. In this By-law,

“Act” means the **Development Charges Act**, 1997, S.O. 1997, c.27;

“agricultural use” means lands, buildings, or structures, excluding any portion thereof used as a dwelling unit or for a commercial use, used or designed or intended for use for the purpose of a bona fide farming operation including, but not limited to, animal husbandry, dairying, livestock, fallow, field crops, removal of sod, forestry, fruit farming, greenhouses, horticulture, market gardening, pasturage, poultry keeping, and equestrian facilities and excludes a Cannabis Production Facilities;

"apartment building" means a residential building or the residential portion of a mixed-use building consisting of more than 3 dwelling units, which dwelling units have a common entrance to grade, but does not include a triplex, duplex, or townhouse. Notwithstanding the forgoing an “apartment building” includes a Stacked Townhouse;

“Board of Education” has the same meaning as specified in the **Education Act**, or any successor legislation;

"cannabis production facilities" means a building, or part thereof, designed, used, or intended to be used for one or more of the following: growing, production, processing, harvesting, testing, alteration, destruction, storage, packaging, shipment, or distribution of cannabis where a license, permit or authorization has been issued under applicable federal law and does include, but is not limited to such buildings as a greenhouse and agricultural building associated with the use. It does not include a building or part thereof solely designed, used, or intended to be used for retail sales of cannabis;

“building floor area” means in the case of a non-residential building or structure or the non-residential portion of a mixed-use building or structure, the aggregate of the areas of each floor, whether above or below grade, measured between the exterior faces of the exterior walls of the building or structure or pliable membrane in the case of an air supported structure, or from the centre line of a common wall separating a non-residential and a residential use, and, for the purposes of this definition, the non-residential portion of a mixed-use building is deemed to include one-half of any area common to the residential and non-residential portions of such mixed-use building or structure;

“City” means The Corporation of the City of Peterborough;

“development” means the construction, erection, or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of increasing the size or usability thereof or any development requiring any of the actions described in section 7 and

includes redevelopment such as the conversion of the use of a building or structure to another use.

“development charge” means a charge imposed pursuant to this By-law;

“duplex” means a building comprising, by horizontal division, two dwelling units on one parcel of land;

“dwelling unit” means one or more rooms used, designed, or intended to be used by one person or persons living together, in which full or partial culinary facilities and sanitary facilities are provided for the exclusive use of such person or persons;

"grade" means the average level of finished ground adjoining a building at all exterior walls;

"existing industrial building" means a building used for or in connection with:

- (a) manufacturing, producing, processing, storing, or distributing something;
- (b) research or development in connection with manufacturing, producing, or processing something;
- (c) retail sales by a manufacturer, producer, or processor of something they manufactured, produced, or processed, if the retail sales are at the site where the manufacturing, production or processing takes place; or
- (d) office or administrative purposes if they are:
  - (i) carried out with respect to manufacturing, producing, processing, storage or distributing or something, and in or attached to the building or structure used for that manufacturing, producing, processing, storage, or distribution;
  - (ii) in or attached to the building or structure used for that manufacturing, producing, processing, storage, or distribution;

“gross floor area” means the total floor area, measured between the outside of exterior walls or between the outside of exterior walls and the centre line of party walls dividing the building from another building, of all floors above the average level of finished ground adjoining the building at its exterior and has the same meaning as that which is contained in O. Reg. 82/98 made under the Act;

“group home” means a Dwelling Unit housing three (3) to ten (10) persons, exclusive of staff, who, by reason of their emotional, mental, social, or physical condition or legal status require a group living arrangement for their well-being, and who live under responsible supervision, with the group home licensed or approved for funding under Provincial statutes;

"hospital" means land, buildings or structures used, or designed or intended for use as defined in the Public Hospitals Act, R.S.O. 1990, c.P.40 as amended;

“institutional uses” means lands, building or structures used or designed or intended for use by a non-profit organized body, society or religious group for promoting a public and non-profit purpose, and would include a hospice and office uses where such uses are accessory to an institutional use;

“institutional development” for the purposes of determining when a development charge is payable, has the same meaning as that which is contained in O.Reg. 82/98 made under the Act, means development of a building or structure intended for use,

- (a) as a long-term care home within the meaning of subsection 2 (1) of the Fixing Long-Term Care Act, 2021;
- (b) as a retirement home within the meaning of subsection 2 (1) of the Retirement Homes Act, 2010;
- (c) by any of the following post-secondary institutions for the objects of the institution:
  - (i) a university in Ontario that receives direct, regular and ongoing operating funding from the Government of Ontario,
  - (ii) a college or university federated or affiliated with a university described in subclause (i), or
  - (iii) an Indigenous Institute prescribed for the purposes of section 6 of the Indigenous Institutes Act, 2017;
- (d) as a memorial home, clubhouse or athletic grounds by an Ontario branch of the Royal Canadian Legion; or
- (e) as a hospice to provide end of life care.

“local board” means a local board as defined in the **Development Charges Act, 1997**;

“mixed-use” means land, buildings or structures used, or designed or intended for use, for a combination of non-residential and residential uses;

"non-residential" means designed, adapted, or used for any purpose other than a dwelling unit or dwelling units, or accessory uses or spaces to a dwelling or dwellings; and includes commercial, industrial, and institutional uses including a long-term care home within the meaning of subsection 2 (1) of the Fixing Long-Term Care Act, 2021 and excludes an agricultural use;

“owner” means the owner of land or a person who has made application for an approval for the development of land upon which a development charge is imposed;

“place of worship” means that part of a building or structure that is exempt from taxation as a place of worship under the **Assessment Act**, as amended, or any successor legislation;

“plex” means a duplex, a semi-detached duplex, a triplex or a semi-detached triplex;

"Redevelopment" means the construction, erection or placing of one or more buildings or structures on land where all or part of a building or structure has previously been demolished on such land, or changing the use of a building or structure from residential to non-residential or from non-residential to residential;

“rental housing development" means development of a building or structure with four or more Dwelling Units all of which are intended for use as rented residential premises;

“Residential A building” means a building, or portion thereof containing one or two dwelling units;

“Residential B building” means a building, or portion thereof containing more than two dwelling units, other than a Residential C building;

“Residential C building” means an apartment building;

"residential use" means lands, buildings or structures used, or designed or intended for use as a home or residence of one or more individuals, and shall include, but is not limited to, a single detached dwelling, a semi-detached dwelling, a townhouse, a plex, a stacked townhouse, an apartment building, a group home, a rooming/lodging house, a mobile home, a retirement residence and a residential dwelling unit accessory to a non-residential use;

"retirement residence" means a residential building or the residential portion of a mixed-use building which provides accommodation for persons of retirement age, where common facilities for the preparation and consumption of food are provided for the residents of the building, and where each unit or living accommodation has separate sanitary facilities, full or less than full culinary facilities and a separate entrance from a common hall or public corridor;

"retirement residence unit" means a unit within a retirement residence;

"semi-detached building" means a building on two parcels of land, divided vertically (above or below ground) along the common lot line of the two parcels and comprising at least 1 dwelling unit and not more than 3 dwelling units on each parcel;

"services" means services designated in this By-law including Schedule A to this By-law or in an agreement under section 44 of the Act, or both;

"single detached dwelling" means a residential building which contains only a single dwelling unit, and which is not attached to other buildings;

"stacked townhouse" means a building, other than a plex, townhouse or apartment building, containing at least three (3) dwelling units, being separated from the other vertically and/or horizontally, each dwelling unit having an entrance to grade or where the entrance is shared with no more than two (2) other units at grade.

"temporary building or structure" means a building or structure constructed or erected or placed on land for a continuous period not exceeding eight months, or an addition or alteration to a building or structure that has the effect of increasing the total floor area thereof for a continuous period not exceeding eight months;

"townhouse or rowhouse" means a building, other than a plex, stacked townhouse or apartment building, containing at least three (3) dwelling units, each dwelling unit separated vertically from the other by a party wall and each dwelling unit having a separate entrance to grade;

"triplex" means a building comprising 3 dwelling units.

## Rules

2. For the purpose of complying with section 6 of the Act:
  - (a) the area to which this By-law applies shall be the area described in section 3 of this By-law;
  - (b) the rules developed under paragraph 9 of subsection 5(1) of the Act for determining if a development charge is payable in any particular case and for determining the amount of the charge shall be as set forth in sections 4 through 18, inclusive, of this By-law;
  - (c) the exemptions provided for by such rules shall be the exemptions set forth in sections 19 through 21, inclusive of this By-law, the indexing of charges shall be in accordance with section 16 of this By-law and the phasing in of charges shall be in accordance with subsection 17 of this By-law; and

- (d) the redevelopment of land shall be in accordance with the rules set forth in section 22 of this By-law.

#### Lands Affected

- 3. (a) This By-law applies to all lands in the geographic area of the City.
- (b) This By-law shall not apply to lands, which are owned by, or used for the purposes of:
  - (i) the City or a local board thereof;
  - (ii) a board of education.
- (c) The development of land within the City may be subject to one or more development charges by-laws of the City.

#### Designation of Services

- 4. It is hereby declared by Council that all development of land within the City will increase the need for services.
- 5. The development charge applicable to a development as determined under this By-law shall apply without regard to the services required or used by an individual development.
- 6. Development charges shall be imposed for the following categories of services listed in Schedule A to pay for the increased capital costs required because of increased needs for services arising from development.

#### Approvals for Development

- 7. Development charges shall be imposed against all lands, buildings, or structures within the area to which this By-law applies if the development of such lands, buildings or structures requires any of the following approvals:
  - (a) the passing of a zoning by-law or of an amendment thereto under section 34 of the **Planning Act**;
  - (b) the approval of a minor variance under section 45 of the **Planning Act**;
  - (c) a conveyance of land to which a by-law passed under subsection 50(7) of the **Planning Act** applies;
  - (d) the approval of a plan of subdivision under section 51 of the **Planning Act**;
  - (e) a consent under section 53 of the **Planning Act**;
  - (f) the approval of a description under section 50 of the **Condominium Act**;  
or
  - (g) the issuing of a permit under the Building Code Act, 1992 in relation to a building or structure.
- 8. No more than one development charge for each service designated in section 6 shall be imposed upon any lands, buildings or structures to which this By-law applies even though two or more of the actions described in section 7 are required before the lands, buildings or structure can be developed.
- 9. Notwithstanding section 8, if two or more of the actions described in section 7

occur at different times, additional development charges shall be imposed in respect of any increased or additional development permitted by such actions.

10. Where a development requires an approval described in section 7 after the issuance of a building permit and no development charge has been paid, then the development charge shall be paid prior to the granting of the approval required under section 7.
11. If a development does not require a building permit but does require one or more of the approvals described in section 7, then the development charge shall nonetheless be payable in respect of any increased or additional development permitted by such approval.
12. Nothing in this By-law prevents Council from requiring, as a condition of an agreement under sections 51 or 53 of the **Planning Act**, that the owner, at his or her own expense, install such local services related to a plan of subdivision or within the area to which the plan relates, as Council may require, or that the owner pay for local connections to storm drainage facilities installed at the owner's expense, or administrative, processing, or inspection fees.

#### Calculation of Development Charges

13. The development charge with respect to the use of any land, buildings or structures shall be calculated as follows:
  - (a) in the case of residential development, or the residential portion of a mixed-use development, based upon the number and type of dwelling units; or
  - (b) in the case of non-residential development, or the non-residential portion of a mixed-use development, based upon the building floor area of such development.

#### Amount of Charge - Residential

14. The development charges described in Schedule B to this By-law shall be imposed on residential uses of lands, buildings or structures, including a dwelling unit accessory to a non-residential use and, in the case of a mixed-use building or structure, on the residential component of the mixed-use building or structure, according to the type of residential use.

#### Amount of Charge - Non-Residential

15. The development charges described in Schedule C to this By-law shall be imposed on non-residential uses of lands, buildings or structures and, in the case of a mixed-use building or structure, on the non-residential components of the mixed-use building or structure, and calculated with respect to each of the services according to the building floor area of the non-residential use.

#### Indexing of Development Charges

16.
  - (a) The development charges set out in Schedules B and C hereto shall be adjusted annually by the City Treasurer, on January 1 of each year, beginning on January 1, 2026.
  - (b) The adjustment to development charges on January 1, 2026, shall be based on the most recent two-year change in the Statistics Canada Quarterly, Construction Price Statistics.
  - (c) Starting January 1, 2027, and annually thereafter, adjustments shall be made in accordance with the most recent annual change in the Statistics Canada Quarterly, Construction Price Statistics.

- (d) These adjustments shall be implemented without requiring an amendment to this By-law.

#### Phasing, Timing of Calculation and Payment

- 17. (a) Except as provided in subsection (b) hereof, the development charges set out in this By-law are payable, in full, subject to the exemptions and credits provided herein, from the effective date of this By-law.
- (b) Development charges in respect of industrial uses of lands, buildings or structures shall not be payable during the term of this By-law for only those lands identified in Schedule D.
- (c) Subject to section 22 (with respect to redevelopment) and subsection (d), the development charges shall be calculated as of, and shall be payable, on the date the first building permit is issued in relation to a building or structure on land to which the development charge applies.
- (d) Notwithstanding subsection (c), pursuant to section 27 of the Act, the City may enter into an agreement with a person required to pay a charge pursuant to this By-law, including the provision of security for the person's obligations under such agreement, providing for all or part of the development charge to be paid before or after it otherwise would be payable. The terms of such agreement shall then prevail over the provisions of this By-law.
- (e) Where a development charge or any part of it remains unpaid after it is payable, the amount unpaid shall be added to the tax roll and shall be collected in the same manner as taxes.
- (f) Despite subsection 17(a), a development charge in respect of any part of a development that consists of a type of development set out in subsection 26.1 (2) of the Act is payable in accordance with subsection 26.1 of the Act.

#### Payment by Services

- 18. The City may, in an agreement pursuant to Section 38 of the Act, permit an owner to provide services in lieu of the payment of all or any portion of a development charge. The City shall give the owner who performed the work a credit towards the development charge in accordance with the agreement, subject to the requirements of the Act.

#### Rules with Respect to Exemptions for Intensification of Existing Housing, Discounts for Rental Housing Developments and Industrial Enlargement Exemptions

- 19. (a) No development charge shall be imposed when an existing Dwelling Unit is enlarged.
- (b) Where required by sections 2(3), 2(3.1), 2(3.2) or 2(3.3) of the Act, no development charge shall be imposed for the intensification of existing rental residential buildings, or the creation of additional dwelling units in new or existing residential buildings.
- (c) Where required by section 26(1.1) of the Act, development charges payable for Rental Housing Developments, where all of the Dwelling Units are intended to be used as rented residential premises, shall be reduced based on the number of bedrooms in each Dwelling Unit as follows:
  - (i) 3 or more bedrooms – 25% reduction;

- (ii) 2 bedrooms – 20% reduction; and
  - (iii) All other quantities of bedrooms – 15% reduction
- (d) Exemption for industrial development enlargement
- (i) If a development includes the enlargement of the gross floor area of an existing industrial building, the amount of the development charge that is payable in respect of the enlargement is determined in accordance with this section. 1997, c. 27, s. 4 (1).

Enlargement 50 per cent or less

- (ii) If the gross floor area is enlarged by 50 per cent or less, the amount of the development charge in respect of the enlargement is zero. 1997, c. 27, s. 4 (2).

Enlargement more than 50 per cent

- (iii) If the gross floor area is enlarged by more than 50 per cent the amount of the development charge in respect of the enlargement is the amount of the development charge that would otherwise be payable multiplied by the fraction determined as follows:
  1. Determine the amount by which the enlargement exceeds 50 per cent of the gross floor area before the enlargement.
  2. Divide the amount determined under paragraph 1 by the amount of the enlargement. 1997, c. 27, s. 4 (3).

Categories of Exempt Uses

20. Notwithstanding the provisions of this By-law, development charges shall not be imposed with respect to:
- (a) buildings or structures used as hospitals governed by the Public Hospitals Act, R.S.O. 1990, c.P.40;
  - (b) a place of worship, or a cemetery or burial ground;
  - (c) buildings or structures owned by and used for the purposes of a college of applied arts and technology established pursuant to the Ministry of Colleges and Universities Act, R.S.O. 1990, c. M.19; and
  - (d) buildings or structures owned by and used for the purposes of a university established by an Act of the Legislative Assembly of Ontario;
  - (e) a non-residential agricultural buildings or structures that are owned by and are used for the purposes of a bona fide farming operation.
  - (f) affordable housing as defined by subsection 4.1 (1) of the Act;
  - (g) attainable housing as defined by subsection 4.1 (1) of the Act;
  - (h) non-profit housing as defined by subsection 4.2 (1) of the Act;
  - (i) lands, buildings or structures located within the Downtown Core Area Designation of the Central Area, as depicted on Schedule C of the Official Plan of the City;
  - (j) the redevelopment of any building or structure, which is located within the Central Area, as depicted on Schedule C of the Official Plan of the City, and which exists as of January 1, 2005;
  - (k) creating a minimum of fifteen apartment dwelling units, which are located within the Central Area as depicted in the Official Plan of the City;

- (l) mixed-used development located within the Central Area, as depicted in the Official Plan of the City, that contains a minimum of 15 apartment units and a minimum of 1,000 square metres of commercial building floor area will be exempt from the payment of development charges based on the following rules:
  - (i) The first 15 apartment units and the first 1,000 square metres of commercial building floor area will be exempt;
  - (ii) Each additional apartment unit, beyond the first 15 units will be eligible for exemption; and
  - (iii) Each additional 67 square metres of commercial building floor area beyond the initial 1,000 square metres must be matched with a residential unit to be eligible for exemption.
- (m) The provisions set out in section 20(i), 20(j), 20(k) and 20(l) shall expire on December 31, 2026.

#### Temporary Buildings or Structures

- 21. (a) Temporary buildings or structures shall be exempt from the provisions of this By-law.
- (b) In the event that a temporary building or structure continues to exist for a continuous period exceeding eight (8) months, it shall be deemed not to be nor ever to have been a temporary building or structure, and the development charges required to be paid under this By-law shall be calculated and payable on the date that the building or structure is deemed not to be temporary.
- (c) Prior to the City issuing a building permit for a temporary building or structure, the City may require an owner to enter into an agreement, including the provision of security for the owners obligation under the agreement, pursuant to section 27 of the Act, providing for all or part of the development charge required by this section to be paid after it would otherwise be payable. The terms of such agreement shall then prevail over the provisions of this By-law.

#### Rules with Respect to the Redevelopment of Land

- 22. (a) Where there is a redevelopment of land on which there is a conversion of space proposed, or on which there was formerly erected a building or structure that has been demolished and, in the case of demolition upon proof of issuance of a demolition permit for the land being provided, a credit shall be allowed against the development charge otherwise payable by the owner pursuant to this By-law for the portion of the previous building or structure still in existence that is being converted or for the portion of the building or structure that has been demolished, as the case may be, calculated by multiplying the number and type of dwelling units being converted or demolished, or the non-residential building floor area being converted or demolished, by the development charge shown in Schedule B or C, on the date when the development charge is payable in accordance with this By-law.
- (b) A credit in respect of any demolition under this section shall not be given unless a building permit has been issued or a subdivision agreement has been entered into with the City for the development within five (5) years from the date the demolition permit was issued.

- (c) The amount of any credit hereunder shall not exceed, in total, the amount of the development charges otherwise payable with respect to the development.
- (d) The onus is on the applicant to produce evidence to the satisfaction of the City, acting reasonably, which establishes that the applicant is entitled to the reduction in the payment of development charges claimed under this section.

### Interest

23. The City shall pay interest on a refund under subsection 18(3), 18(5), or 25(2) of the Act, shall be the Bank of Canada rate on the date this By-law comes into force updated on the first business day of every January, April, July and October.

### Schedules

24. The following Schedules to this By-law form an integral part of this By-law.

Schedule A	= Designated Services
Schedule B	= City-Wide Services - Uniform Residential Development Charges
Schedule C	= City-Wide Services - Uniform Non-Residential Development Charges
Schedule D	= List of Industrial Lands

### By-law Registration

25. A certified copy of this By-law may be registered in the Land Registry Office against title to any land to which this By-law applies.

### Date By-law Effective

26. This By-law comes into force and effect on January 1, 2025.

### Date By-law Expires

27. This By-law expires ten years after the date it becomes effective.

### Repeal and Transition Provision

28. By-law No. 19-095, to establish development charges for the City of Peterborough (City-Wide Non-Discounted Services Charge) as amended by By-law 22-061, and By-law No. 19-096, to establish development charges for the City of Peterborough (City-Wide Discounted Services Charge) as amended by By-law 22-062, are hereby repealed effective on the date this By-law comes into force and effect. Notwithstanding the preceding sentence, By-law No. 19-095 and By-law No. 19-096, each as amended, will continue to be in force and effect to the extent only of development charges that became payable under it prior to their repeal and that remain unpaid as at their repeal.

### Headings for Reference Only

29. The headings inserted in this By-law are for convenience of reference only and shall not affect the construction or interpretation of this By-law.

### Severability

30. If, for any reason, any provision, section, subsection or paragraph of this By-law is held invalid, it is hereby declared to be the intention of Council that all the remainder of this By-law shall continue in full force and effect until repealed, reenacted or amended, in whole or in part or dealt with in any other way.

By-law passed this 2nd day of December 2024.

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Jeff Leal, Mayor

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John Kennedy, City Clerk

**SCHEDULE A**  
**SERVICES**

- (a) Development-Related Studies;
- (b) Library Services;
- (c) Fire Services;
- (d) Police Services;
- (e) Emergency Medical Services;
- (f) Recreation;
- (g) Parks;
- (h) Transit Services;
- (i) Waste Management;
- (j) Long-Term Care
- (k) Services Related to a Highway; and
- (l) Sewage Services.

## SCHEDULE B

### CITY-WIDE SERVICES UNIFORM RESIDENTIAL DEVELOPMENT CHARGES

Service	Charge by Unit Type			Percentage of Charge
	Residential A Singles & Semis	Residential B Other Multiples	Residential C Apartments	
Development-Related Studies	\$579	\$419	\$359	1%
Library Services	\$1,224	\$886	\$759	2%
Fire Services	\$1,397	\$1,011	\$866	2%
Police Services	\$661	\$478	\$410	1%
Emergency Medical Services	\$230	\$167	\$143	0%
Recreation	\$10,195	\$7,378	\$6,324	14%
Parks	\$3,369	\$2,438	\$2,090	5%
Transit Services	\$3,658	\$2,648	\$2,269	5%
Waste Management	\$271	\$196	\$168	0%
Long-Term Care	\$655	\$474	\$406	1%
<b>Subtotal - General Services</b>	<b>\$22,239</b>	<b>\$16,095</b>	<b>\$13,794</b>	<b>31%</b>
Services Related To A Highway	\$37,410	\$27,074	\$23,206	53%
Sewage Services	\$11,304	\$8,181	\$7,012	16%
<b>Subtotal - Engineered Services</b>	<b>\$48,714</b>	<b>\$35,255</b>	<b>\$30,218</b>	<b>69%</b>
<b>TOTAL CHARGE PER UNIT</b>	<b>\$70,953</b>	<b>\$51,350</b>	<b>\$44,012</b>	<b>100%</b>

## SCHEDULE C

### CITY-WIDE SERVICES UNIFORM NON-RESIDENTIAL DEVELOPMENT CHARGES

Service	Non-Residential Charge per Square Metre	Percentage of Charge
Development-Related Studies	\$2.86	1%
Library Services	\$0.00	0%
Fire Services	\$6.87	3%
Police Services	\$3.25	1%
Emergency Medical Services	\$1.13	0%
Recreation	\$0.00	0%
Parks	\$0.00	0%
Transit Services	\$18.14	7%
Waste Management	\$1.33	0%
Long-Term Care	\$0.00	0%
<b>Subtotal - General Services</b>	<b>\$33.58</b>	<b>13%</b>
Services Related To A Highway	\$180.57	67%
Sewage Services	\$54.46	20%
<b>Subtotal - Engineered Services</b>	<b>\$235.03</b>	<b>87%</b>
<b>TOTAL CHARGE PER SQUARE METRE</b>	<b>\$268.61</b>	<b>100%</b>

## SCHEDULE D

### LIST OF INDUSTRIAL LANDS

Municipal Address	Legal Description
1820 Fisher Drive	Part of Lots 7 and 8, Concession 10, Geographic Township of North Monaghan, now in the City of Peterborough, being designated as Parts 1 and 2 on 45R-16416

# TAB 6



City of  
Peterborough

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## The Corporation of the City of Peterborough

### By-Law Number 25-100

Being a By-law to establish City-wide development charges for the City of Peterborough

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**Whereas** subsection 2(1) of the **Development Charges Act, 1997**, c. 27 (hereinafter called “the Act”), as amended, provides that the Council of a municipality may by by-law impose development charges against land to pay for increased capital costs required because of increased needs for services arising from the development of the area to which the by-law applies;

**And whereas** the Council of The Corporation of the City of Peterborough (“City of Peterborough”) has given Notice in accordance with Section 12 of the **Development Charges Act, 1997**, of its intention to pass a by-law under Section 2 of the said Act;

**And whereas** the Council of the City of Peterborough has heard all persons who applied to be heard no matter whether in objection to, or in support of, the development charge proposal at a public meeting held on August 5, 2025;

**And whereas** the Council of the City of Peterborough had before it a report entitled 2024 Amended Development Charges City-wide Background Study dated June, 2025 (the “Study”), prepared by Hemson Consulting Ltd., wherein it is indicated that the development of any land within the City of Peterborough will increase the need for services as defined herein;

**And whereas** copies of the Study were made available on June 11, 2025 and copies of the proposed development charges by-law were made available on July 21, 2025 to the public in accordance with Section 12 of the Act;

**And whereas** by resolution adopted by Council of The Corporation of City of Peterborough on September 3, 2025 Council determined that the increase in the need for services attributable to the anticipated development as contemplated in the Study, including any capital costs, will be met by updating the capital budget and forecast for the City, where appropriate.

**And whereas** by Resolution adopted by Council on September 3, 2025, Council approved the Study and determined that no further public meetings were required under Section 12 of the Act;

**And whereas** by resolution adopted by Council of The Corporation of the City of Peterborough on September 3, 2025, Council determined that the future excess capacity identified in the Study, shall be paid for by the development charges contemplated in the said Study, or other similar charges;

**And whereas** the Council of the City of Peterborough has given consideration of the use of more than one development charge by-law to reflect different needs for services in different areas, also known as area rating or area specific DCs, and has determined that for the services, and associated infrastructure proposed to be funded by DCs under this by-law, that it is fair and reasonable that the charges be calculated on a municipal-wide uniform basis;

**And whereas** the Study includes an Asset Management Plan that deals with all assets whose capital costs are intended to be funded under the development charge by-law and that such assets are considered to be financially sustainable over their full life cycle.

**And whereas** the Council of the City of Peterborough approves the planned level of service for Transit services, as identified in the Study, which has been estimated in accordance with the requirements of the Development Charges Act, 1997 and Ontario Regulation 82/98.

**Now therefore**, The Corporation of the City of Peterborough by the Council thereof hereby enacts as follows:

### Definitions

1. In this By-law,

“Act” means the **Development Charges Act**, 1997, S.O. 1997, c.27;

“agricultural use” means lands, buildings, or structures, excluding any portion thereof used as a dwelling unit or for a commercial use, used or designed or intended for use for the purpose of a bona fide farming operation including, but not limited to, animal husbandry, dairying, livestock, fallow, field crops, removal of sod, forestry, fruit farming, greenhouses, horticulture, market gardening, pasturage, poultry keeping, and equestrian facilities and excludes a Cannabis Production Facilities;

"apartment building" means a residential building or the residential portion of a mixed-use building consisting of more than 3 dwelling units, which dwelling units have a common entrance to grade, but does not include a triplex, duplex, or townhouse. Notwithstanding the forgoing an “apartment building” includes a Stacked Townhouse;

“Board of Education” has the same meaning as specified in the **Education Act**, or any successor legislation;

"cannabis production facilities" means a building, or part thereof, designed, used, or intended to be used for one or more of the following: growing, production, processing, harvesting, testing, alteration, destruction, storage, packaging, shipment, or distribution of cannabis where a license, permit or authorization has been issued under applicable federal law and does include, but is not limited to such buildings as a greenhouse and agricultural building associated with the use. It does not include a building or part thereof solely designed, used, or intended to be used for retail sales of cannabis;

“building floor area” means in the case of a non-residential building or structure or the non-residential portion of a mixed-use building or structure, the aggregate of the areas of each floor, whether above or below grade, measured between the exterior faces of the exterior walls of the building or structure or pliable membrane in the case of an air supported structure, or from the centre line of a common wall separating a non-residential and a residential use, and, for the purposes of this definition, the non-residential portion of a mixed-use building is deemed to include one-half of any area common to the residential and non-residential portions of such mixed-use building or structure;

“City” means The Corporation of the City of Peterborough;

“development” means the construction, erection, or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of increasing the size or usability thereof or any development requiring any of the actions described in section 7 and

includes redevelopment such as the conversion of the use of a building or structure to another use.

“development charge” means a charge imposed pursuant to this By-law;

“duplex” means a building comprising, by horizontal division, two dwelling units on one parcel of land;

“dwelling unit” means one or more rooms used, designed, or intended to be used by one person or persons living together, in which full or partial culinary facilities and sanitary facilities are provided for the exclusive use of such person or persons;

"grade" means the average level of finished ground adjoining a building at all exterior walls;

"existing industrial building" means a building used for or in connection with:

- (a) manufacturing, producing, processing, storing, or distributing something;
- (b) research or development in connection with manufacturing, producing, or processing something;
- (c) retail sales by a manufacturer, producer, or processor of something they manufactured, produced, or processed, if the retail sales are at the site where the manufacturing, production or processing takes place; or
- (d) office or administrative purposes if they are:
  - (i) carried out with respect to manufacturing, producing, processing, storage or distributing or something, and in or attached to the building or structure used for that manufacturing, producing, processing, storage, or distribution;
  - (ii) in or attached to the building or structure used for that manufacturing, producing, processing, storage, or distribution;

“gross floor area” means the total floor area, measured between the outside of exterior walls or between the outside of exterior walls and the centre line of party walls dividing the building from another building, of all floors above the average level of finished ground adjoining the building at its exterior and has the same meaning as that which is contained in O. Reg. 82/98 made under the Act;

“group home” means a Dwelling Unit housing three (3) to ten (10) persons, exclusive of staff, who, by reason of their emotional, mental, social, or physical condition or legal status require a group living arrangement for their well-being, and who live under responsible supervision, with the group home licensed or approved for funding under Provincial statutes;

"hospital" means land, buildings or structures used, or designed or intended for use as defined in the Public Hospitals Act, R.S.O. 1990, c.P.40 as amended;

“institutional uses” means lands, building or structures used or designed or intended for use by a non-profit organized body, society or religious group for promoting a public and non-profit purpose, and would include a hospice and office uses where such uses are accessory to an institutional use;

“institutional development” for the purposes of determining when a development charge is payable, has the same meaning as that which is contained in O.Reg. 82/98 made under the Act, means development of a building or structure intended for use,

- (a) as a long-term care home within the meaning of subsection 2 (1) of the Fixing Long-Term Care Act, 2021;
- (b) as a retirement home within the meaning of subsection 2 (1) of the Retirement Homes Act, 2010;
- (c) by any of the following post-secondary institutions for the objects of the institution:
  - (i) a university in Ontario that receives direct, regular and ongoing operating funding from the Government of Ontario,
  - (ii) a college or university federated or affiliated with a university described in subclause (i), or
  - (iii) an Indigenous Institute prescribed for the purposes of section 6 of the Indigenous Institutes Act, 2017;
- (d) as a memorial home, clubhouse or athletic grounds by an Ontario branch of the Royal Canadian Legion; or
- (e) as a hospice to provide end of life care.

“local board” means a local board as defined in the **Development Charges Act, 1997**;

“mixed-use” means land, buildings or structures used, or designed or intended for use, for a combination of non-residential and residential uses;

"non-residential" means designed, adapted, or used for any purpose other than a dwelling unit or dwelling units, or accessory uses or spaces to a dwelling or dwellings; and includes commercial, industrial, and institutional uses including a long-term care home within the meaning of subsection 2 (1) of the Fixing Long-Term Care Act, 2021 and excludes an agricultural use;

“owner” means the owner of land or a person who has made application for an approval for the development of land upon which a development charge is imposed;

“place of worship” means that part of a building or structure that is exempt from taxation as a place of worship under the **Assessment Act**, as amended, or any successor legislation;

“plex” means a duplex, a semi-detached duplex, a triplex or a semi-detached triplex;

"Redevelopment" means the construction, erection or placing of one or more buildings or structures on land where all or part of a building or structure has previously been demolished on such land, or changing the use of a building or structure from residential to non-residential or from non-residential to residential;

“rental housing development" means development of a building or structure with four or more Dwelling Units all of which are intended for use as rented residential premises;

“Residential A building” means a building, or portion thereof containing one or two dwelling units;

“Residential B building” means a building, or portion thereof containing more than two dwelling units, other than a Residential C building;

“Residential C building” means an apartment building;

"residential use" means lands, buildings or structures used, or designed or intended for use as a home or residence of one or more individuals, and shall include, but is not limited to, a single detached dwelling, a semi-detached dwelling, a townhouse, a plex, a stacked townhouse, an apartment building, a group home, a rooming/lodging house, a mobile home, a retirement residence and a residential dwelling unit accessory to a non-residential use;

"retirement residence" means a residential building or the residential portion of a mixed-use building which provides accommodation for persons of retirement age, where common facilities for the preparation and consumption of food are provided for the residents of the building, and where each unit or living accommodation has separate sanitary facilities, full or less than full culinary facilities and a separate entrance from a common hall or public corridor;

"retirement residence unit" means a unit within a retirement residence;

"semi-detached building" means a building on two parcels of land, divided vertically (above or below ground) along the common lot line of the two parcels and comprising at least 1 dwelling unit and not more than 3 dwelling units on each parcel;

"services" means services designated in this By-law including Schedule A to this By-law or in an agreement under section 44 of the Act, or both;

"single detached dwelling" means a residential building which contains only a single dwelling unit, and which is not attached to other buildings;

"stacked townhouse" means a building, other than a plex, townhouse or apartment building, containing at least three (3) dwelling units, being separated from the other vertically and/or horizontally, each dwelling unit having an entrance to grade or where the entrance is shared with no more than two (2) other units at grade.

"temporary building or structure" means a building or structure constructed or erected or placed on land for a continuous period not exceeding eight months, or an addition or alteration to a building or structure that has the effect of increasing the total floor area thereof for a continuous period not exceeding eight months;

"townhouse or rowhouse" means a building, other than a plex, stacked townhouse or apartment building, containing at least three (3) dwelling units, each dwelling unit separated vertically from the other by a party wall and each dwelling unit having a separate entrance to grade;

"triplex" means a building comprising 3 dwelling units.

## Rules

2. For the purpose of complying with section 6 of the Act:
  - (a) the area to which this By-law applies shall be the area described in section 3 of this By-law;
  - (b) the rules developed under paragraph 9 of subsection 5(1) of the Act for determining if a development charge is payable in any particular case and for determining the amount of the charge shall be as set forth in sections 4 through 18, inclusive, of this By-law;
  - (c) the exemptions provided for by such rules shall be the exemptions set forth in sections 19 through 21, inclusive of this By-law, the indexing of charges shall be in accordance with section 16 of this By-law and the phasing in of charges shall be in accordance with subsection 17 of this By-law; and

- (d) the redevelopment of land shall be in accordance with the rules set forth in section 22 of this By-law.

#### Lands Affected

- 3. (a) This By-law applies to all lands in the geographic area of the City.
- (b) This By-law shall not apply to lands, which are owned by, or used for the purposes of:
  - (i) the City or a local board thereof;
  - (ii) a board of education.
- (c) The development of land within the City may be subject to one or more development charges by-laws of the City.

#### Designation of Services

- 4. It is hereby declared by Council that all development of land within the City will increase the need for services.
- 5. The development charge applicable to a development as determined under this By-law shall apply without regard to the services required or used by an individual development.
- 6. Development charges shall be imposed for the following categories of services listed in Schedule A to pay for the increased capital costs required because of increased needs for services arising from development.

#### Approvals for Development

- 7. Development charges shall be imposed against all lands, buildings, or structures within the area to which this By-law applies if the development of such lands, buildings or structures requires any of the following approvals:
  - (a) the passing of a zoning by-law or of an amendment thereto under section 34 of the **Planning Act**;
  - (b) the approval of a minor variance under section 45 of the **Planning Act**;
  - (c) a conveyance of land to which a by-law passed under subsection 50(7) of the **Planning Act** applies;
  - (d) the approval of a plan of subdivision under section 51 of the **Planning Act**;
  - (e) a consent under section 53 of the **Planning Act**;
  - (f) the approval of a description under section 50 of the **Condominium Act**;  
or
  - (g) the issuing of a permit under the Building Code Act, 1992 in relation to a building or structure.
- 8. No more than one development charge for each service designated in section 6 shall be imposed upon any lands, buildings or structures to which this By-law applies even though two or more of the actions described in section 7 are required before the lands, buildings or structure can be developed.
- 9. Notwithstanding section 8, if two or more of the actions described in section 7

occur at different times, additional development charges shall be imposed in respect of any increased or additional development permitted by such actions.

10. Where a development requires an approval described in section 7 after the issuance of a building permit and no development charge has been paid, then the development charge shall be paid prior to the granting of the approval required under section 7.
11. If a development does not require a building permit but does require one or more of the approvals described in section 7, then the development charge shall nonetheless be payable in respect of any increased or additional development permitted by such approval.
12. Nothing in this By-law prevents Council from requiring, as a condition of an agreement under sections 51 or 53 of the **Planning Act**, that the owner, at his or her own expense, install such local services related to a plan of subdivision or within the area to which the plan relates, as Council may require, or that the owner pay for local connections to storm drainage facilities installed at the owner's expense, or administrative, processing, or inspection fees.

#### Calculation of Development Charges

13. The development charge with respect to the use of any land, buildings or structures shall be calculated as follows:
  - (a) in the case of residential development, or the residential portion of a mixed-use development, based upon the number and type of dwelling units; or
  - (b) in the case of non-residential development, or the non-residential portion of a mixed-use development, based upon the building floor area of such development.

#### Amount of Charge - Residential

14. The development charges described in Schedule B to this By-law shall be imposed on residential uses of lands, buildings or structures, including a dwelling unit accessory to a non-residential use and, in the case of a mixed-use building or structure, on the residential component of the mixed-use building or structure, according to the type of residential use.

#### Amount of Charge - Non-Residential

15. The development charges described in Schedule C to this By-law shall be imposed on non-residential uses of lands, buildings or structures and, in the case of a mixed-use building or structure, on the non-residential components of the mixed-use building or structure, and calculated with respect to each of the services according to the building floor area of the non-residential use.

#### Indexing of Development Charges

16. (a) The development charges set out in Schedules B and C hereto shall be adjusted annually by the City Treasurer, on January 1 of each year, beginning on January 1, 2031 and made in accordance with the most recent annual change in the Statistics Canada Quarterly, Construction Price Statistics.
  - (b) These adjustments shall be implemented without requiring an amendment to this By-law.

#### Phasing, Timing of Calculation and Payment

17. (a) Except as provided in subsection (b) hereof, the development charges set out in this By-law are payable, in full, subject to the exemptions and credits provided herein, from the effective date of this By-law.
- (b) Development charges in respect of industrial uses of lands, buildings or structures shall not be payable during the term of this By-law for only those lands identified in Schedule D.
- (c) Subject to section 22 (with respect to redevelopment) and subsection (d), the development charges shall be calculated as of, and shall be payable, on the date the first building permit is issued in relation to a building or structure on land to which the development charge applies.
- (d) Notwithstanding subsection (c), pursuant to section 27 of the Act, the City may enter into an agreement with a person required to pay a charge pursuant to this By-law, including the provision of security for the person's obligations under such agreement, providing for all or part of the development charge to be paid before or after it otherwise would be payable. The terms of such agreement shall then prevail over the provisions of this By-law.
- (e) The Mayor and City Clerk are authorized to execute agreements pursuant to section 27 of the Act, and do such things as necessary to give effect to the phasing, timing of calculation and payment of charges pursuant to this by-law and/or associated legislation on terms acceptable to the Commissioner of Infrastructure, Planning & Growth Management or the Commissioner of Community Services and in forms acceptable to the City Solicitor.
- (f) Where a development charge or any part of it remains unpaid after it is payable, the amount unpaid shall be added to the tax roll and shall be collected in the same manner as taxes.
- (g) Despite subsection 17(a), a development charge in respect of any part of a development that consists of a type of development set out in subsection 26.1 (2) of the Act is payable in accordance with subsection 26.1 of the Act.

#### Payment by Services

18. The City may, in an agreement pursuant to Section 38 of the Act, permit an owner to provide services in lieu of the payment of all or any portion of a development charge. The City shall give the owner who performed the work a credit towards the development charge in accordance with the agreement, subject to the requirements of the Act.

#### Rules with Respect to Exemptions for Intensification of Existing Housing, Discounts for Rental Housing Developments and Industrial Enlargement Exemptions

19. (a) No development charge shall be imposed when an existing Dwelling Unit is enlarged.
- (b) Where required by sections 2(3), 2(3.2) or 2(3.3) of the Act, no development charge shall be imposed for the intensification of existing rental residential buildings, or the creation of additional residential units in new or existing residential buildings.
- (c) Where required by section 2(3.1) of the Act, no development charge shall be imposed for the creation of an additional residential unit in an existing rental residential building with four or more units for the greater of:
  - (i) One residential unit; or

- (ii) One percent of the existing residential units.
- (d) Where required by section 26.2(1.1) of the Act, development charges payable for Rental Housing Developments, where all of the Dwelling Units are intended to be used as rented residential premises, shall be reduced based on the number of bedrooms in each Dwelling Unit as follows:
  - (i) 3 or more bedrooms – 25% reduction;
  - (ii) 2 bedrooms – 20% reduction; and
  - (iii) All other quantities of bedrooms – 15% reduction
- (e) Exemption for industrial development enlargement
  - (i) If a development includes the enlargement of the gross floor area of an existing industrial building, the amount of the development charge that is payable in respect of the enlargement is determined in accordance with this section. 1997, c. 27, s. 4 (1).

Enlargement 50 per cent or less

- (ii) If the gross floor area is enlarged by 50 per cent or less, the amount of the development charge in respect of the enlargement is zero. 1997, c. 27, s. 4 (2).

Enlargement more than 50 per cent

- (iii) If the gross floor area is enlarged by more than 50 per cent the amount of the development charge in respect of the enlargement is the amount of the development charge that would otherwise be payable multiplied by the fraction determined as follows:
  1. Determine the amount by which the enlargement exceeds 50 per cent of the gross floor area before the enlargement.
  2. Divide the amount determined under paragraph 1 by the amount of the enlargement. 1997, c. 27, s. 4 (3).

Categories of Exempt Uses

20. Notwithstanding the provisions of this By-law, development charges shall not be imposed with respect to:
- (a) buildings or structures used as hospitals governed by the Public Hospitals Act, R.S.O. 1990, c.P.40;
  - (b) a place of worship, or a cemetery or burial ground;
  - (c) buildings or structures owned by and used for the purposes of a college of applied arts and technology established pursuant to the Ministry of Colleges and Universities Act, R.S.O. 1990, c. M.19; and
  - (d) buildings or structures owned by and used for the purposes of a university established by an Act of the Legislative Assembly of Ontario;
  - (e) a non-residential agricultural buildings or structures that are owned by and are used for the purposes of a bona fide farming operation.
  - (f) affordable housing as defined by subsection 4.1 (1) of the Act;
  - (g) attainable housing as defined by subsection 4.1 (1) of the Act;
  - (h) non-profit housing as defined by subsection 4.2 (1) of the Act;
  - (i) lands, buildings or structures located within the Downtown Core Area Designation of the Central Area, as depicted on Schedule C of the Official Plan of the City;

- (j) the redevelopment of any building or structure, which is located within the Central Area, as depicted on Schedule C of the Official Plan of the City, and which exists as of January 1, 2005;
- (k) creating a minimum of fifteen apartment dwelling units, which are located within the Central Area as depicted in the Official Plan of the City;
- (l) mixed-used development located within the Central Area, as depicted in the Official Plan of the City, that contains a minimum of 15 apartment units and a minimum of 1,000 square metres of commercial building floor area will be exempt from the payment of development charges based on the following rules:
  - (i) The first 15 apartment units and the first 1,000 square metres of commercial building floor area will be exempt;
  - (ii) Each additional apartment unit, beyond the first 15 units will be eligible for exemption; and
  - (iii) Each additional 67 square metres of commercial building floor area beyond the initial 1,000 square metres must be matched with a residential unit to be eligible for exemption.
- (m) the development of any part of a building or structure intended for use as a long-term care home, as defined in subsection 2 (1) of the Fixing Long-Term Care Home Act, 2021;
- (n) The provisions set out in section 20(i), 20(j), 20(k) and 20(l) shall expire on December 31, 2026.

#### Temporary Buildings or Structures

- 21. (a) Temporary buildings or structures shall be exempt from the provisions of this By-law.
- (b) In the event that a temporary building or structure continues to exist for a continuous period exceeding eight (8) months, it shall be deemed not to be nor ever to have been a temporary building or structure, and the development charges required to be paid under this By-law shall be calculated and payable on the date that the building or structure is deemed not to be temporary.
- (c) Prior to the City issuing a building permit for a temporary building or structure, the City may require an owner to enter into an agreement, including the provision of security for the owners obligation under the agreement, pursuant to section 27 of the Act, providing for all or part of the development charge required by this section to be paid after it would otherwise be payable. The terms of such agreement shall then prevail over the provisions of this By-law.

#### Rules with Respect to the Redevelopment of Land

- 22. (a) Where there is a redevelopment of land on which there is a conversion of space proposed, or on which there was formerly erected a building or structure that has been demolished and, in the case of demolition upon proof of issuance of a demolition permit for the land being provided, a credit shall be allowed against the development charge otherwise payable by the owner pursuant to this By-law for the portion of the previous building or structure still in existence that is being converted or for the portion of the building or structure that has been demolished, as the case may be, calculated by multiplying the number and type of dwelling units being converted or demolished, or the non-residential building floor area

being converted or demolished, by the development charge shown in Schedule B or C, on the date when the development charge is payable in accordance with this By-law.

- (b) A credit in respect of any demolition under this section shall not be given unless a building permit has been issued or a subdivision agreement has been entered into with the City for the development within five (5) years from the date the demolition permit was issued.
- (c) The amount of any credit hereunder shall not exceed, in total, the amount of the development charges otherwise payable with respect to the development.
- (d) The onus is on the applicant to produce evidence to the satisfaction of the City, acting reasonably, which establishes that the applicant is entitled to the reduction in the payment of development charges claimed under this section.

### Interest

- 23. The City shall pay interest on a refund under subsection 18(3), 18(5), or 25(2) of the Act, shall be the Bank of Canada rate on the date this By-law comes into force updated on the first business day of every January, April, July and October.

### Schedules

- 24. The following Schedules to this By-law form an integral part of this By-law.

Schedule A	= Designated Services
Schedule B	= City-Wide Services - Uniform Residential Development Charges
Schedule C	= City-Wide Services - Uniform Non-Residential Development Charges
Schedule D	= List of Industrial Lands

### Miscellaneous

- 25. A certified copy of this By-law may be registered in the Land Registry Office against title to any land to which this By-law applies.
- 26. This By-law comes into force and effect on September 3, 2025.
- 27. This By-law expires ten years after the date it becomes effective.
- 28. By-law No. 24-081, to establish City-wide development charges for the City of Peterborough is hereby repealed effective on the date this By-law comes into force and effect. Notwithstanding the preceding sentence, By-law No. 24-081 will continue to be in force and effect to the extent only of development charges that became payable under it prior to their repeal and that remain unpaid as at their repeal.
- 29. The headings inserted in this By-law are for convenience of reference only and shall not affect the construction or interpretation of this By-law.
- 30. If, for any reason, any provision, section, subsection or paragraph of this By-law is held invalid, it is hereby declared to be the intention of Council that all the remainder of this By-law shall continue in full force and effect until repealed, reenacted or amended, in whole or in part or dealt with in any other way.

By-law passed this 3<sup>rd</sup> day of September 2025.

Sgd. Jeff Leal, Mayor

Sgd. John Kennedy, City Clerk

**SCHEDULE A**  
**SERVICES**

- (a) Development-Related Studies;
- (b) Library Services;
- (c) Fire Services;
- (d) Police Services;
- (e) Emergency Medical Services;
- (f) Recreation;
- (g) Parks;
- (h) Transit Services;
- (i) Waste Management;
- (j) Long-Term Care
- (k) Services Related to a Highway; and
- (l) Sewage Services.

## SCHEDULE B

### CITY-WIDE SERVICES UNIFORM RESIDENTIAL DEVELOPMENT CHARGES

Service	Charge by Unit Type			Percentage of Charge
	Residential A Singles & Semis	Residential B Other Multiples	Residential C Apartments	
Development-Related Studies	\$579	\$419	\$359	1%
Library Services	\$1,224	\$886	\$759	2%
Fire Services	\$1,397	\$1,011	\$866	2%
Police Services	\$661	\$478	\$410	1%
Emergency Medical Services	\$230	\$167	\$143	0%
Recreation	\$10,195	\$7,378	\$6,324	15%
Parks	\$3,369	\$2,438	\$2,090	5%
Transit Services	\$3,658	\$2,648	\$2,269	5%
Waste Management	\$271	\$196	\$168	0%
Long-Term Care	\$655	\$474	\$406	1%
<b>Subtotal - General Services</b>	<b>\$22,239</b>	<b>\$16,095</b>	<b>\$13,794</b>	<b>32%</b>
Services Related To A Highway	\$36,975	\$26,759	\$22,936	54%
Sewage Services	\$9,390	\$6,796	\$5,825	14%
<b>Subtotal - Engineered Services</b>	<b>\$46,365</b>	<b>\$33,555</b>	<b>\$28,761</b>	<b>68%</b>
<b>TOTAL CHARGE PER UNIT</b>	<b>\$68,604</b>	<b>\$49,650</b>	<b>\$42,555</b>	<b>100%</b>

## SCHEDULE C

### CITY-WIDE SERVICES UNIFORM NON-RESIDENTIAL DEVELOPMENT CHARGES

Service	Non-Residential Charge per Square Metre	Percentage of Charge
Development-Related Studies	\$2.86	1%
Library Services	\$0.00	0%
Fire Services	\$6.87	3%
Police Services	\$3.25	1%
Emergency Medical Services	\$1.13	0%
Recreation	\$0.00	0%
Parks	\$0.00	0%
Transit Services	\$18.14	7%
Waste Management	\$1.33	1%
Long-Term Care	\$0.00	0%
<b>Subtotal - General Services</b>	<b>\$33.58</b>	<b>13%</b>
Services Related To A Highway	\$178.47	69%
Sewage Services	\$45.24	18%
<b>Subtotal - Engineered Services</b>	<b>\$223.71</b>	<b>87%</b>
<b>TOTAL CHARGE PER SQUARE METRE</b>	<b>\$257.29</b>	<b>100%</b>

## SCHEDULE D

### LIST OF INDUSTRIAL LANDS

Municipal Address	Legal Description
1820 Fisher Drive	Part of Lots 7 and 8, Concession 10, Geographic Township of North Monaghan, now in the City of Peterborough, being designated as Parts 1 and 2 on 45R-16416

# **TAB 7**

**INVOICE**  
**City of Peterborough**  
500 George Street North, Peterborough  
Ontario, K9H 3R9

**INVOICE TO:**

Sandford Smith Studio  
83 Strickland ST  
Lakefield ON  
K0L 2H0

**INVOICE NO.:** 88984  
**INVOICE DATE:** 2025-09-16  
**PERMIT #:** 25 103914 000 00 DC



**PROJECT LOCATION:** 280 JAMESON DR

**PROJECT DESCRIPTION:**

To start the construction of the Phase 2 Building on this property (Phase 2 is/will be 276 Jameson Drive). This is a permit application for the foundation only at this time.

<u>FEE DESCRIPTION</u>	<u>AMOUNT</u>
City Non Res. Dev. Chg. Fee	\$ 895,369.20
KPRDSB Dev Charge	\$ 12,354.00
PVNCCDSB Dev Charges	\$ 5,254.80
<b>TOTAL:</b>	<b>\$ 912,978.00</b>
<b>PAYMENT</b>	<b>\$ 0.00</b>
<b>BALANCE:</b>	<b>\$ 912,978.00</b>

# TAB 8

## Appendix B - Report IPGPL26-024

**From:** Accounting <[REDACTED]>  
**Sent:** Monday, October 6, 2025 1:19 PM  
**To:** Susan Morrison <SMorrison@peterborough.ca>  
**Subject:** RE: 280 Jameson, Application 25-103527

**[EXTERNAL EMAIL - use caution when clicking links and opening attachments]**

Susan

We are in receipt of the building permit application fee of \$93,612.00 (3,480 m<sup>2</sup> x \$26.90) and have no issues with this invoice.

We do not agree with the invoice 88984 from the City in the amount of \$912,978.00 for development charges. We understood that we were responsible for school board development charges but exempt from City development charges as we were exempt on phase 1 of the project.

A history of the project is as follows:

The land was purchased on October 17, 2017 at a cost of \$163,200 under the condition that construction of a building of at least 8,000 sq ft was commenced by October 10, 2019.

An extension was granted to April 10, 2021. A further extension was granted in May 2023. Under the May 2023 extension the property was split into two phases. Phase 1 consisting of parts 3 and 4 on Reference Plan 45R-16240 and part 2 Plan 45R-16452 and Phase 2 consisting of parts 1 and 2 on Reference Plan 45R-16240. The extension called for the commencement of the Phase 1 building by lawfully pouring the foundation (commenced construction) by October 1, 2023 and required the company to commence construction of a building of at least 15,000 sq ft on the Phase 2 lands by September 27, 2024. The 13,125 sq ft Phase 1 building has been completed and is occupied by Intelcom Courier Canada Inc. dba Dragonfly Shipping since June 1, 2025.

One final extension was granted in August 2024 wherein the deadline for pouring the foundation on the Phase 2 property was extended to October 31, 2025. We have in good faith proceeded with the necessary preliminary work to build a 37,440 sq ft building for Phase 2 and applied for a foundation permit on August 20, 2025. On September 16, 2025 we were invoiced for City development charges of \$895,369.20. We were exempt from Phase 1 municipal development charges under by-law 19-095 and responded that we were exempt and requested a revised invoice. The City responded that by-law 19-095 had been rescinded and replaced with by-law 24-081 and that "the property is now subject to DC's

as indicated in the DC invoice that my colleague sent previously". This was the first indication that the project would incur \$895,369 in City development charges. The Phase 2 project is not feasible with an additional \$895,369 in costs.

We are now in the situation of having designed and installed a water management system for both phases with all water storage being on Phase 1 lands, performed site preparation on Phase 2 lands, paid engineers and architects to submit Phase 2 plans to the City, all at a cost of approximately \$500,000 to find out one week before digging the foundation that the project is subject to the development charges.

There is a property in the Major Bennett Industrial Park that was exempt from development charges under 19-095 that continued to be exempt under 24-081, listed on Schedule D. We do not understand why our property was not treated the same.

Could you please advise us as to the appropriate channels to open discussions with the City with regard to listing our property on Schedule D of By-law 24-081.

Thank you

Brian McIlhargey

President

1439121 Ontario Ltd.

# TAB 9



Peterborough + District Construction Association

## **DEVELOPING A THRIVING COMMUNITY**

### **Recommendations to Improve the Construction and Development Environment in Peterborough County**

On behalf of and in honour of the proud members of the  
Peterborough and District Construction Association (“PDCA”)

**January 12, 2026**



Peterborough + District Construction Association

## CALL FOR ACTION

“

The thing I've changed my mind the most on in politics in recent years is how destructive bad regulations can be and how seriously I take it now when I hear that regulations or rules are ill constructed...

Whether government is bigger or smaller is the wrong question. What it needs to be is better. It needs to justify itself not through the rules it follows but through the outcomes it delivers...

~ Ezra Klein, *Abundance*



Peterborough + District Construction Association

## 1. INTRODUCTION

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Canadians have long held the simple expectation that hard work, determination, and patience would lead to a comfortable yet modest life. As part of that reasonably held expectation, Canadians strongly believe that they should be able to live in communities that have basic infrastructure, access to jobs, and development. The government can and is obligated to meet this expectation by providing essential infrastructure including transportation networks, sewage systems, hospitals, community centres, parks, and the like. However, there are many elements of thriving communities that rely on private-sector development such as manufacturing facilities, fitness centres, commercial spaces, multi-residential housing, and mixed-use developments. These private sector developments transform communities into places where people can live, work, and prosper. As such, the government must also ensure that they create an optimal environment for private sector projects.

Whether it be government infrastructure or private sector projects, the construction work that brings it into existence is the linchpin of any successful development within a community. That is what this open letter is meant to discuss: the future of construction and development in Peterborough County. We write on behalf of the PDCA and its membership to unequivocally state that construction in this region is being threatened under the current legal and regulatory and environment and, as a result, the Peterborough region is falling well short of its obligation to meet its' constituents' expectations. Governments must adopt policies that incentivize, attract, and facilitate construction and development – and the local government is currently failing to do so. What follows are the PDCA's recommendations on how we can shift the tide and reinvigorate development in the region.



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## 2. RECOMMENDATIONS FOR REFORM

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### 2.1. TRANSITIONING FROM UP-FRONT DEVELOPMENT CHARGES TO AN AMORTIZED / DEFERRED MODEL AND/OR REDUCTIONS

#### **Recommendation regarding development charges:**

1. Amortize, defer, and/or reduce development charges to lessen the upfront costs of construction and encourage development.

The *Development Charges Act*, 1997, S.O. 1997, c. 27, together with its associated Ontario Regulation 82/98, enables Ontario municipalities to recover development-related capital costs associated with new development. Exercising this authority, the Corporation of the City of Peterborough (the “City” or “City of Peterborough”) enacted new development charge policies for municipal services through By-law 25-100, which came into effect on September 3, 2025.

By-law 25-100 introduces uniform development charges to be applied city-wide on residential properties, with amounts varying based on the number and type of dwelling units.<sup>1</sup> Effective September 3, 2025, the charges are as follows:

- **Residential A properties**, including single and semi-detached homes with one to two units, are subject to \$68,604.00 per unit, plus any area-specific charges;
- **Residential B properties**, comprising buildings with more than two units, such as row or garden suites, are subject to \$49,650.00 per unit, plus area-specific charges; and
- **Residential C properties**, including apartment-type dwellings or multi-suite buildings, are subject to \$42,555.00 per unit, plus area-specific charges.

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<sup>1</sup> *City of Peterborough*, [By-law 25-100](#), Article 14, Schedule B



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For **non-residential properties**, By-law 25-100 establishes a development charge of \$257.29 per square metre, plus any area-specific charges<sup>2</sup> – a remarkable increase of more than 600% over the \$39.61 per square metre rate that applied in May 2022.<sup>3</sup>

These charges create significant barriers for developers seeking to initiate construction projects and have resulted in a loss of investment for the City. While rising development charges are a trend observed across Ontario – with rates per single-detached unit increasing 208% between 2011 and 2023 in the 10 largest GTA municipalities<sup>4</sup> – Peterborough’s charges have increased even more sharply, rising by 288% over a comparable period, from \$12,805 per single-family detached unit in 2011 to \$49,690 in 2022.<sup>5</sup> This increase exceeds that of any municipality in the following regions, as outlined below.

**Changes to Development Rates per Single-Detached Unit<sup>6</sup>**

	2011	2023	Change	% Change
<b>HALTON REGION</b>				
Oakville	\$47,690	\$103,832	\$56,142	118%
Milton	\$59,168	\$87,176	\$28,008	47%
Halton Hill	\$37,768	\$89,077	\$51,309	136%
Burlington	\$31,720	\$77,835	\$46,115	145%
<b>DURHAM REGION</b>				
Ajax	\$30,841	\$105,430	\$74,589	242%
Brock	\$32,825	\$93,261	\$60,436	184%
Clarington	\$34,151	\$94,457	\$60,306	177%
Oshawa	\$26,517	\$100,115	\$73,598	278%
Pickering	\$29,229	\$95,759	\$66,530	228%
Scugog	\$31,725	\$88,914	\$57,189	180%
Uxbridge	\$30,227	\$85,579	\$55,352	183%
Whitby	\$29,947	\$111,516	\$81,569	272%

<sup>2</sup> City of Peterborough, [By-law 25-100](#), Article 15, Schedule C

<sup>3</sup> City of Peterborough, [By-law 2022-35](#), Article 7, Schedule C

<sup>4</sup> Keleher Planning + Economic Consulting Inc., [The State of DCs in Ontario](#) (January 24, 2024), Page 6

<sup>5</sup> Peterborough & The Kawarthas Home Builders Association, [Housing is not meeting demand in Peterborough](#)

<sup>6</sup> Keleher Planning + Economic Consulting Inc., [The State of DCs in Ontario](#) (January 24, 2024), Page 5



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PEEL REGION				
Brampton	\$40,918	\$130,593	\$89,675	219%
Caledon	\$35,355	\$132,480	\$97,125	275%
Mississauga	\$33,140	\$124,025	\$90,885	274%
YORK REGION				
Aurora	\$46,473	\$108,580	\$62,107	134%
East Gwillimbury	\$42,596	\$129,642	\$87,046	204%
Georgina	\$35,937	\$96,195	\$60,258	168%
King	\$42,974	\$125,006	\$82,032	191%
Markham	\$49,942	\$132,419	\$82,477	165%
Newmarket	\$45,013	\$108,397	\$63,384	141%
Richmond Hill	\$43,108	\$101,802	\$58,694	136%
Vaughan	\$43,917	\$144,941	\$101,024	230%
Whitchurch-Stouffville	\$43,199	\$104,222	\$61,023	141%
SIMCOE				
Barrie	\$27,289	\$89,498	\$62,209	228%
BWG	\$33,150	\$52,158	\$19,008	57%
Innisfil	\$28,725	\$61,455	\$32,730	114%
New Tecumseth	\$35,739	\$63,111	\$27,372	77%

Development charges on apartment buildings have also been subject to striking increases over the past 20 years, rising by an astonishing 880% per apartment unit from \$2,982 in 2001 to \$29,284 in 2022.<sup>7</sup>

Despite these dramatic increases in municipal contributions toward infrastructure via development charges, essential services like roads have not kept pace with development, and the cost of land now exceeds the cost of building a new home. This reality contradicts the stated purpose of the development charges as advanced in the City’s August 2025 [Report on Updated City-Wide Development Charges](#), which erroneously asserts that development charges fulfill several “ongoing key objectives,” namely:

<sup>7</sup> Keleher Planning + Economic Consulting Inc., [The State of DCs in Ontario](#) (January 24, 2024), Page 15



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- to ensure that growth continues to pay for itself so that the burden arising from development-related capital costs does not fall on existing residents in the form of higher taxation and user fees;
- to provide the appropriate level of development charges capital funding for infrastructure required by ongoing development in the City, informed by Council-approved service levels and Master Plans; and
- to ensure that the resulting rates are fair and equitable to all stakeholders and do not act as an unnecessary disincentive to growth occurring in the City.

These objectives echo those listed in the City of Toronto’s 1999 *Staff Report on Recommendations to Strategic Policies and Priorities Committee regarding New Development Charges By-law* (the “**Staff Report**”), which also cautioned that “while the use of development charges as a capital financing tool is integral in addressing some of the City’s capital pressures, its impact on development must also be considered.”<sup>8</sup> Statistics concerning development charges in the Greater Toronto Area (“**GTA**”) suggests upfront payments (as required in the Peterborough region’s current model) is not an effective means of achieving the goals outlined in the Staff Report.

More specifically, development charges are often forecasted and collected years in advance of their actual use, allowing municipalities to accumulate substantial reserve funds. A study by Altus Group and BILD reports that, from 2013 to 2019, 16 GTA municipalities collected an average of \$1.49 billion annually in development charges. By the end of 2019, these municipalities held a combined total of \$3.25 billion in unused development charge reserves, including over \$1.5 billion earmarked for road infrastructure.<sup>9</sup>

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<sup>8</sup> *Keleher Planning + Economic Consulting Inc.*, [The State of DCs in Ontario](#) (January 24, 2024), Page 43

<sup>9</sup> *Altus Group & BILD*, [New Homeowner Money in the Government’s Bank: How Unspent Municipal Reserves are Impacting Building Livable, Affordable Communities in the GTA](#) (October 5, 2021), Pages 32-33



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These vast pools of unused development charge funds illustrates that municipalities are collecting funds from owners (whether they be commercial or residential) which stagnate for prolonged periods of time. While municipalities accumulate substantial reserve funds in respect of services which seemingly have no connection to their project, private-sector developments suffer the unnecessary consequences. By imposing sizeable upfront development charges, development, commercial activity and the real estate market are dampened.

The data shows that the requirement for developers to pay substantial upfront charges is an excessive financial burden (particularly for large-scale projects or during periods of high interest rates) resulting in constrained cash flow and increases to the cost of delivering new construction.<sup>10</sup> As indicated above, development charges are meant to be a reflection of and make the applicable municipality whole for actual expenses it incurred to deliver services to the location of construction. The intention is for development charges to have some form of connection with the project they are being levied against. This upfront collection of significant charges which gather in a reserve fund is not consistent with the intended purpose of development charges. Below are some examples of development charge models which better capture their intended purpose.

The first example of a better development charge method is an ‘amortization’ model that was indirectly acknowledged in the Staff Report, which notes that development charges function as expenses that property owners ought to be able to amortize over time to reflect the ongoing service benefits received by the development:

From the development community’s perspective, both development charges and property taxes will have an impact on their business decisions. Property taxes represent an ongoing operating cost to the occupant. A development charge, from a cash-flow perspective, is a one-time charge representing capital investment in municipal services that will generally serve the development over its life expectancy. As a capital investment, this charge would be amortized and expensed over a period of time.

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<sup>10</sup> Miller Thomson, [Rethinking development charges in Ontario, a path to affordable housing](#) (June 9 2025)



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In such a way, property taxes and the amortized development charge expenses, represent the annual costs (capital and operating) related to municipal services.<sup>11</sup>

When distilled, the statement indicates that development charges should reflect the reality that municipal services and the cost of those services are delivered to a development throughout its entire lifespan. Under the current model, the municipality speculates as to the costs of those services ‘over a project’s life expectancy’ and foists them on owners upfront. Amortizing the cost of these services over the lifespan is the logical approach. A shift towards an amortized model is also supported by the recent expert recommendations of Keleher Planning + Economic Consulting Inc. (“KPEC”) in its January 24, 2025 report, [The State of DCs in Ontario](#). In particular, KPEC concluded that:

It is recommended that Ontario consider moving away from up-front DCs, particularly for water and sewer services, and instead utilize a funding model that relies on debt funding with long-term reimbursement from taxes/rates imposed on the new homes/businesses using the growth-related capital works... The Province could maintain the existing DC methodology (with recommended changes to improve the DC calculation process), with the [Texas’ Municipal Utility Districts] model taking the estimated capital infrastructure costs, and amortizing these costs over the long-term from development occurring with the defined geography. Payments would be made by new growth over the long-term until the initial debt outlay is paid-off, these payments would be temporary.<sup>12</sup>

The “amortization model,” as explained by KPEC, would result in a short-term increase to property taxes, but the ultimate cost to end users would include “some combination of reduced prices necessary to clear development costs” and would be, at worst, cost-neutral.<sup>13</sup> Beyond easing the significant upfront financial burden on developers, KPEC emphasized that an amortized approach would also eliminate the need to rely on long-term, and often inaccurate, projections of municipal service costs.<sup>14</sup>

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<sup>11</sup> Keleher Planning + Economic Consulting Inc., [The State of DCs in Ontario](#) (January 24, 2024), Page 39

<sup>12</sup> Keleher Planning + Economic Consulting Inc., [The State of DCs in Ontario](#) (January 24, 2024), Page 43

<sup>13</sup> Keleher Planning + Economic Consulting Inc., [The State of DCs in Ontario](#) (January 24, 2024), Pages 43-44

<sup>14</sup> Keleher Planning + Economic Consulting Inc., [The State of DCs in Ontario](#) (January 24, 2024), Page 43



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Instead, the amortization model would allow for “ongoing adjustment and/or correction of infrastructure costs to reflect actual costs incurred.” This, in turn, better aligns with the well-established purpose of development charges as a means for municipalities to recover their capital costs, thereby ensuring that “growth continues to pay for itself.” A further benefit of the amortization model is that it creates an incentive for municipalities to advance developments in their approvals pipeline in a timely manner, ensuring that sufficient revenue from new growth is available to meet its debt-repayment obligations.<sup>15</sup> This feature of the amortized model addresses the separate but pressing issue of delayed site plan applications, which is discussed in further detail below.

The second example of an alternate development charge method is the “deferral” model. Many regions within the GTA have implemented deferral programs as a means of transitioning away from the upfront payment model, aiming to alleviate the financial burden imposed on builders and incentivize development. For example, on June 26, 2025, the Peel Region approved a motion introducing development charge deferrals and grants-in-lieu of development charges for eligible new residential developments.<sup>16</sup> Under the program framework, eligible projects may defer payment of Region of Peel and GO Transit development charges (without interest) until the issuance of the first occupancy permit.<sup>17</sup> In addition, applicants will receive a grant-in-lieu covering 50% of the net development charges otherwise payable (after credits, exemptions, or legislated reductions), with the Region funding the balance in accordance with the framework. Likewise, the York Region has addressed the cost of development charges amidst ongoing housing challenges by approving a policy governing “regional rebate of development charges and area-specific development charges for first time homebuyers that meet policy criteria.”<sup>18</sup>

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<sup>15</sup> *Keleher Planning + Economic Consulting Inc.*, [The State of DCs in Ontario](#) (January 24, 2024), Page 43

<sup>16</sup> *Peel Region*, [Development Charges Deferral and Grant Program](#)

<sup>17</sup> *Peel Region*, [Development Charges Deferral and Grant Program Framework](#) (October 23, 2025)

<sup>18</sup> *York Regional Council*, [First-Time Homebuyers Development Charges Equivalent Rebate Policy](#) (June 25, 2025)



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The York Region’s program complements existing deferral programs for large office, retail, and rental buildings, including non-luxury rental units.<sup>19</sup>

The deferral of development charges until occupancy was supported by the Minister of Municipal Affairs and Housing during the second reading of Bill 17, *Protect Ontario by Building Faster and Smarter Act*, where the Minister advocated for the deferral model to become “the standard practice across municipalities”. This Bill received Royal Assent on May 12, 2025. As the Minister explained, up-front payment of development charges upon the issuance of a building permit constrains developers’ cash flow for the duration of construction. He emphasized that “we need to unleash this cash flow to allow our home builders to get shovels in the ground faster and start more projects sooner.”<sup>20</sup> In subsequent readings, the Minister further acknowledged that “the development charge system has become one of the biggest contributors to the cost of housing” and stressed that “we need to reform it.”<sup>21</sup>

During the parliamentary debates on Bill 17, the Honourable Graydon Smith (Member for Parry Sound–Muskoka) also indicated that an overall reduction of development charges would be more effective than deferring them. He drew on his prior experience as Mayor of the Town of Bracebridge, Ontario, to describe the “very positive impact” that reducing development charges had on retaining and attracting development within his community.<sup>22</sup> By way of example, he explained that a major developer proposed a 10-phase residential development comprising hundreds of homes in the early 2010s, but lost interest in continuing the project after building and selling only two phases.

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<sup>19</sup> *York Region, [Development Charges - Deferrals, Exemptions and Pre-Paid Development Charges Credits](#)*

<sup>20</sup> *Legislative Assembly of Ontario, [Official Report of Debates \(Hansard\) No. 15](#), Parliament 44, Session 1 (May 15, 2025), Page 756*

<sup>21</sup> *Legislative Assembly of Ontario, [Official Report of Debates \(Hansard\) No. 21A](#), Parliament 44, Session 1 (May 15, 2025), Page 1200*

<sup>22</sup> *Legislative Assembly of Ontario, [Official Report of Debates \(Hansard\) No. 15](#), Parliament 44, Session 1 (May 15, 2025), Page 758-760*



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In an effort to re-attract this developer, among others, the municipality reduced its residential development charges by 30% and took commercial development charges to zero. The Honourable Smith highlighted the “immediate” impact of this decision:

That immediately got that developer back into the community. That immediately got that developer interested in building homes in the community that I was leading again. So they built a new model home and they opened the offices again and back came the catalogues you could flip through and all the different models of homes you could buy and back came the people. And they built and they built and they built, and now that entire development has been built out: all 10 phases, hundreds of homes. It has made a massive impact to that small community. And the other thing it's done is raised the overall assessment of the community significantly. So even though development charges were cut, there was a big win there on the assessment side.<sup>23</sup>

Some municipalities are even exploring the option of waiving these charges altogether. For example, the City of Barrie launched a pilot initiative to waive residential development charges, with total waivers capped at \$80 million on a first-come, first-served basis.<sup>24</sup> The Development Charge Waiver (Holiday) Program applies to new building permit applications for residential developments of five storeys or more, with a signed agreement to include at least 20% affordable housing. The Program required applications to be submitted by December 31, 2025, and building activity to commence before May 31, 2026.

Taken all together, the above makes it evident that neighboring municipalities are increasingly adopting aggressive and innovative measures to temper the impact of development charges, attract development and strengthen their competitiveness. In this context, the City of Peterborough must act with equal rigor to remain an appealing location for investment and growth. Without timely changes to its development charges, the City risks losing local investment from developers and private citizens who are essential to shaping its long-term economic viability and prosperity.

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<sup>23</sup> *Legislative Assembly of Ontario*, [Official Report of Debates \(Hansard\) No. 15](#), Parliament 44, Session 1 (May 15, 2025), Page 759-760

<sup>24</sup> *City of Barrie*, [Development Charge Waiver Pilot Program](#)



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For the above reasons, the PDCA urges immediate reform to the region’s current development charges regime. In particular, the PDCA recommends that development charges be levied gradually or be deferred as opposed to applying a single, substantial upfront charge. The amortization or deferral of charges is a more effective and sustainable approach. For residential properties, the PDCA recommends that the costs be amortized over the average life of the property via property taxes, utilities fees, or other municipal fees. By doing so, the payment obligation runs with the land as opposed to the initial homeowner and ensures that whoever occupies the property at a given point in time is contributing fairly and equally to the cost of services. For non-residential charges, the PDCA recommends that the charges follow a “deferral program” or be collected incrementally based on unit-sale or rental milestones. Development charges for non-residential projects are often substantial and impact the financial feasibility of projects. Offering developers the ability to defer these costs until revenue begins to flow would reduce early financial barriers, strengthen project feasibility, and position Peterborough as a far more attractive destination for new investment.

## ***2.2. INCREASING INDUSTRIAL LANDS, DEVELOPMENT LANDS AND PRE-SERVICED AREAS***

### **Recommendations on improvement of development lands:**

- 1. Increase Prestige and General Employment designations.**
- 2. Conduct technical studies to optimize land-use planning.**

The City of Peterborough’s Employment Districts are foundational to sustaining a diverse, adaptable, and resilient local economy. These areas protect existing industrial activity while providing room for new employment-generating uses that support long-term economic health and fiscal sustainability.



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Redevelopment of older industrial sites is permitted where compatible with surrounding uses, but the City’s ability to accommodate future employment growth ultimately depends on the adequacy of its designated land supply. For that reason, a new supply of Employment lands is vital to future growth in the region.

Hemson Consulting’s 2022 Growth Analysis Report (the “**Growth Analysis Report**”) underscores the need for additional Employment lands.<sup>25</sup> The study projected that Peterborough would add 10,000 jobs between 2021 and 2051, with approximately 7,300 of those jobs requiring Employment Area lands. While the broader County appears to have a sufficient overall supply – enough to support an estimated 11,374 jobs – that supply is not evenly distributed. Several municipalities with strong strategic and locational advantages, including Cavan Monaghan, Douro-Dummer, and Havelock-Belmont-Methuen, were identified as lacking the Employment Area land needed to meet their projected allocations. Each requires additional developable hectares to support its growth. This uneven distribution has direct implications for the City of Peterborough.

Despite the County’s aggregate surplus, the City’s own inventory of centrally located, fully serviced, and well-connected employment lands remains insufficient to meet modern business needs. As investment increasingly gravitates toward municipalities who are able to provide development-ready sites, Peterborough risks losing economic opportunities to its neighbours that are better positioned to accommodate them. To avoid constraining economic opportunities and to encourage growth, the City must act decisively to increase the availability of lands designated for Prestige Employment and General Employment uses. Both categories of designated lands serve distinct but complementary roles in supporting and building a competitive local economy, and both are currently in short supply.

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<sup>25</sup> Hemson, [Growth Analysis Report](#) (March 28, 2022), Page 66



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Prestige Employment lands – typically modern business parks located along Highway 115 and the rail corridor<sup>26</sup> – are limited in supply but offer some of the highest-value economic opportunities in the region. These areas attract clusters for manufacturing, warehousing, research and development, and professional business services.<sup>27</sup> Increasing the inventory of Prestige Employment lands in these geographic areas would better position Peterborough to secure large-scale employers capable of making significant contributions to the tax base, thereby providing high-quality jobs and strengthening long-term economic resilience.

The potential benefits of increasing employment lands are illustrated by the Ontario government’s recent approval of Ontario Power Generation’s plan to construct four small modular reactors (SMRs) at the Darlington nuclear site. This single industrial project is expected to create up to **18,000 Canadian jobs**, inject an average of **\$500 million per year** into Ontario’s economy, and contribute **\$38.5 billion** to Canada’s GDP over the next 65 years.<sup>28</sup> The province has also ensured that **80% of project spending** will go to Ontario-based companies, with construction and operations sustaining an estimated **3,700 highly skilled, well-paid jobs** over the long term. Praised by many, the project has even been described by Premier Doug Ford as “exactly the sort of investment our province needs” to make Ontario’s economy more competitive, resilient, and self-reliant.<sup>24</sup> At the same time, the City’s General Employment designation supports a broader range of flexible, job-generating uses – such as warehousing, enclosed manufacturing, artisan studios, micro-breweries, gyms, and offices.<sup>29</sup> In contrast, much of the existing General Employment stock in Peterborough County is located in aging industrial areas that no longer align with the needs or expectations of contemporary businesses.

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<sup>26</sup> *City of Peterborough, [Official Plan](#)* (June 5, 2024), Page 102

<sup>27</sup> *City of Peterborough, [Official Plan](#)* (June 5, 2024), Page 103

<sup>28</sup> *Government of Ontario, [Ontario Leads the G7 by Building First Small Modular Reactor](#)* (May 8, 2025)

<sup>29</sup> *City of Peterborough, [Official Plan](#)* (June 5, 2024), Page 104-105



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Strategically expanding this General Employment stock to centrally located, transit-accessible, and infrastructure-ready lands would create space for adaptable commercial and light-industrial uses, allowing local businesses to grow while attracting new entrants to the market.

The proactive expansion of both Prestige Employment and General Employment designations would not only prevent investment leakage into neighbouring jurisdictions but also ensure that the City of Peterborough is competing from a position of strength – one that reflects modern business needs, supports long-term job creation, and enhances overall economic competitiveness.

While the Growth Analysis Report provides a useful starting point, the PDCA recommends that the City undertake additional technical studies to develop a more strategic, data-driven approach to its employment land policies. Such studies would enable the City to optimize its employment land portfolio through targeted intensification and potential redesignations. For example, the City of Guelph conducted a study to improve its employment land strategy, focusing on:

- Assessing the capacity of these areas to accommodate projected growth;
- Recommending density targets for employment lands;
- Providing policy directions to encourage intensification of existing employment lands;
- Identifying lands suitable for conversion to other uses; and
- Offering broader policy recommendations for Guelph’s employment areas.<sup>30</sup>

As Ezra Klein notes in *Abundance*, “The difference between an economy that grows and an economy that stagnates is change.”<sup>31</sup> In that vein, the PDCA takes the position that relying on yesterday’s land supply to meet tomorrow’s opportunities is no longer sufficient.

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<sup>30</sup> *City of Guelph*, [Shaping Guelph – Employment Lands Strategy](#) (December 11, 2020)

<sup>31</sup> Ezra Klein & Derek Thompson, *Abundance*.



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To attract modern businesses, foster innovation, and build resilient employment clusters, the City must expand its Prestige and General Employment designations. This is not merely a planning exercise – it is an economic imperative. Under the City’s current land use planning, Peterborough risks stagnation and the loss of investment to municipalities better equipped to meet evolving business needs. The choice is clear.

### **2.3. ADDRESSING DELAYS IN THE DEVELOPMENT APPROVALS PROCESS**

#### **Recommendations to improve Development Approval Process:**

1. Introduce dedicated project stewards and delegate approvals for non-controversial applications.
2. Adhere to Design Guidelines in effort to reduce back-and-forth on non-essential requirements and ensure transparent application criteria.

Delays in the Development Approvals Process (“DAP”) has consequences for the City (which loses out on potential property tax revenue) and for builders (who assume additional carrying costs) because of delays. Ultimately, the financial burden is passed on to the community, who will be deprived of timely commercial/industrial development while also facing a limited housing supply. Ontario developers’ site plan applications are currently taking 23 months to approve, far exceeding the provincially mandated 60-day timeline.<sup>32</sup> These prolonged delays carry significant financial consequences. For example, site plan holdups for a 100-unit apartment building can result in additional monthly carrying costs ranging from \$230,000 to \$299,000, placing further strain on both developers and homeowners.<sup>33</sup>

<sup>32</sup> *ConstructConnect Daily Commercial News*, [Site plan approval delays costing Ontario’s economy \\$3.5B a year: OAA](#) (May 6, 2025)

<sup>33</sup> *ConstructConnect Daily Commercial News*, [Site plan approval delays costing Ontario’s economy \\$3.5B a year: OAA](#) (May 6, 2025)



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In Peterborough, the DAP’s two-step governance model – requiring approval at General Committee followed by final approval at Council – “adds approximately 2 months to the application process compared to expedited/delegated DAP approvals that do not require effort-intensive staff reports or Council involvement.”<sup>34</sup> These delays strain City resources, slow the delivery of new housing and development, and increase final prices for homebuyers. Addressing governance, staffing, and process bottlenecks is therefore not merely administrative housekeeping – it is essential to improving affordability, ensuring adequate supply, and strengthening the City’s overall economic competitiveness. The PDCA has several positions on how the DAP process can be improved.

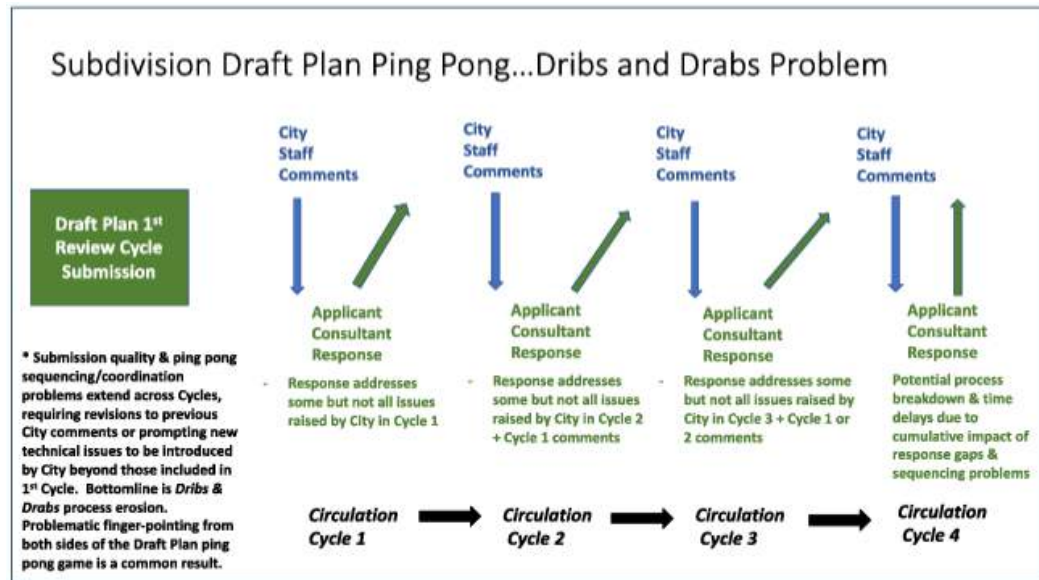
First, a more collaborative relationship during the DAP between the City of Peterborough and builders is required to ensure streamlined development and unlock economic growth. Currently, the relationship is unnecessarily adversarial, which is contributing to delays and frustration on both sides. In a review of Peterborough’s DAP by Performance Concepts Consulting and Dillon Consulting (the “Review”), the consultants found that:

Finite DAP resourcing in IPS business units has created an unsatisfactory workload/timeframes trade-off in the eyes of both City staff and development industry representatives. The absence of a “shallow dive” Quality control step prior to the 1st Technical Review Cycle, plus the unmet need for the City to update Terms of Reference for core studies contribute to process execution problems (see figure below). The Dribs and Drabs descriptor aptly captures the “drift” of the technical DAP ping pong game across Review Cycles without clear resolution. Finger pointing about the cause of the Dribs and Drabs problem is counterproductive. Both sides of the DAP ping pong game need to be properly resourced and working in close/seamless collaboration (leveraging a modern DAP technology platform) in order to secure acceptable/consistent processing timeframes and arrive at a crisp resolution of technical/design challenges during each Review Cycle.<sup>35</sup>

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<sup>34</sup> *Performance Concepts Consulting & Dillon Consulting Limited, [Development Approval Process Review](#) (October 2021), Page 33*

<sup>35</sup> *Performance Concepts Consulting & Dillon Consulting Limited, [Development Approval Process Review](#) (October 2021), Page 40*



Accordingly, the PDCA recommends that the City establish and assign dedicated “project stewards” to each permit/project. By having a designated and clear point of contact with a City staff member (or ‘project steward’), and by creating a circumstance where City staff remain assigned to a permit/project throughout the approvals process, the PDCA believes that the process would shift away from the current adversarial dynamic into a more productive, solutions-focused partnership. One thing is clear: industry stakeholders are unanimous that their interactions with staff in DAP process must be more organized, consistent, and reliable.<sup>36</sup> A single decision-maker with clear authority would eliminate repeated handoffs, reduce uncertainty, and make approvals more predictable and timely. As the DAP Review notes, both development industry participants and City staff view delegated approvals as a “proven best practice” – one that shortens processing timelines and helps avoid OLT/LPAT “no municipal decision” appeals that disrupt local planning processes.<sup>37</sup>

<sup>36</sup> Performance Concepts Consulting & Dillon Consulting Limited, [Development Approval Process Review](#) (October 2021), Page 33

<sup>37</sup> Performance Concepts Consulting & Dillon Consulting Limited, [Development Approval Process Review](#) (October 2021), Page 33



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Second, the City must provide clearer expectations for applicants so as to avoid unnecessary back-and-forth on standards that were never communicated prior to the commencement of the applications process. A useful resource would include a detailed list of submission requirements and expectations for Site Plan Approval, beyond the general information typically provided during Pre-Consultation meetings. Too often, these meetings rely on standardized departmental comments that are not tailored to the specific project – this results in unnecessary ambiguity for applicants, which in turn leads to inefficiencies and delays in the approval process. A key concern is the City’s current approach to design review where staff routinely rely on criteria outside the official Design Guidelines – often suggesting “beautification” changes or revisions unrelated to Building Code compliance or essential safety requirements. This problematic approach is equally captured within the DAP Review:

Industry stakeholders in Peterborough cite a common shortcoming of many municipal Pre-consult models, the lack of granular up-to-date specifics concerning Engineering Design Standards and Terms of Reference for required studies. Ambiguity around specific requirement extend the duration of the Technical Review Cycles, a major concern for cashflow sensitive developers/applicants. Some City staff have also acknowledged the benefits of updated/modernized Terms of Reference.<sup>38</sup>

The City’s pursuit of aesthetic perfection over functional compliance has exacerbated delays, increased costs, and contributed to ongoing supply shortages. While industry stakeholders agree that “pre-consult is useful in moving projects forward with enhanced/mutual understanding,” the current system is ineffective. Applications that meet the City’s established standards and Building Code should proceed without delay; introducing informal expectations about the features of a project only undermines predictability and erodes confidence in the DAP. The application of clear and consistent standards is essential to restoring trust in the DAP.

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<sup>38</sup> *Performance Concepts Consulting & Dillon Consulting Limited, [Development Approval Process Review](#) (October 2021), Page 35*



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By combining stronger collaboration with clearer expectations in the DAP, the City can accelerate approvals, reduce costs, and maintain high-quality development outcomes.

#### **2.4. INCREASING TRANSPARANCY IN BID-AND-TENDER AWARDS**

##### **Recommendation to improve transparency for bid awards:**

1. Create a publicly accessible database showing awarded bids, ongoing and final project costs, and relevant evaluation criteria, targets, and outcomes.
2. Host a collaborative and open meeting with the City's procurement department and builders to foster understanding and the sharing of knowledge with respect to the procurement process.

Lastly, the City of Peterborough must improve transparency with respect to how it awards projects. As it currently stands, the bidding and tendering process lacks any degree of transparency that would enable stakeholders in the construction industry to understand which criteria the City prioritizes when selecting awarding contracts.

The PDCA recommends that the City establish a publicly accessible, up-to-date database of awarded construction contracts, showing both initial bid amounts and ongoing and final project costs. End-price information will help stakeholders in the construction industry with submitting more accurate bids as they would be able to see and understand how historical bids were adjusted due to unforeseen circumstances. Greater transparency benefits both the City and stakeholders in the construction industry as it allows the parties to better assess project feasibility and determine whether contractors and suppliers can meet the City's criteria before investing the time and resources required to prepare a meaningful bid.



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Providing greater transparency and data will also improve the accuracy of bids and enable the City to move away from a “lowest number wins” model. As a result, the City will be able to select the most reliable bidders, bringing more certainty to municipal planning and budget forecasting. Ultimately, accurate bids would reduce delays during construction by minimizing change order and change directive approvals processes.

In addition, the City must provide increased transparency around the City’s social procurement criteria, which are currently applied arbitrarily on a per-project basis and range from 5% to 25% of total evaluation points. Social procurement prioritizes the social, economic, cultural, and environmental impacts of any given economic activity – thereby shifting the focus away from awarding jobs solely on the basis of which bidder puts forward the lowest price.<sup>39</sup> Unlike traditional procurement, this approach adds a social value component, enabling purchases to generate positive impacts within the community. While the PDCA openly acknowledges and accepts that social procurement reflects a commendable commitment to diversity and other important socio-political factors, the PDCA nevertheless takes the position that the criteria must be grounded in the City’s actual demographic and economic context to avoid unintended harm to the local construction industry.

For example, if ethnic diversity is a primary factor in awarding work, local developers may struggle to source sufficiently diverse labor. In 2021, only 7,640 of the City’s 81,600 census population are visible minorities.<sup>40</sup> Presumably, only a small portion of the 7,640 visible minorities are trained in and work in the construction industry. As such, the practical reality is that only a sliver of the local population are visible minorities in construction. This example alone demonstrates the necessity of ensuring that stakeholders in the construction industry know what the City’s social procurement expectations are and how they are applied.

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<sup>39</sup> City of Peterborough, [Social Procurement](#)

<sup>40</sup> *Statistic Canada*, [Census Profile, 2021 Census of Population for the City of Peterborough](#) (August 2, 2024)



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By ensuring the criteria and expectations are clearly known and understood, stakeholders in the construction industry can make a realistic assessment about the viability of being awarded a contract and can avoid needlessly committing resources to a bid where they are not competitive and aligned with the criteria. On that same note, it is also important to make sure that the social procurement criteria can reasonably be complied with by local stakeholders in the construction industry. Otherwise, the City creates a circumstance where the local construction industry will be hallowed out and left by the wayside. The importance of having a thriving local construction industry cannot be overstated.

The City should aim to increase the number contracts that are locally awarded, as doing so would create a positive ripple effect in the local economy. Wages earned by local workers are spent within the community, driving additional economic activity and generating tax revenue for the City. By promoting transparent bidding practices, the City can ensure efficient project delivery while maximizing meaningful local economic and social benefits. The outcome of ensuring the local award of construction contracts is confirmed by a joint study conducted by the Columbia Institute, Loco BC, and the ISIS Research Centre at the Sauder School of Business, which sought to quantify the economic impact of a local procurement on the local economy in British Columbia. This study revealed that:

Mills Basics, the local office supply company, was found to provide between 77 and 100 per cent greater benefit to the local economy. This was due to the fact that Mills Basics recirculated 33.1 per cent of its revenue locally compared with 16.6 to 18.7 per cent for its multinational counterparts. In jobs, this was shown to lead to almost twice as many jobs created in the B.C. economy per dollar of revenue...

Buying local has the power to greatly influence economic development and vitality through greater use and expansion of local resources and capabilities. Public and private organizations can benefit significantly from exploring and implementing practices that improve opportunities for local companies, while maintaining the core principals of fairness and transparency.<sup>41</sup>

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<sup>41</sup> Columbia Institute, Loco BC, and the ISIS Research Centre at the Sauder School of Business, *The Power of Purchasing: The Economic Impacts of Local Procurement* (May 2013), Page 17



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Despite the clear benefit and knock on effects of awarding construction contracts locally, the opposite has occurred in Peterborough. The PDCA constituents have widely reported that contracts are being increasingly awarded to bidders situated outside the region, whether due to social procurement criteria or some other factors. Absent transparent information, local construction companies are deprived of the opportunity to effectively compete.

In light of the above, the PDCA states that greater transparency is a necessity. Transparent data would enable local stakeholders in the construction industry to compete effectively and would ensure that construction and development – and the associated economic benefits that follow – stays within the community. Prioritizing local participation not only supports local employment but also ensures that residents’ tax dollars are reinvested locally, rather than flowing out to neighboring towns.

Stated inversely, the PDCA takes the position that the lack of transparency undermines the local economy by diverting jobs and associated benefits away from the community. The publication of clear, transparent bid/tender criteria and project data would allow local construction companies to compete fairly and ensure that municipal spending delivers maximum economic impact within Peterborough. As a starting point, the PDCA recommends and requests that an open meeting be scheduled between local stakeholders in the construction industry and the City’s procurement department to discuss the current procurement process. The PDCA calls on the City to coordinate and schedule this open meeting.

### **3. CLOSING**

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In closing, Peterborough’s current development framework presents real and compounding challenges to growth and construction activities in the region.



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Escalating development charges create significant financial barriers, discouraging investment and limiting housing supply. At the same time, the City’s employment lands must be modernized and expanded to accommodate projected growth and attract businesses that will drive long-term economic resilience. Lengthy approvals, unclear application standards, and procedural inefficiencies further constrain stakeholders in the construction industry, delay projects and increase costs; these burdens ultimately ripple through to residents and local businesses. In addition, opaque social procurement practices prevent local contractors from competing fairly, diminishing the economic benefits that should flow directly into the community.

To address these challenges and ensure sustainable growth, the PDCA hereby requests and calls upon the City to take the following actions:

- **Reform development charges:** Explore amortization, deferrals, and/or rebates to reduce upfront costs and encourage local development.
- **Modernize and expand employment lands:** Increase Prestige and General Employment designations and conduct technical studies to optimize land-use planning.
- **Streamline approvals and applications:** Introduce dedicated project stewards and delegate approvals for non-controversial applications.
- **Clarify standards and expectations:** Adhere to Design Guidelines, reduce back-and-forth on non-essential requirements, and ensure transparent application criteria.
- **Provide transparent data on how contracts are awarded:** Create a transparent, publicly accessible database showing awarded bids, ongoing and final project costs, and relevant evaluation criteria, targets, and outcomes.



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By taking these steps, the City can avoid stagnation and create meaningful opportunities for development, ensuring that growth, investment, and prosperity are not just ambitions, but tangible realities for all who call Peterborough County home.

Sincerely,

On behalf of the members of the PDCA

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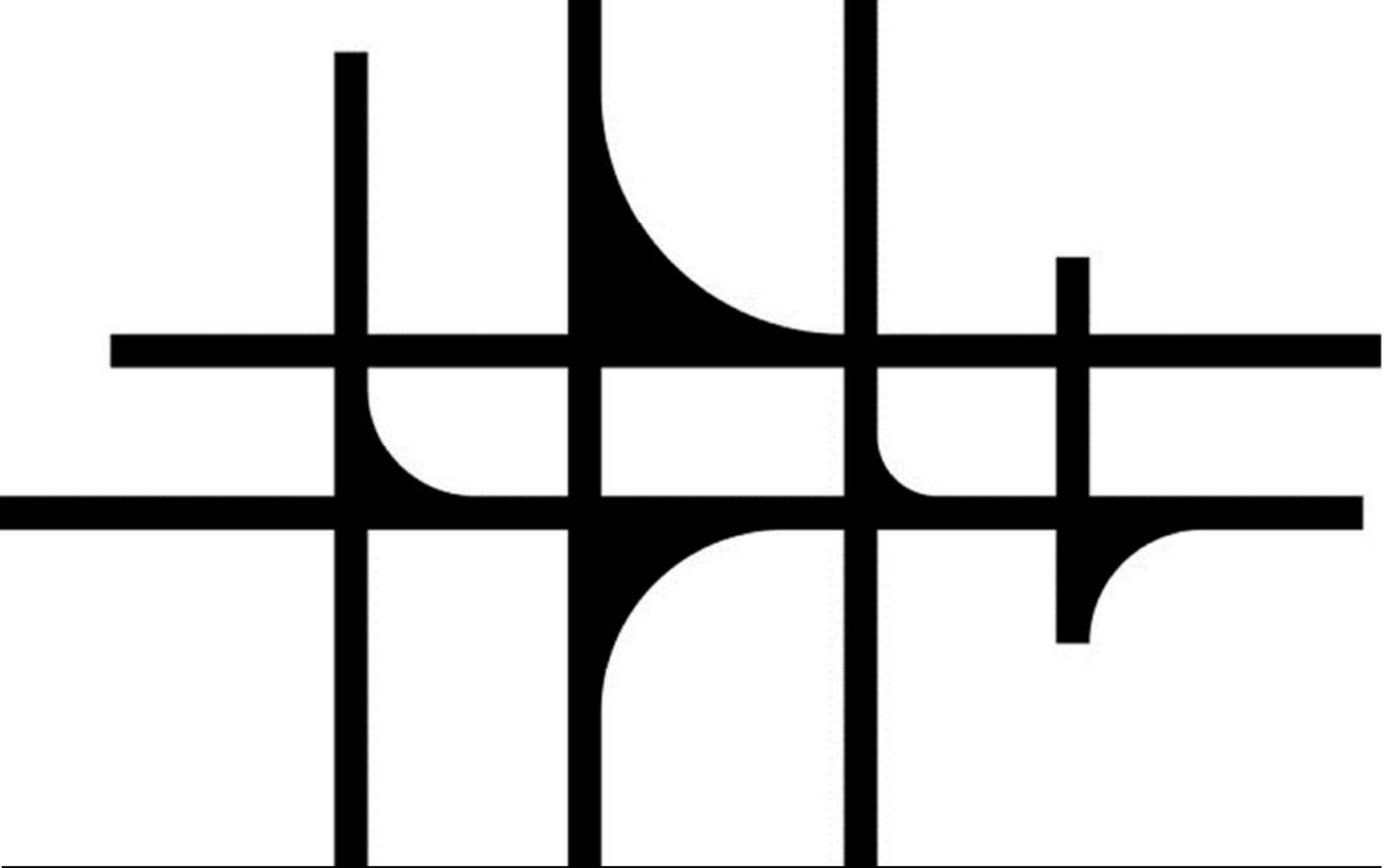
President, Nigel Lister

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Honourary Secretary, Jordan Routliff

*\* Honourable mention to Ashley De Almeida of Rousseau Mazzuca LLP who was an instrumental contributor to this letter.*

# **TAB 10**



# The State of DCs in Ontario

Recommendations for Fine-Tuning AND Overhauling  
Ontario's Development Charges System

January 24, 2025



# **The State of DCs in Ontario**

Recommendations for Fine-Tuning AND Overhauling  
Ontario's Development Charges System

Prepared for:

**BILD/OHBA**



**REPORT AUTHOR:**

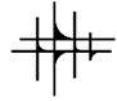
**Daryl Keleher**

**MCIP, RPP, PLE, BA (Hons.), BURPL**

Principal, Keleher Planning & Economic Consulting Inc.

75 Main Street East, Milton ON, L9T 1N4

January 24, 2025



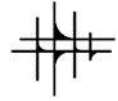
## EXECUTIVE SUMMARY

The Development Charges Act (“DC Act”) and regulations are an important legal code to manage and allocate responsibility for funding growth-related capital works in Ontario. Largely, the DC Act works well as a legal system. Removal of DCs solely to reduce costs imposed on developing landowners would be counter-productive if it were replaced with a more informal, negotiation-based approach.

The DC Act and its prescriptive approach to rate calculations, emphasis on transparency, and fully-formed legal system enabling both site-specific complaints and broader appeals of municipal by-laws, all provide important checks and balances on both the establishment and estimation of capital funding needs as well as how those funds are used.

The DC Act does, however have numerous obvious shortcomings that could be cleared in short order to improve how the existing DC Act functions and reduce legal disputes, including:

- Mandate preparation of local service policies and prescribe they contain specific elements to ensure they are clear and easily interpretable, so as to reduce the amount of negotiation related to terms of subdivision agreements and promote consistency and transparency of application.
- Reduce subjectivity and variability in estimation of “Benefit to Existing” allocations, which are designed to ensure existing tax/ratepayers pay their benefitting share of capital works needed by new development, by promoting standardized calculations and guidelines for how it is to be estimated;
- Standardize inputs in historic level of service calculations – values used should be based on parallel financial documents regularly prepared by municipalities (such as Financial Information Returns, Asset Management Plans, etc.)
- Increase Provincial oversight:
  - Consider use of ‘forms’ to be submitted to Province prior to a DC by-law being adopted (similar to how EDCs are treated)
  - Streamline Section 20 complaint process – consider written evidence in certain cases
- Revisit efficacy, terms and usage of DC ‘freeze’ under Section 26 of DC Act.
- Merge certain DC services together for purposes of calculating available DC credit ‘room’ to match municipal master planning exercises, which often consider numerous discrete DC services together. By combining DCs payable for Transit/Roads, or Library/Indoor Recreation the additional DC credit room available may incentivize front-funding of infrastructure if DC credits are easier to obtain.
- Tie municipal DC by-law reviews such that they can only be re-opened once the corresponding master planning exercise has been completed
- Strengthen DCs through elimination and additional levies and alternative charges under Municipal Act, or others, as the case may be.



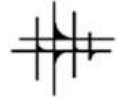
However, there are also more extensive changes that are well worth considering that would significantly re-orient how DCs are calculated and imposed, but without eliminating the rigorous and transparent system that DCs today are built on:

- Move water and sewer DCs away from existing 'up-front' payment model to a debt-financed, long-term rate-repayment model imposed only on new growth;
- Adjusting how land costs are included in DC rate calculations, including:
  - Eliminating land from level of service 'cap' calculations (similar to how land for parks is already excluded),
  - Only allow actual 'incurred' land costs to be funded by DCs, rather than the current model of projecting future land acquisition needs (and land values) 10-25 years into the future, estimates which are prone to overestimation.



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# 1. INTRODUCTION

Keleher Planning & Economic Consulting Inc. (KPEC) was retained by BILD and OHBA to undertake a multi-phase process to study the efficacy of the development charges (“DCs”) system in Ontario.

The first phase involved the creation of a Discussion Paper to inform and guide an expert-oriented workshop about whether the Development Charges Act (“DC Act”) continues to provide a stable, predictable capital funding tool for municipalities to estimate DC rates needed to fund infrastructure works deemed necessary to service new residential and non-residential growth. The workshop session was held in Toronto in early November 2024.

This Phase 2 paper, informed by the discussion in the DC Workshop, as well as the author’s experience peer reviewing, auditing the calculation and imposition of development charges (“DCs”) across Ontario, provides an analysis of factors driving DC rates, inefficiencies in the calculation and imposition of DCs, and offers a set of recommendations (major and minor) to remodel Ontario’s DC system to ensure that it is encouraging of growth through the timely delivery of housing-supportive infrastructure, and not placing undue financial burden on prospective growth.

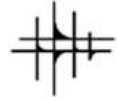
## 1.1. Experience of the Author

The sole author of this report, Daryl Keleher, is Principal of Keleher Planning & Economic Consulting Inc. (KPEC), and practices as both a Professional Land Economist (PLE) and Registered Professional Planner (RPP). He is a full member of the Ontario Professional Planners Institute (OPPI), the Canadian Institute of Planners (MCIP) and the Association of Ontario Land Economists (AOLE). Mr. Keleher’s current practice is entirely focused on work within the Province of Ontario, but he has previously done work related to municipal finance matters in British Columbia, Alberta, Manitoba, and Nova Scotia.

During his 17 years as a planning consultant, he has peer reviewed hundreds of development charge background studies in approximately 75 different municipalities across Ontario. He also has significant experience peer reviewing background studies and reports underpinning other municipal finance tools such as Community Benefits Charges, Parkland By-laws, Inclusionary Zoning by-laws and Community Improvement Plans. He has been involved in the creation and implementation of numerous front-ending agreements and cost sharing arrangements between municipalities and/or developing landowners through Ontario that rely upon the DC Act and its related rules and statutes as a legal backbone to the delivery of growth-related infrastructure.

Mr. Keleher has provided oral and written evidence for Ontario Land Tribunal (“OLT”) on dozens of matters related to land economics, urban planning, municipal finance and DCs, and has also been involved in dozens of other related OLT-guided mediations and experts meetings related to DC by-law appeals. He has also appeared before the Nova Scotia Utility and Review Board (NSUARB) on issues raised with respect to capital charges for water infrastructure imposed by a government entity in the Halifax area.

He has authored numerous research studies, commissioned by organizations such as BILD, OHBA, NAIOP, CHBA, CHBA-BC, the City of Ottawa, the Toronto Transit Commission, the Ontario



Architects Association, analyzing trends and emerging issues pertaining to municipal finance dating back as far back as 2013.

He is a frequent public speaker at events including conference keynotes, workshops and panels, and has led education-oriented and webinar sessions for organizations such as OPPI, the Law Society of Ontario, and numerous industry workshops. He is a regular resource for established news media (CBC, Toronto Star, Globe and Mail, Nova Res Urbis) informing reporting on matters pertaining to municipal finance, housing policy, and other economic matters that affect the day-to-day life of cities in Ontario.

Prior to practicing as an urban planner, he worked for a major market research firm, compiling and analyzing consumer market and demographic data for major international consumer packaged good brands. He has also worked for a major non-profit urban research organization based in Toronto.

## 1.2. Objective of Report

Given the current housing supply and housing affordability crisis, and the importance of the *DC Act* to land use planning in Ontario, it is an appropriate time to ensure that the legislation as currently composed is assessed against its ability to support the public interest by:

- Providing a robust and complete rules-based system that enables municipalities to estimate and recover funds necessary to finance growth-related capital needs;
- Ensuring that infrastructure and public service facilities are optimized and provided in an efficient manner, and are coordinated and integrated with land use planning and growth management so as to be financially viable over their lifecycle;
- Ensure needed housing supply is not unduly constrained by financial burdens driven by outdated, unclear or unnecessary provisions of the legislation and regulations, and is encouraging of a range and mix of housing forms to meet future needs.

In some cases, the outcome of recommendations made in this report may result in downward pressure on DC rates, though other recommendations may have an offsetting effect. It is important to note that in and of itself, modifications to the legislation to correct long-standing legislative flaws, or to clean-up outdated or ineffective provisions such that DC rates decrease does not necessarily mean that “growth isn’t paying for growth”. Rather, one of the research findings is that the various changes to the legislation and regulations over the past 25-35 years has resulted in the legislation containing provisions generating substantial confusion in implementation, creating uncertainty through unnecessary flexibility and subjectivity in DC calculations, and allowing escalating cost factors (particularly land values) to have an undue influence on DC rates.

This paper therefore seeks to clear the shortcomings in the legislation by offering recommendations to both modify the existing system with numerous short-term fixes, and overhaul other aspects of the DC system to make it more functional, efficient and encouraging of growth.



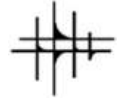
### 1.3. Why Consider DC Reform, and Why Now?

Based on my experience practicing in the field of municipal finance and development charges, the time is right to consider what changes may be necessary to the DC Act and associated regulations, for the following reasons (among others):

- Since the 1997 version of the DC Act, there have been countless legislative and regulatory changes made, with a particularly substantive number of changes made in the past few years. These changes have made both the calculation and imposition of DC rates increasingly complex and difficult for stakeholders to understand.
  - A clearer, simpler system for calculating DCs payable and imposing DCs would reduce conflict between stakeholders and municipalities and reduce backlogs in the legal system tasked with Section 20 complaints to fix issues with how DCs are imposed and invoiced to end-users;
- As DC rates escalate, the ‘stakes’ for DC by-law appeals in correcting issues with DC rate calculations have also become higher and DC appeals are becoming far more common.
  - A clearer, simpler methodology for calculating DC rates as prescribed in the legislation and regulations would reduce conflict between stakeholders and municipalities and reduce backlogs in the legal system tasked with DC by-law appeals;
- As DC rates have escalated, the ‘cost’ of providing statutory and discretionary exemptions for things such as affordable housing, office and industrial incentives, etc. also becomes higher for municipalities to afford, particularly in areas where housing demand is the highest. The DC Act mandates that the costs of DC exemptions and discounts are to be funded by non-DC sources, rather than higher DC rates on other forms of development.
  - Right-sizing DCs by removing unnecessary elements in the DC Act that are unnecessarily driving DC rates higher than necessary could make DC exemptions for things such as affordable housing more politically palatable<sup>1</sup>, and easier for existing taxpayers to afford.
- There are increasingly creative approaches being utilized to imposing charges and fees for capital infrastructure that go beyond the ‘four corners’ of the DC Act. However, these tools do not have the same rigour in estimating rates to be imposed, nor do they have the mandated transparency in reporting of revenues and expenditures or the ability to test rates through an OLT-led process. This includes use of *Municipal Act* to impose growth-related charges.
  - Rather than allow unbridled use of alternate tools, the DC Act should be strengthened to ensure that the imposition of growth-related capital charges is as transparent, objective and rules based as possible.

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<sup>1</sup> As was evident in the roll-out of Bill 23, which included provisions for exempting affordable housing and social housing from the imposition of DCs, among other changes. Of AMO’s estimated \$5.1 billion in 10-year impacts from Bill 23, \$3.4 billion was for the funding of DC and other exemptions for affordable housing units. Sources:  
[https://www.amo.on.ca/sites/default/files/assets/DOCUMENTS/Submissions/SC\\_HICP-LTR\\_AP\\_AMO\\_Submission\\_Bill%2023\\_More\\_Homes\\_Built\\_Faster\\_Act\\_20221116.pdf](https://www.amo.on.ca/sites/default/files/assets/DOCUMENTS/Submissions/SC_HICP-LTR_AP_AMO_Submission_Bill%2023_More_Homes_Built_Faster_Act_20221116.pdf)  
<https://www.ohba.ca/wp-content/uploads/2022/11/white-paper-bill-23-commentary-municipal-finance-considerations-nov-29-2022.pdf>



- The new *2024 Provincial Planning Statement* provides municipalities the opportunity to base plans on municipal-led forecasts, and expand settlement area boundaries at any time, which may mean that the current DC Act system is incompatible with some aspects of the new planning environment and may need to be rethought to ensure it is sufficient to meet varying needs and geographies.

## 1.4. Caveats

This report presents the opinions and views of the author, and the contents of this report do not necessarily reflect the views of BILD or OHBA, their staff, or any particular members of the organizations.

This report follows the expert-led workshop that enabled a wide range of people who are involved in the day-to-day implementation of development charges to provide feedback about the efficacy of the existing legislation. The workshop involved discussion about areas where the DC Act is working, areas where it is not, and in those cases, test ideas about what could be adjusted and/or overhauled. While the discussion was confidential, the content of the discussion did enable the author of the report to refine his recommendations and helped identify additional issues.

This report uses numerous real-world examples in demonstrating issues with DCs in Ontario, including data from Financial Information Returns, Development Charge Background Studies, municipal DC pamphlets, DC by-laws, DC reserve fund statements, etc. The choice of municipalities in the analysis are instead an indication of those where data was made available to enable analysis, rather than a suggestion that those municipalities are contravening the DC Act. The issues presented in this report are meant to demonstrate issues with the underlying legislation and regulations, rather than any specific interpretation of them as they exist today.



## 2. BACKGROUND

### 2.1. Changes to DC Rates, 2011-2023

Over the 2011-2023 period, DC rates in the Greater Toronto Area (GTA) have increased by an average of 176%, with the average DC rate per single-detached unit (SDU) being \$101,190 as of 2023, up \$36,666 per SDU in 2011. Of the 29 lower-tier municipalities in the GTA and South Simcoe, 15 municipalities have combined DCs (upper- and lower-tier) in excess of \$100,000 per SDU.

Figure 1

#### Changes to DC Rates per Single-Detached Unit, GTA Municipalities 2011-2023

	2011	2023	Change	% Change
<b>City of Toronto</b>	\$ 14,025	\$ 97,041	\$ 83,016	592%
<b>HALTON REGION</b>				
Oakville	\$ 47,690	\$ 103,832	\$ 56,142	118%
Milton	\$ 59,168	\$ 87,176	\$ 28,008	47%
Halton Hills	\$ 37,768	\$ 89,077	\$ 51,309	136%
Burlington	\$ 31,720	\$ 77,835	\$ 46,115	145%
<b>DURHAM REGION</b>				
Ajax	\$ 30,841	\$ 105,430	\$ 74,589	242%
Brock	\$ 32,825	\$ 93,261	\$ 60,436	184%
Clarington	\$ 34,151	\$ 94,457	\$ 60,306	177%
Oshawa	\$ 26,517	\$ 100,115	\$ 73,598	278%
Pickering	\$ 29,229	\$ 95,759	\$ 66,530	228%
Scugog	\$ 31,725	\$ 88,914	\$ 57,189	180%
Uxbridge	\$ 30,227	\$ 85,579	\$ 55,352	183%
Whitby	\$ 29,947	\$ 111,516	\$ 81,569	272%
<b>PEEL REGION</b>				
Brampton	\$ 40,918	\$ 130,593	\$ 89,675	219%
Caledon	\$ 35,355	\$ 132,480	\$ 97,125	275%
Mississauga	\$ 33,140	\$ 124,025	\$ 90,886	274%
<b>YORK REGION</b>				
Aurora	\$ 46,473	\$ 108,580	\$ 62,107	134%
East Gwillimbury	\$ 42,596	\$ 129,642	\$ 87,046	204%
Georgina	\$ 35,937	\$ 96,195	\$ 60,258	168%
King	\$ 42,974	\$ 125,006	\$ 82,032	191%
Markham	\$ 49,942	\$ 132,419	\$ 82,477	165%
Newmarket	\$ 45,013	\$ 108,397	\$ 63,384	141%
Richmond Hill	\$ 43,108	\$ 101,802	\$ 58,694	136%
Vaughan	\$ 43,917	\$ 144,941	\$ 101,024	230%
Whitchurch-Stouffville	\$ 43,199	\$ 104,222	\$ 61,023	141%
<b>SIMCOE</b>				
Barrie	\$ 27,289	\$ 89,498	\$ 62,209	228%
BWG	\$ 33,150	\$ 52,158	\$ 19,008	57%
Innisfil	\$ 28,725	\$ 61,455	\$ 32,730	114%
New Tecumseth	\$ 35,739	\$ 63,111	\$ 27,372	77%
<b>GTA Average</b>	\$ 36,666	\$ 101,190	\$ 64,524	176%

Note: DC rates quoted from 2023 will differ from those cited from 2022 FIRs due to changes over 2022-2023 period, such as DC indexing (10-18%), Bill 23, newly adopted DC by-laws, OLT decisions, etc.  
Source: KPEC based on DC rates from July 2011 and September 2023, as compiled by BILD and KPEC



The largest increase in DCs was in the City of Toronto, which saw a 592% increase in DC rates over the 2011-2023 period.<sup>2</sup> There are numerous other municipalities that have seen increases above 200% over the 12-year period, meaning DCs have more than tripled during that period of time.

DC rates in the 10 largest Ontario municipalities **outside** of the GTA have also increased substantially over the 2011-2023 period, but the average increase seen in these municipalities is moderately lower (+157%) than the average increases seen in the 10 largest GTA municipalities (+208%). Not only have DC rates risen faster in the GTA than outside of the GTA, the average DC rate in large GTA municipalities is also substantially higher – as of 2023, the average DC rate in the 10 largest GTA municipalities is 2.2-times higher than the 10 largest non-GTA municipalities (up from 1.9-times higher in 2011).

Between the 2011 Census and 2021 Census, population growth in the 10 largest non-GTA municipalities (+12.2%) outpaced by population growth in the 10 largest GTA municipalities (+9.2%)

Figure 2

### Changes to DC Rates per Single-Detached Unit, 10 Largest Municipalities Outside GTA

Municipality	2011	2023	Change	% Change
City of Ottawa (OGB)	\$ 23,376	\$ 46,993	\$ 23,617	101%
City of Hamilton	\$ 26,407	\$ 66,964	\$ 40,557	154%
City of London	\$ 17,005	\$ 44,067	\$ 27,062	159%
City of Kitchener (incl. ROW)	\$ 21,458	\$ 68,761	\$ 47,303	220%
City of Windsor (excl. SSPD) (2)	\$ 17,792	\$ 41,386	\$ 23,594	133%
City of Greater Sudbury (2)	\$ 14,829	\$ 22,162	\$ 7,333	49%
City of Guelph (2)	\$ 24,208	\$ 64,813	\$ 40,605	168%
City of Cambridge (incl. ROW)	\$ 24,165	\$ 71,938	\$ 47,773	198%
City of St. Catharines (incl. RON) (1)	\$ 9,090	\$ 36,014	\$ 26,924	n.a.
City of Kingston (incl. Impost)	\$ 14,050	\$ 31,026	\$ 16,976	121%
<b>10 Largest Non-GTA Municipal Average</b>	\$ 19,238	\$ 49,412	\$ 30,174	157%
<b>10 Largest GTA Municipality Average</b>	\$ 35,827	\$ 110,210	\$ 74,383	208%
Ratio - GTA : Non-GTA	1.9	2.2	2.5	

Note (1): the City of St. Catharines did not have a City DC prior to 2020, but would have collected Regional DCs on behalf of Niagara Region

Note (2): Data not available for 2011, but rates shown are from early 2013

Source: KPEC based on DC rates from July 2011 and September 2023, as compiled by KPEC

<sup>2</sup> The % increase shown for Toronto should be used with some caution as the City of Toronto's 2008 DC by-law phased-in DC rates over a 5-year span, with 'maximum' rates only phased-in each year if certain building permit targets were met in the prior year (full phase-in allowed if permits for 9,000 units were issued per year). Further, since 2008, changes to how municipalities can levy Transit DCs (uncapped by existing levels of service) have also allowed the City to significantly increase its Transit DC to the 'planned' level of service.

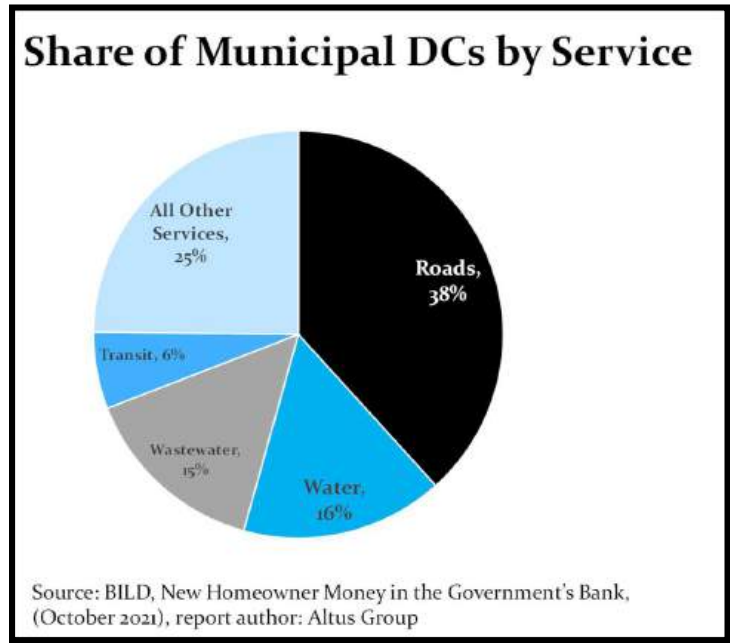


## 2.2. Composition of DC Rates

The DC Act allows municipalities to impose charges for a range of eligible services, as set out in the table below.

Figure 3

Hard Services
Water
Waste Water
Roads
Transit
Community Services
Waste Diversion
Protection (Police, Fire, Ambulance)
Libraries
Long-Term Care
Parks & Recreation (excl. land for parks)
Public Health
Child Care
Provincial Offences Act
Stormwater Drainage
Other
Electrical power services
Emergency Preparedness
Airport (Waterloo Region only)



The vast majority of DC rates are made up of DCs for hard services such as roads (38%), water (16%), wastewater (15%), and transit (6%). All of the remaining services combined make up the remaining 25%, and among those, the largest is typically the Parks & Recreation DC. DC rates for the same service can vary significantly from one municipality to the next.

The inclusion of land in DC rate calculations has been a force pushing DC rates upward, particularly so as land values escalate. The analysis below shows that for DC services that have higher proportions of non-land elements (both in terms of existing asset inventories and future-looking capital programs) tend to be more consistent in their calculated rates regardless of geography within the Province. However, for more land-intensive DC services (such as Roads and Indoor Recreation services) DC rates tend to be highest where the land values are the highest.



Figure 4

2022 DC Rates (source: FIR <sup>3</sup> )	Highest (\$/SDU)	Avg. of Highest 40 DC Rates by Service	Count of GTA Munis in Top 20	Non-GTA municipalities*
<b>Police</b>	\$2,158	\$424	6/20	Brantford, Ottawa, Smiths Falls, Waterloo Region, Guelph
<b>Waste Diversion</b>	\$852	\$186	6/20	Hamilton, Guelph, Thames Centre, Bluewater, Waterloo Region
<b>Fire</b>	\$3,656	\$1,998	8/20	Norwich Twp., Frontenac Islands Twp., Town of Erin, Blandford-Blenheim Twp., Wilmot Twp.
<b>Ambulance</b>	\$1,691	\$265	9/20	Oxford County, Haldimand County, Dufferin County, Niagara Region, Grey County
<b>Library</b>	\$2,779	\$1,529	16/20	Grand Valley, Grimsby, Cobourg, Mississippi Mills
<b>Parks &amp; Recreation</b>	\$33,502	\$12,474	17/20	Strathroy-Caradoc, Kitchener, Guelph
<b>Roads</b>	\$41,813	\$23,108	18/20	Windsor, Peterborough City

\* Where non-GTA municipalities among 20 highest are greater than five, only the five highest are shown

## 2.3. Changes in DC Reserve Fund Balances, 2009-2021

As of 2022, the combined DC reserve fund balance across all municipalities with DCs<sup>4</sup> reached \$10.6 billion, which is a 278% increase over the combined \$2.8 billion balance in 2009, a percentage increase that has outpaced<sup>5</sup> growth in DC rates over a similar period of time. In 2022, the Province removed the 10% statutory discount from the DC Act making all services ‘non-discounted’. However, over the 2009-2021 period when DCs were based on discounted and non-discounted DC services:

- The balances in “non-discounted” reserve funds, being those without a 10% statutory discount, largely ‘hard’ services such as roads, water and wastewater, increased by 230%;
- The balances in reserve funds for “discounted” services, which would include ‘soft’ services such as Parks & Recreation and Library Services, saw an increase in DC reserves of 182%.

<sup>3</sup> The analysis is based on tabulations from Financial Information Return Schedule 62 data, using data from 2022 due to more limited data availability for 2023. Some DC services are labelled in FIRs inconsistently across municipalities and there may be omissions from the analysis. However, given the size of the sample size (160-180 municipalities for each DC service), the findings can be considered a reasonable depiction of the ranges of DC rates by service and examples of where DC rates tend to be highest.

<sup>4</sup> Based on data available from Financial Information Returns, just over 200 Ontario municipalities (out of 444 in total) have had a development charge in some form.

<sup>5</sup> See Figure 2

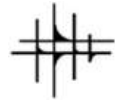
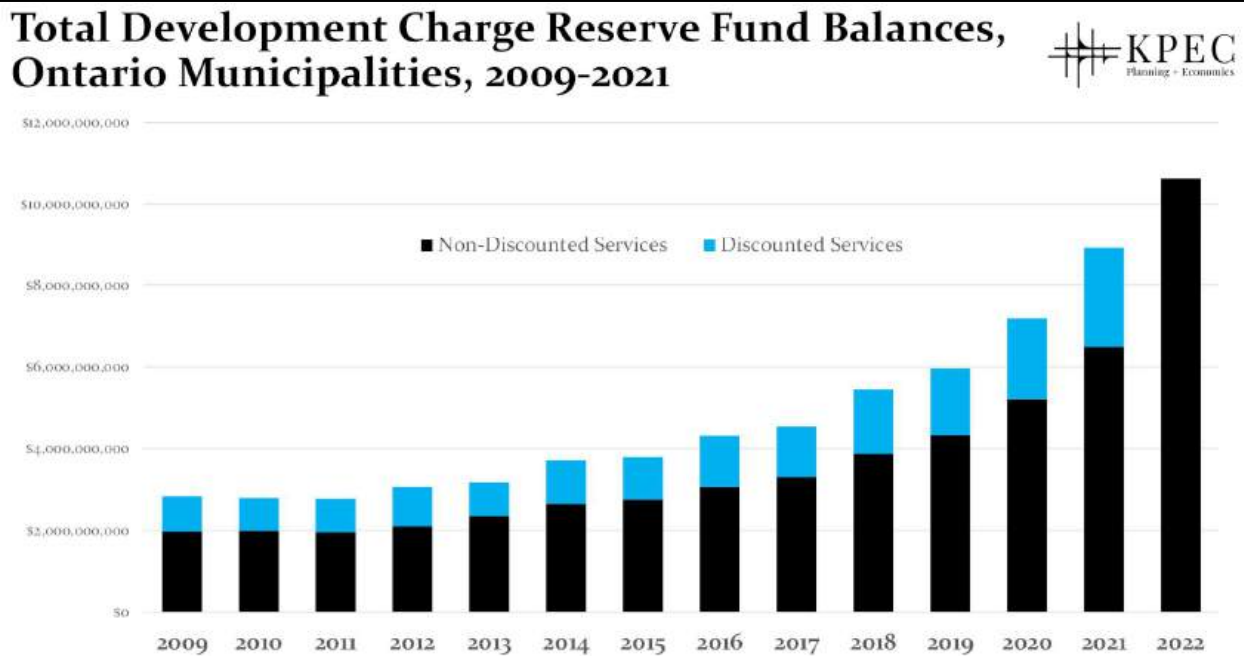


Figure 5



Source: Ontario Financial Information Returns, Schedule 62

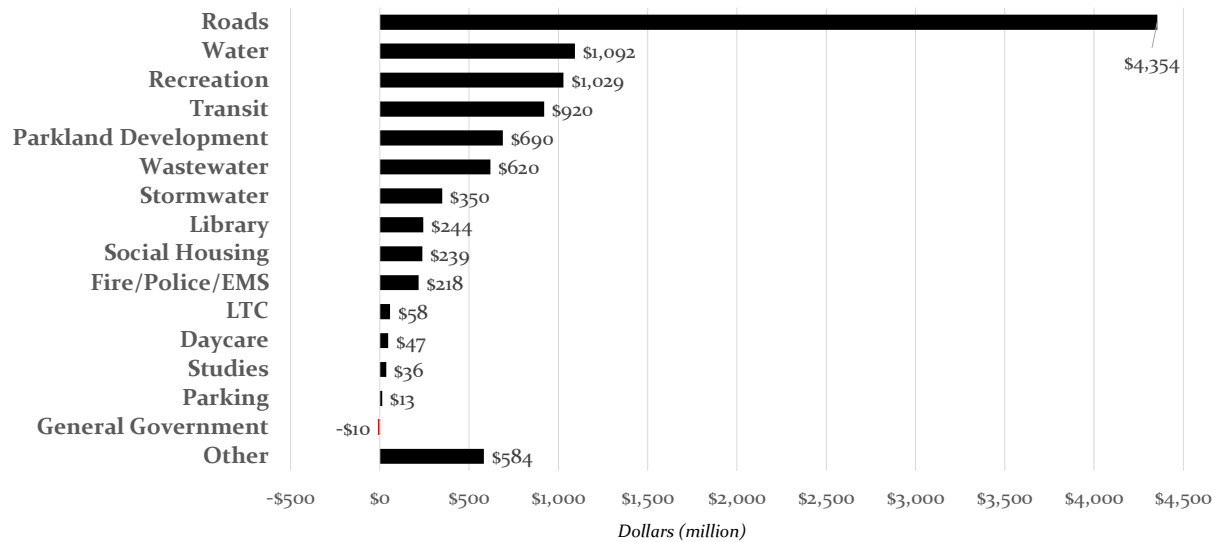
Of the \$10.6 billion in Ontario municipal DC reserve funds as of 2022, over \$4.3 billion, or 41%, was in Roads DC reserve funds. Another \$1.7 billion was in Water/Wastewater DC reserve funds. It is noted that the balances represent cash balances – municipalities typically account for ‘works-in-progress’, scheduled debt repayments, or projects where Council has approved the in-year expenditures of funds.<sup>6</sup>

<sup>6</sup> Whether the funds are a mix of committed and uncommitted spending, the combined unspent balance of \$10.6 billion undeniably reflects a vast amount of infrastructure that municipalities are responsible to construct, given the funds were collected specifically to fund necessary capital works needed by growth. Regardless of the proportion of the balance that is ‘committed’, a significantly high cash surplus can nonetheless be considered a significant backlog in delivery of new infrastructure, as onerous as the ‘infrastructure deficit’ that has accrued with respect to state-of-good-repair projects to maintain and renew existing infrastructure on a per new/existing unit basis, respectively. In some municipalities, ‘cash’ reserve fund balances represent approximately 5 years of planned capital project plans. If time from permit to occupancy is less than 5 years, it implies that many residents are living in communities with incomplete amenities, and leaves municipalities to build the works at later-than planned, exposed to risks like cost escalation, etc.



Figure 6

## Total Development Charge Reserve Fund Balances, Ontario Municipalities, by Service, 2022



Source: Ontario Financial Information Returns, Schedule 61/62

### 2.4. DCs as Percentage of Prices

Over the 2011-2023 period, in the 10 largest GTA municipalities, DC rates per single-detached unit (SDU) have increased by 201%, while average prices of absorbed SDUs have increased by 126%.<sup>7</sup> The disparity of increase in DCs relative to housing prices has caused DCs to increase as a share of housing prices, from 5.5% to 7.3%. During the same period, in the 10 largest municipalities outside of the GTA, DC rates per SDU have increased by 139%, while prices have increased by 132%, causing DCs to moderately rise as a share of average prices from 5.2% to 5.4% of average prices.

<sup>7</sup> Based on CMHC data



Figure 7

**Changes to DC Rates and Average Prices of Absorbed Single-Detached Units, 10 Largest GTA and Non-GTA Municipalities, 2011-2023**

	DC Rates per SDU			Average Price - Absorbed SDUs			DCs as % of Price	
	2011	2023	% Increase	2011	2023	% Increase	2011	2023
City of Toronto	\$ 14,025	\$ 97,041	592%	\$ 1,252,512	\$ 2,064,866	65%	1.1%	4.7%
Oakville (2)	\$ 47,690	\$ 103,832	118%	\$ 1,137,480	\$ 1,226,957	8%	4.2%	8.5%
Burlington	\$ 31,720	\$ 77,835	145%	\$ 787,296	\$ 1,966,250	150%	4.0%	4.0%
Oshawa	\$ 26,517	\$ 100,115	278%	\$ 370,253	\$ 1,199,216	224%	7.2%	8.3%
Brampton	\$ 40,918	\$ 130,593	219%	\$ 524,958	\$ 1,054,715	101%	7.8%	12.4%
Mississauga	\$ 33,140	\$ 124,025	274%	\$ 895,205	\$ 2,261,632	153%	3.7%	5.5%
Markham	\$ 49,942	\$ 132,419	165%	\$ 564,458	\$ 1,630,027	189%	8.8%	8.1%
Richmond Hill	\$ 43,108	\$ 101,802	136%	\$ 681,767	\$ 2,539,306	272%	6.3%	4.0%
Vaughan	\$ 43,917	\$ 144,941	230%	\$ 679,904	\$ 2,261,241	233%	6.5%	6.4%
Barrie	\$ 27,289	\$ 89,498	228%	\$ 377,113	\$ 974,010	158%	7.2%	9.2%
<b>WEIGHTED AVG</b>	<b>\$ 37,615</b>	<b>\$ 113,258</b>	<b>201%</b>	<b>\$ 688,556</b>	<b>\$ 1,554,498</b>	<b>126%</b>	<b>5.5%</b>	<b>7.3%</b>
Ottawa	\$ 23,376	\$ 46,993	101%	\$ 492,380	\$ 1,032,213	110%	4.7%	4.6%
Hamilton	\$ 26,407	\$ 66,964	154%	\$ 419,949	\$ 710,968	69%	6.3%	9.4%
London	\$ 17,005	\$ 44,067	159%	\$ 354,114	\$ 1,002,665	183%	4.8%	4.4%
Kitchener	\$ 21,458	\$ 68,761	220%	\$ 413,267	\$ 923,703	124%	5.2%	7.4%
Windsor	\$ 17,792	\$ 41,386	133%	\$ 267,039	\$ 1,123,791	321%	6.7%	3.7%
Greater Sudbury	\$ 14,829	\$ 22,162	49%	\$ 371,831	\$ 655,857	76%	4.0%	3.4%
Guelph	\$ 24,208	\$ 64,813	168%	\$ 431,589	\$ 1,468,900	240%	5.6%	4.4%
Cambridge	\$ 24,165	\$ 71,938	198%	\$ 360,709	\$ 1,175,589	226%	6.7%	6.1%
St. Catharines	\$ 9,090	\$ 36,014	296%	\$ 361,500	\$ 1,232,931	241%	2.5%	2.9%
Kingston	\$ 14,050	\$ 31,026	121%	\$ 301,982	\$ 983,301	226%	4.7%	3.2%
<b>WEIGHTED AVG</b>	<b>\$ 21,855</b>	<b>\$ 52,207</b>	<b>139%</b>	<b>\$ 416,829</b>	<b>\$ 965,362</b>	<b>132%</b>	<b>5.2%</b>	<b>5.4%</b>

Note (1) - averages presented are weighted average to avoid bias in average towards jurisdictions with smaller numbers of higher priced single-detached homes

Note (2) - for Oakville, three-year average of around 2011/2023 was used as single-year data was unreliable due to small sample size and changing nature of SDU product as North Oakville began build-out

Source: KPEC based on CMHC data and municipal DC rates

When DC rates are compared to the Provincially defined affordable price thresholds:

- The DCs imposed in GTA municipalities are on average one-quarter (25.4%) of the affordable purchase price as defined in the DC Act.
- In municipalities outside of the GTA, the average DC rate is only 13.2% of affordable purchase prices.

Most operative definitions of 'affordable price' are based on prices that amount to 30% local incomes, based on 60<sup>th</sup> percentile gross household income. Therefore, while there are wide ranges of prices across Ontario, the variance in affordable price thresholds is far less given the relatively tight distribution of incomes across Ontario.

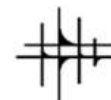


Figure 8

### Comparison of DC Rates and Affordable Price Thresholds by Municipality, Inside and Outside GTA, 2023/2024

	DC Rates (per SDU) - 2023	Affordable Price Threshold (2024)	DC Rates as % of APT
<b>GTA</b>			
City of Toronto	\$ 97,041	\$ 366,500	26.5%
Oakville	\$ 103,832	\$ 564,100	18.4%
Burlington	\$ 77,835	\$ 474,300	16.4%
Oshawa	\$ 100,115	\$ 362,900	27.6%
Brampton	\$ 130,593	\$ 463,500	28.2%
Mississauga	\$ 124,025	\$ 434,800	28.5%
Markham	\$ 132,419	\$ 456,300	29.0%
Richmond Hill	\$ 101,802	\$ 452,700	22.5%
Vaughan	\$ 144,941	\$ 531,800	27.3%
Barrie	\$ 89,498	\$ 391,600	22.9%
<b>WEIGHTED AVG</b>	<b>\$ 113,258</b>	<b>\$ 446,415</b>	<b>25.4%</b>
<b>Outside GTA</b>			
Ottawa	\$ 46,993	\$ 438,300	10.7%
Hamilton	\$ 66,964	\$ 370,100	18.1%
London	\$ 44,067	\$ 330,600	13.3%
Kitchener	\$ 68,761	\$ 370,100	18.6%
Windsor	\$ 41,386	\$ 301,800	13.7%
Greater Sudbury	\$ 22,162	\$ 366,500	6.0%
Guelph	\$ 64,813	\$ 398,800	16.3%
Cambridge	\$ 71,938	\$ 391,600	18.4%
St. Catharines	\$ 36,014	\$ 309,000	11.7%
Kingston	\$ 31,026	\$ 341,300	9.1%
<b>WEIGHTED AVG</b>	<b>\$ 52,207</b>	<b>\$ 396,362</b>	<b>13.2%</b>

Note (1) - averages presented are weighted average to avoid bias in average towards jurisdictions with smaller numbers of higher priced single-detached homes  
Source: KPEC based on CMHC data and municipal DC rates, Province of Ontario Annual Bulletin

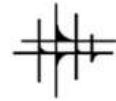
## 2.5. Municipal Debt and Annual Repayment Limit

Analysis of the 60 largest municipalities reporting annual debt charges data for 2023 through their annual FIR<sup>8</sup> allows for insights into existing borrowing trends, available debt capacity and capital funding capacity. These 60 largest municipalities with available data are split among 20 upper-tier (UT) municipalities, 19 single-tier (ST) municipalities and 21 lower-tier (LT) municipalities.

- On average in 2023, across all 60 municipalities, annual debt charges were 4.3% of annual net revenues, totalling \$2.4 billion in debt charges (principal repayment and interest charges), against \$36.5 billion in net annual revenues (taxes, user rates, etc.).
- The Provincial Annual Repayment Limit (“ARL”) seeks municipalities to keep annual debt charges to no more than 25% of net annual revenues, which for the 60 studied municipalities would allow for additional annual debt charges of \$5.47 billion to be incurred without exceeding the ARL.<sup>9</sup> This would be 2.3-times higher than current annual debt charges of \$2.4 billion, and

<sup>8</sup> As of the date of writing this report (Sept/Oct 2024), several municipalities have not yet reported data, including the City of Hamilton as a notable omission

<sup>9</sup> A high-end estimate as it would require all 60 municipalities to meet the maximum.

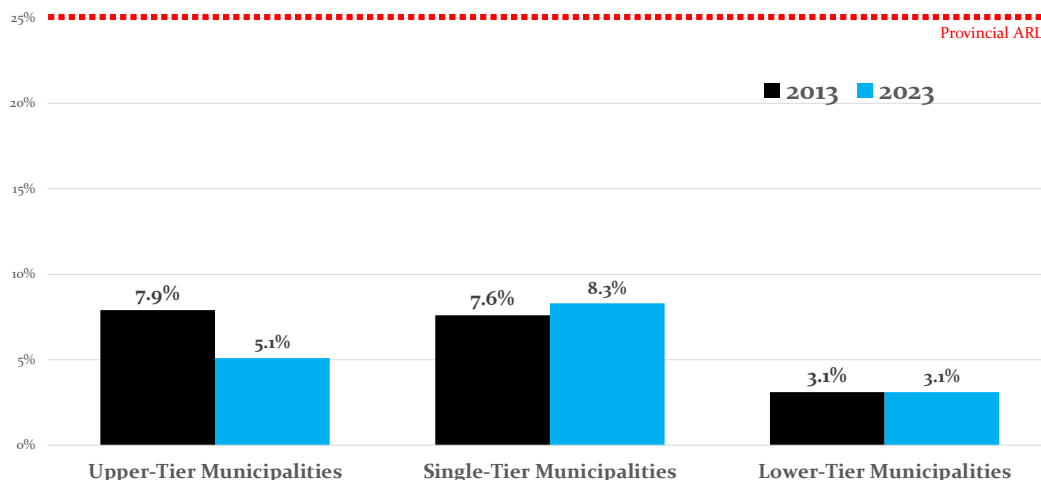


would indicate that there is vast debt financing capacity within Provincial limits that is not being utilized:

- Using assumed terms of 5% interest, 10-year term, if available room was perfectly optimized in each municipality, it would allow for \$51.9 billion in capital works to be funded.
- If a 25-year term was used instead, a total of \$94.8 billion in infrastructure works could be debt-financed within the ARL. Given that municipalities should continue to borrow for state-of-good-repair, if even only 20-50% of this available 'optimized' ARL room were, this would represent \$18-\$47 billion in available and usable capital financing capacity.
- Many municipal councils have an internal limit of 15%. Of those municipalities with 2023 data, only three municipalities are above a 15% ARL.<sup>10</sup> The utilization of all available room under a 15% across the 60 municipalities would allow for annual debt charges of \$5.47 billion, which would also provide for substantial borrowing capacity that can be utilized:
  - At 5% interest with a 10-year term, the amount of debt charges room under the ARL would allow for the financing of up to \$23.7 billion in infrastructure costs;
  - At a 25-year term, the available debt capacity under the ARL would allow for \$43.4 billion in capital works to be funded through municipal debt, or \$10-21 billion in the above-cited more realistic scenario.
- Since 2013, Net Debt Charges as a share of Net Revenues is unchanged for lower-tier municipalities, increased moderately for single-tier municipalities and decreased significantly for upper-tier municipalities, who saw their Debt Charges fall from 7.9% of net revenues in 2013 to 5.1% in 2023.

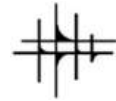
Figure 9

### Debt Charges as % of Annual Net Revenues, 60 Largest Municipalities Reporting Data, 2013 - 2023



Source: KPEC based on Financial Information Return, Schedule 8i

<sup>10</sup> Township of Chamberlain (18.6%), Municipality of Casselman (18.2%), Joly Township (16.1%)

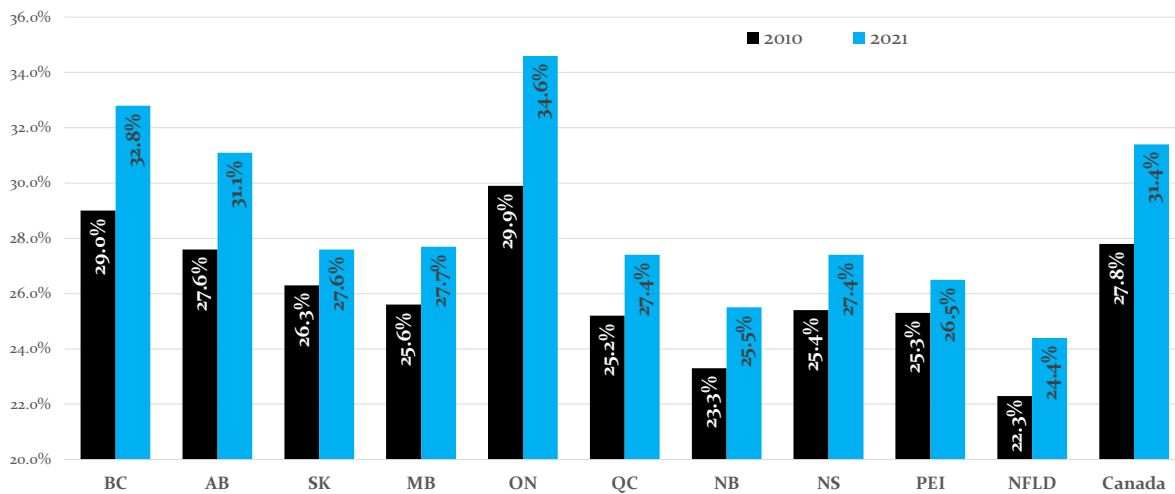


## 2.6. Changes in Household Spending Patterns

Based on Statistics Canada data on household spending, total shelter costs, which includes mortgage payments/rents, property taxes, condominium fees, insurance premiums, repairs and maintenance costs, Ontario households are spending the highest proportion of annual consumption spending on shelter costs at 34.6%, up from 29.9% in 2010 – the Ontario share of consumption (34.6%) and the increase from 2010 are each the largest of any Province in Canada.

Figure 10

### Shelter Costs as % of Total Household Consumption, 2010 & 2021



Note: Total Household Consumption = Total Expenditures less Income Taxes, Insurance/Pension Contributions and Gifts/Charitable Donations  
 Source: KPEC based on Statistics Canada, Survey of Household Spending, Table 11-10-0222-01



## 3. IDENTIFIED AREAS OF CONCERN AND HIGH-LEVEL RECOMMENDATIONS

### 3.1. Issue: Uncertainty and Inconsistency in How Local Services Are Defined and Applied

Municipalities utilize 'local service policies' ("LSPs", or also referred to as 'local service guidelines') to set out rules to ensure that subdivision conditions requiring installation of infrastructure, and providing definitions of:

- 'Local' work, for which no DC credit is provided when the developer performs the work;
- 'DC eligible' work, for which a DC credit shall be provided, to avoid directly or indirectly imposing a charge on a landowner under Section 59 of the DC Act.

The *DC Act* does not specifically prescribe how LSPs are to be defined or what they are to include. Given the importance of ensuring fair and consistent treatment of developing landowners across a municipality in negotiating development agreements, there is a need to make these local service policies clear and easy to interpret for municipal staff, developing landowners and other stakeholders.

Ideally, LSPs would **reduce uncertainty** in determining the types of works that landowners can be obligated to construct at their own cost (as a local service) and those capital works that the municipality is obligated to provide DC credits and other reimbursements for, even if the landowner has agreed to construct them.

However, in my experience, the following summarizes the issues related to the area of formulating and interpreting local service policies in Ontario:

- There is too much uncertainty in determining what is a "DC eligible" work and what is a "local" work – definitions are often lacking in the LSP document, and policies themselves are often worded in such a way as to confuse matters or conflict with each other.
- While some flexibility is necessary to ensure that localized context can be reflected in LSPs, even when policies are similar to those from other municipalities, there is often inconsistency in application;
- Misunderstanding about the requirement to provide DC credits when a DC-eligible work (as defined in a local service policy) is built by a developing landowner. Section 38 of the DC Act obligates municipalities to provide a DC credit where a landowner performs the work. There is common belief that municipalities are agreeing to provide a DC credit, and if no DC Credit Agreement is struck, a landowner is required to fund a work, without reimbursement, no matter the type of work being installed (Arterial Road, Major Collector Road, etc.)

Each of the above issues is causing significant volumes of Section 20 complaints under the DC Act that is creating delays in getting subdivision agreements finalized, or causing years-long legal disputes about the contents of agreements and obligations contained therein.

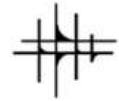


Adjustments and amendments to legislation and regulations to improve the standard of LSPs would reduce the number of, and complexity of disputes at the Ontario Land Tribunal regarding whether DC credits are owed.

The following table presents recommendations for the “Local Services” system to improve the clarity and objectivity in how they are imposed and applied.

Figure 11

<b>Recommendations: Local Services</b>			
<b>Cat.</b>	<b>#</b>	<b>Recommendation</b>	<b>Benefit</b>
<b>LS</b>	<b>1</b>	Provide guidance on how local service policies are to be used and interpreted for stakeholders	Would make LSPs easier to interpret and reduce the number of disputes regarding interpretation and application of LSPs.
<b>LS</b>	<b>2</b>	Consider standardizing local service policy language in certain areas, such as watermain sizing/oversizing provisions, though sizes used in policies could vary.	
<b>LS</b>	<b>3</b>	Encourage municipalities to incorporate visuals to assist with interpretation of LSPs.	



### 3.2. Issue: Estimating Benefit to Existing – Difficult & Subjective

Paragraph 5(1)6 of the DC Act provides direction requiring reductions to estimated capital costs necessary to deliver capital works necessary to meet increased needs for service by new development to reflect the extent to which an increase in service to meet increased need would benefit existing development.

*6. The increase in the need for service must be reduced by the extent to which an increase in service to meet the increased need would benefit existing development. The extent to which an increase in service would benefit existing development may be governed by the regulations.*

Many municipalities use subjective approaches to estimating BTE, or other related high-level estimates and assumptions. Many OLT appeals of municipal DC by-laws involve disputes with a relative lack of BTE applied to capital works.

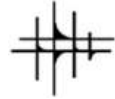
For certain types of capital works, such as linear water/sewer or roads infrastructure or 'vertical' infrastructure such as wastewater treatment plants, there are objective measurements of existing and planned capacity that can be used to estimate:

- The extent to which new growth requires the additional capacity provided by a capital work, and
- The extent to which the existing community will benefit from costs associated with:
  - Renewal and refurbishment of existing capacity (costs that would have been incurred even without new growth occurring),
  - Correction of existing deficiencies, including restoration of works to restore original installed capacity,
  - The introduction of a new type of capital work/service (building a new indoor pool where a municipality had not had one before);
  - Avoidance of infrastructure failure or deterioration in service at the end of useful life deterioration where an asset is replaced mid-way through its lifecycle, extending the lifespan of the capital work;
  - Incorporating modern infrastructure standards in replacing older assets through an otherwise growth-related project.

It is not uncommon for municipal DC studies to provide little explanation for the BTE allocations made for each project or each category of projects – background information setting out the rationale for applied BTE percentages is often only available upon specific request through the peer review process.

The lack of direction in the DC Act regarding how to estimate BTE result in substantial variation in application of BTE from one municipality to the next. The subjectivity in assigning BTE can result in DC rates being less precise in determining the true proportion of capital costs that benefit new growth.

As DC rates have continued to increase over time, getting the DC/BTE shares right is increasingly crucial:



- If BTE is **understated** relative to the true benefit received from a capital work, it would represent new growth subsidizing existing tax/rate payers for works (or portions thereof) they benefit from;
- If BTE is **overstated**, the taxpayer would be subsidizing new growth through DC rates that are otherwise too low relative to growth-related need.

Some municipalities utilize a detailed set of calculations involving marginal cost of existing works to be replaced as a share of cost of the new expanded works, others use 'informed' or 'structured' approximation with benchmark BTE shares assigned to project categories. Using the list of potential approaches from the Niagara Region 2022 DC Study, the range of potential options to calculate BTE includes those listed in the table below.

Figure 12

Identified Potential Approaches to Estimating “Benefit to Existing”, Niagara Region, 2022		
Approach	Summary	Rationale
<b>Structured Approximation</b>	Fixed BTE categories/percentages with defined BTE percentages – each project is evaluated to determine which category best fits the project.	Applies broad-brush BTE percentages to like projects
<b>Population &amp; Employment Based</b>	For each project, determine the ratio of existing benefitting users relative to the total of existing and growth-related benefitting users.	Based on the concept that all existing users derive benefit from a new project
<b>Demand Based</b>	For each project, determine ratio of benefitting service area relative to total demands of existing and growth-related benefitting areas.	This approach can take into consideration whether there is an existing deficiency or not
<b>Capacity Based</b>	Determine ratio of existing capacity in the infrastructure relative to the future capacity of the infrastructure.	In lieu of using population or demand-based approaches
<b>Calculated Age</b>	Incorporation of age of asset for instances where growth infrastructure is replacing existing infrastructure.	Age being used as a proxy for condition of existing asset

It is noted that one impediment to a fully objective approach to estimating BTE is the availability of data related to elements such as asset age/lifespan, condition.



Recommendations: Benefit to Existing			
Cat.	#	Recommendation	Benefit
BTE	4	Set out guidelines and instructions for how to estimate BTE for certain project types (grade separations, road reconstruction works, etc.)	Improve the extent to which “BTE” is objectively derived and reduce conflicts in creation of new DC by-laws.
BTE	5	Set requirements for background data and assumptions to BTE calculations be provided in DC studies.	Make BTE calculations more transparent to stakeholders.

### 3.3. Issue: Uncertainty and Inconsistency in Estimating Historic Service Levels Used to Establish Allowable DC Rates

#### 3.3.1. Inconsistency in Reported Values of Existing Assets with Other Municipal Documents

In establishing the ‘level of service’ used to estimate the maximum allowable DC rate that can be imposed for many DC services, a municipality is directed in DC regulations to use the replacement value (exclusive of any depreciation) of existing municipal capital assets. However, the values assigned to existing assets in DC studies, used for setting allowable DC rates, are significantly greater than the reported ‘cost’ value of municipal assets in documents such as annual Financial Information Returns (“FIRs”) or Asset Management Plans (“AMPs”)



Figure 13

### Sample Comparison of Values for Capital Assets - Annual Report to MMAH and 2022 DC Study, City of Mississauga

	FIR Schedule 51A - Cost of Tangible Capital Assets (before Amortization)	2022 DC Study (Replacement Value)	FIR as % of DC Study
<b>Fire</b>	<b>\$ 164,280,413</b>	<b>\$ 526,895,800</b>	<b>31%</b>
<b>Roads</b>	<b>\$ 5,475,867,597</b>	<b>\$ 10,056,101,086</b>	<b>54%</b>
Paved Roads (includes land)	\$ 4,565,690,025	\$ 8,005,155,577	57%
Bridges/Culverts	\$ 382,877,909	\$ 1,320,271,620	29%
Traffic Operations	\$ 331,766,359	\$ 564,866,889	59%
Streetlighting	\$ 195,533,304	\$ 165,807,000	118%
<b>Parks &amp; Recreation</b>	<b>\$ 2,952,464,322</b>	<b>\$ 4,629,528,400</b>	<b>64%</b>
Parks	\$ 2,315,173,296	\$ 2,438,681,000	95% (Note 1)
Recreation Facilities/Programs	\$ 637,291,026	\$ 2,190,847,400	29%
<b>Libraries</b>	<b>\$ 144,857,705</b>	<b>\$ 406,948,300</b>	<b>36%</b>

Note (1): FIR as % of DC Study for Parks is overstated, as FIR includes land value, but DC Study excludes land value  
Source: KPEC based on Financial Information Returns, Schedule 51A, City of Mississauga 2022 DC Study

Using the City of Mississauga as an example, the value of the City's library assets is estimated to be \$145 million in their annual FIR (before deducting for depreciation) but is estimated to be \$407 million in the DC Study, meaning that the reported values in the FIR are just 36% of the values used to establish DC rates. Put another way, the values used in the DC Study to establish the maximum allowable funding envelope (based on value of historic service levels) is 2.8-times higher than the reported book cost of the assets. If the replacement value of assets used in DC studies to set maximum allowable DC rates are being overstated relative to the true value of the assets, it would result in DC rates that are higher than necessary to adequately recover DC revenues from new development that are equivalent to (but not higher than) existing service levels.

That municipalities already undertake annual estimates of the value of their existing inventory of assets could present an opportunity for standardization and streamlining of DC rate calculations, even if only for purposes of relying on the FIR data as the basis for upscaling values for purposes in DC studies.

### 3.3.2. Lack of Standardized Approach to Estimating Value of Assets Leads to Substantial Variation and Unpredictability in DC Rates

Not only is there significant disparity between reported costs in official financial documents submitted to MMAH and those used in DC studies for setting service level caps and DC rates, but there are also significant disparities in estimated replacement costs for similar assets from one municipality to the next. The figure below shows the range of values assigned to existing large recreation centres in various Ontario DC studies – with replacement values ranging from \$194/SF to \$971/SF.



Figure 14

**Assumed Replacement Value of Large Recreation Centres, Various DC Studies in Ontario, 2023-2024**

		Low	\$	194
		High	\$	971
Recreation Centres >50,000 SF	Municipality	\$/SF		SF
Turner Park YMCA	Hamilton	\$ 971		59,490
Progressive Auto Sales Arena	Sarnia	\$ 900		144,200
Bernie Morell RC	Hamilton	\$ 896		54,895
Tribute Communities Centre	Oshawa	\$ 854		105,000
Allandale - Phase 1&2	Barrie	\$ 820		121,383
Dundas Market Street Arena	Hamilton	\$ 790		124,578
East Bayfield	Barrie	\$ 730		152,331
Cassie Campbell CC	Brampton	\$ 696		163,063
Mohawk 4 Arena	Hamilton	\$ 664		136,000
Chedoke Twin Pad Arena	Hamilton	\$ 664		89,421
Ancaster CC	Hamilton	\$ 618		92,570
Delpark Homes Centre	Oshawa	\$ 584		190,901
Sleeman Centre	Guelph	\$ 550		140,000
West End Community Centre	Guelph	\$ 550		57,756
Century Gardens Recreation Centre	Brampton	\$ 497		119,924
CAA Centre	Brampton	\$ 487		175,000
South Fletcher's Sportsplex	Brampton	\$ 464		173,546
Eddie Bush Memorial Arena	Collingwood	\$ 450		66,000
Central Park Arena	Collingwood	\$ 450		60,000
Brampton Soccer Centre	Brampton	\$ 415		152,717
Civic Recreation Complex	Oshawa	\$ 387		211,474
Earncliffe Recreation Centre	Brampton	\$ 326		112,560
Gore Meadows CC	Brampton	\$ 194		136,000

Source: KPEC based on various DC studies

Construction costs for buildings should have a relative smaller range than land values will from one municipality to the next. A 2024 estimate of construction costs for public sector buildings in numerous jurisdictions across Canada found that the range of costs had a far smaller range of values than is evident from DC studies throughout Ontario.

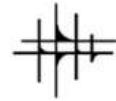


Figure 15

**Comparison of Construction Costs per SF, Public Sector Uses**

Geography	Fire/EMS Station	Police Station	Library	Arena	Aquatic Facility	Multi-Use Rec. Centre	Municipal Average
Vancouver	\$ 590	\$ 470	\$ 440	\$ 350	\$ 535	\$ 515	\$ 483
Calgary	\$ 525	\$ 435	\$ 410	\$ 345	\$ 475	\$ 420	\$ 435
Edmonton	\$ 525	\$ 435	\$ 410	\$ 345	\$ 475	\$ 420	\$ 435
Winnipeg	\$ 520	\$ 430	\$ 405	\$ 340	\$ 470	\$ 415	\$ 430
GTA	\$ 570	\$ 500	\$ 550	\$ 355	\$ 610	\$ 670	\$ 543
Ottawa	\$ 565	\$ 465	\$ 465	\$ 340	\$ 565	\$ 585	\$ 498
Montreal	\$ 500	\$ 435	\$ 425	\$ 330	\$ 510	\$ 530	\$ 455
Halifax	\$ 400	\$ 360	\$ 410	\$ 335	\$ 615	\$ 510	\$ 438
St. John's	\$ 400	\$ 350	\$ 400	\$ 340	\$ 510	\$ 460	\$ 410
<b>Average</b>	<b>\$ 511</b>	<b>\$ 431</b>	<b>\$ 435</b>	<b>\$ 342</b>	<b>\$ 529</b>	<b>\$ 503</b>	<b>\$ 459</b>
<i>High</i>	<i>\$ 590</i>	<i>\$ 500</i>	<i>\$ 550</i>	<i>\$ 355</i>	<i>\$ 615</i>	<i>\$ 670</i>	<i>\$ 543</i>
<i>Low</i>	<i>\$ 400</i>	<i>\$ 350</i>	<i>\$ 400</i>	<i>\$ 330</i>	<i>\$ 470</i>	<i>\$ 415</i>	<i>\$ 410</i>

Note (1): low-end of reported ranges provided  
Source: Altus Group, 2024 Canadian Cost Guide

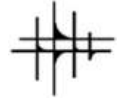
Figure 16

Recommendations: Historic Service Level Analysis			
Cat.	#	Recommendation	Benefit
LOS	6	Prescribe (in regulations) a data source for estimated replacement values of existing assets in LOS analysis.	Would provide for a more objectively derived, consistent, and predictable source of data for input into DC studies.
LOS	7	Require LOS analysis and estimated LOS caps to be inputted into standardized "Forms" to be submitted to Province for approval.	Would improve oversight on DCs by standardizing DC calculations.  This approach would be similar to what is used for Education Development Charges in Ontario.

**3.4. Issue: Hidden Influence of Rising Land Values in Causing Escalation of DC Rates**

DC rate calculations are heavily reliant on land values in establishing how high DC rates can be. The inclusion and influence of land values in how DCs are calculated have played a key role in the general escalation of DC rates over the past 5-10 years. There are two areas where land values have significant influence on calculated DC rates:

- In setting the value of the existing service, data regarding quantities of land assets owned by municipalities, and "replacement cost" values for land assets owned by municipalities are used



in setting the allowable DC rate 'room'. As land values escalate, service levels based on estimates of the 'value' of a service will escalate.

- On a forward-looking basis, once the amount of 'cap room' is known, municipalities then have to estimate what the land acquisition needs will be over the forecast planning horizon. The amount of projected DC-funding needs for land acquisitions, building construction, equipment costs, etc., will formulate the capital forecast used to establish what the anticipated costs are to provide increased services to new development.

### 3.4.1. Escalating Land Values Push Calculated Service Levels Upward Despite a Relative Lack of Actual New Services

The quantity of existing land assets (hectares) and associated 'replacement cost' of these land parcels are used to measure the value existing municipal service levels, thereby setting the maximum allowable 'funding envelope'. If the calculated value of municipal assets is \$100/capita, the DC rate imposed on new development can be as high as \$100/capita without contravening Section 5(1) paragraph 4 of the DC Act.

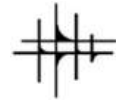
However, this approach presents numerous issues in today's planning and development environment:

- The value assigned in DC studies to these public land assets is not based on their appraised values or what they were acquired for but are based on the 'replacement cost' of the land.
  - This is typically interpreted as being the market value (with residential land values often used as a proxy) of purchasing replacement sites elsewhere in the City for those same public uses (recreation centres, libraries, road rights-of-way)
  - Yet, when land is purchased, the actual land values necessary to purchase needed lands is often lower than average municipal market land values, especially when lands are needed on the fringe of a municipality for developing areas.
  - Using the purchasing power created by high land values to purchase lower value lands on the fringes of municipalities, creating the potential for 'arbitrage'.<sup>11</sup>
- Therefore, as residential land values have escalated across Ontario<sup>12</sup> in recent years, calculated service levels get disproportionately inflated by land values, without any regard for true 'service levels' as typically measured in buildings, furniture, equipment, etc.
- Whether value of existing land assets makes up 5% or 85% of the calculated service levels, this room can be used for any combination of eligible capital cost related to that DC service. Therefore, the 'room' being created in LOS calculations by escalating land value can be used entirely for new buildings or any other capital work.
- This allowance in the DC Act to construct buildings (or build higher-quality buildings) based on 'room' created due to escalating land values advantages municipalities that have a

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<sup>11</sup> Arbitrage refers to the buying and selling of commodities to take advantage of differing prices for the same asset – using heightened land values in existing urban areas to (in part) buy cheaper land on the urban fringe.

<sup>12</sup> Driven higher by shortage of housing supply relative to demand



disproportionately large quantity of municipal land assets or a high-value land base, regardless of what the true 'on the ground' service levels are (square feet per capita, etc.)

Figure 17

Changes from 2013 DC Study to 2022 DC Study – City of Toronto	Indoor Recreation	Library	Fire
Change in Land Area	+36%	+1%	+2%
Change in Value of Land	+1566%	+915%	+408%
Change in Building Area	+19%	+3%	+6%
Change in Value of Buildings	+160%	+108%	+39%
<b>Change in Estimated Service Levels</b>			
\$/Capita – WITH land	+128%	+117%	+204%
\$/Capital – WITHOUT land	+26%	+65%	+47%
Actual Service Level	+7%	-7%	-4%

An analysis of data from the City of Toronto's DC studies from 2013 and 2022 shows that while the quantum of land and buildings in certain key soft services have not changed significantly over the past 10 years, the **value** assigned to land assets have put substantial upward pressure on calculations of existing service levels. In the case of Fire Services<sup>13</sup>:

- The City only added 2% to its inventory of land – increasing by less than 1 hectare (from 56.29 hectares to 57.25 hectares) over the 10-year period from 2013-2022. The value of the inventory of land assets, however, increased by 408% owing to the increase in average land values applied in the DC study from \$5.4 million/ha in 2013 to \$26.9 million/ha in 2022.
- Over the 10-year period, the City added 6% to its inventory of Fire buildings, increasing the footprint of buildings from 763,300 SF in 2013 to 808,225 SF in 2022. The value of the inventory of building assets increased by 39%, owing to the increase in building values from \$450/sf in the 2013 to \$590/sf in the 2022 DC Study.
- Therefore, while the 'service level' when estimated inclusive of land value increased by 204%, when land value is netted out, the increase in the value of the City's Fire Service buildings increased by only 47%.
- However, in terms of tangible services provided, the 6% increase in building area, when combined with a 11% population increase, resulted in a **4% reduction in service levels per capita** from 0.288 sf/capita in 2013 to 0.275 sf/capita in 2022.

<sup>13</sup> Detailed calculations are in Appendix A



### 3.4.2. Various Tools Available to Acquire Land Often Not Considered in Estimating Future Capital Needs

In setting out the capital program that needs to be funded by DCs, the current DC Act models allow for a significant overstatement of how much land municipalities need to buy with DCs.

The DC Act specifically allows for capital costs to be included in capital forecasts used for DC rate setting, based on costs both “incurred or proposed to be incurred”.

Often, DC rate calculations estimate that all future land acquisitions will need to be purchased with DC funds. However, this conservative approach ignores that municipalities may acquire land through numerous other means, including:

- Planning Act dedications for road rights-of-way<sup>14</sup>;
- Parkland conveyance or provision of cash-in-lieu of parkland, the latter of which can be used for acquisition of parkland or other public recreation uses (s.42/51 of Planning Act);
- Through Community Benefits Charges, either with purchase with CBC funds, or as in-kind contribution (s.37 of Planning Act)<sup>15</sup>;
- Through purchases, donations or transfers from other government entities (i.e., purchasing an underutilized school parcel);
- Purchasing of encumbered or undesignated land ahead of anticipated urban expansion.<sup>16</sup>
- Expropriation;
- Repurposing or making more efficient use of existing municipal-owned lands.

### 3.4.3. Implications of Inclusion of Land Value in DC Calculations

There are numerous issues and risks caused by the continued inclusion of land in DC rate setting on LOS/cap side of DC studies, and the existing orientation of land acquisition capabilities in capital forecasting used to establish DC rates that could be reconsidered to better ‘right-size’ DCs in Ontario:

The ability to leverage escalating land values into funding ‘room’ that can be charged to fund any combination of buildings, equipment or land (which for development paying DCs, is often acquired during subdivision process, years before housing is permitted and imposed DCs)<sup>17</sup> would appear to allow a disproportionate use of available ‘room’ for buildings (relative to proportion of existing value), allowing for either:

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<sup>14</sup> While land is dedicated to municipalities at no cost, if all or part of lands acquired for road widening purposes, certain municipalities allow abutting property owners to re-purchase the excess land at a fair market value, unless the owner is the originally grantor of the lands, in which case lands can be returned at a nominal sum. Source: Halton Region, Highway Dedication Guidelines

<sup>15</sup> City of Toronto Staff Report, 45, 57-93 Balliol Street, Community Benefits Charge In-kind Offer, (January 8, 2024)

<sup>16</sup> The Town of Oakville purchased lands (192 acres) for North Park in 1991 at approximately \$34,375 per acre, saving roughly \$110 million by purchasing lands. Source: Altus Group Economic Consulting, New Homeowner Money in the Government’s Bank, (October 2021)

<sup>17</sup> And yet DC rates are calculated based on land values for presumed land acquisitions over next 10-25 years.



- Escalation of service levels on SF/capita basis (but which would have significant operating cost implications); or
- Upscaling value and quality of facilities provided to new development relative to existing service level standards ('gold plating'); or<sup>18</sup>
- If neither of the above are done and instead existing service levels are maintained (opposed to bullet one) and existing building standards are maintained in new buildings (opposed to bullet two), a build-up of reserves may ensue.

By incorporating land value into DC calculations, it eliminates the possibility that key soft service DC categories cannot be measured solely (and simply) on a "SF/capita" basis or other similar ratio-based measurements typically used in master planning exercises. Instead, the existing approach requires the incorporation of a financial measurement to account for value of land base within DC service (capitalizing on escalation in land values through scenarios mentioned in prior bullet).

As an example to illustrate the value of land underlying municipal assets is having and putting upward pressure on allowable DC rates, in the City of Mississauga's 2022 DC Study (as shown in the Figure below) land value makes up 42.3% of existing service level value, including as much as 66% of the value of the City's Roads level of service funding 'envelope' available to it.

Figure 18

### Composition of Existing Service Level Value - City of Mississauga, 2022 DC Study

Service	Value of Existing Inventory (2021, \$M)			
	Buildings	Land	All Other	Total
By-law Enforcement	\$ 62,190	\$ 24,834	\$ 1,236	\$ 88,259
Library Services	\$ 280,475	\$ 94,269	\$ 32,204	\$ 406,948
Fire Services	\$ 232,210	\$ 209,982	\$ 84,704	\$ 526,896
Parks & Recreation	\$ 1,957,814	\$ 549,142	\$ 2,122,572	\$ 4,629,528
Public Works	\$ 144,803	\$ 110,083	\$ 33,661	\$ 288,546
Roads	n.a.	\$ 6,666,602	\$ 3,389,770	\$ 10,056,371
<b>TOTAL</b>	\$ 2,677,491	\$ 7,654,911	\$ 5,664,147	\$ 15,996,549

Service	Land as % of	Service Level	Service Level w/o
	Total	(\$/capita)	Land (\$/capita)
By-law Enforcement	28.1%	\$ 72	\$ 51
Library Services	23.2%	\$ 551	\$ 423
Fire Services	39.9%	\$ 438	\$ 263
Parks & Recreation	11.9%	\$ 6,119	\$ 5,393
Public Works	38.2%	\$ 242	\$ 150
Roads	66.3%	\$ 8,336	\$ 2,810
<b>TOTAL</b>	42.3%	\$ 15,758	\$ 9,091

Note: Other DC services have no LOS analysis (Studies, Transit, Living Arts Centre Debt)  
Source: KPEC based on Hemson Consulting, City of Mississauga 2022 DC Study

As another example, the City of Markham's 2022 DC Study, 75% of the value of the City-wide Road assets of \$10.68 billion was from the value of the land underlying the roads (\$8.01 billion). This land

<sup>18</sup> A windshield scan of Ontario park facilities and recreation centres shows this approach is certainly being used in some municipalities



value resulted in a calculated 'maximum allowable funding envelope' of \$3.3 billion, although the City only utilized \$1.2 billion of this envelope. If the land was removed from the City's DC study calculations, the maximum allowable funding envelope would decrease from \$3.3 billion (over 10 years) to \$811 million.

In most Ontario municipalities, there are typically large quantities of unused, but available capital funding 'room' under the DC Act provisions. Therefore, in many municipalities and for many services where the full extent of the available funding envelope is not used, or the capital program is unaffected by the reduced LOS cap, the impact of removing land from the LOS calculations may have little to no impact on calculated DC rates.

Removing land from LOS calculations can also ensure that municipalities are limited to measuring level of service and capital need based solely on actual service levels (SF/capita, etc.), rather than being enabled to unnecessarily (and expensively) over build infrastructure on the back room created by escalated land values. In the case of Markham's 2022 DC Study, if the 75% land value share of the value of the LOS inventory was removed, roughly \$149 million of the remaining \$960 million of forecast costs for works would be ineligible on the basis that this amount would increase service levels imposed on new development above existing (non-land) service level measurements (see figure below).

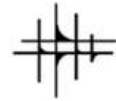
Figure 19

### Comparison of Roads DC Rate Calculation with and without Land Value, based on City of Markham 2022 DC Study

LOS Calculation	With Land	Without Land	Change	% Chg
Level of Service (\$/capita)	\$ 22,688.49	\$ 5,571.43	\$ (17,117.06)	-75%
10-Year Population/Employment Growth	145,660	145,660		
Maximum Allowable Funding Envelope	\$ 3,304,805,453	\$ 811,534,494	\$ (2,493,270,960)	-75%
<b>DC Recoverable Costs</b>				
Property Acquisition	\$ 245,036,345	\$ -	\$ (245,036,345)	-100%
All Other Costs	\$ 960,883,371	\$ 960,883,371	\$ -	0%
Total	\$ 1,205,919,716	\$ 960,883,371	\$ (245,036,345)	-20%
Reduction for LOS Cap	\$ -	\$ 149,348,877	\$ 149,348,877	n.a.
Total after Application of LOS Cap	\$ 1,205,919,716	\$ 811,534,494	\$ (394,385,222)	-33%
Residential Share	61.90%	61.90%		
Residential DC Recoverable	\$ 746,464,304	\$ 502,339,852	\$ (244,124,453)	-33%
Population in New Units	90,381	90,381		
DC per Capita (unadjusted)	\$ 8,259.08	\$ 5,558.02	\$ (2,701.06)	-33%

Source: KPEC based on City of Markham 2022 DC Study

In the case of the City of Mississauga's Roads DC calculations, the component related to property value has increased by 180% over the 2009-2022 period, or nearly double that of all other elements combined (+99%), despite no new land being included in the City's inventory of road-related property.



The share of estimated total value in the City’s roads network attributable land value has increased from 58% in the 2009 DC Study to 66% in the 2022 DC Study (despite no new land being acquired). A similar trend is evident in other Mississauga DC services where the quantity of building area being provided is lagging well behind changes to land area: <sup>19</sup>

Figure 20

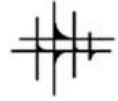
	Change 1999-2021	Change SF/ or Ha/Capita 1999-2021	Change in Value of Service Level
Library – Buildings GFA (sf)	+18%	-9%	+211%
Library – Land Area (ha.)	+64%	+26%	+360%
Fire – Buildings GFA (sf)	+55%	+18%	+456%
Fire – Land Area (ha.)	+261%	+176%	+885%

### 3.4.4. Recommendations: Land Value in DCs

Figure 21

Recommendations: Land Value			
Cat.	#	Recommendation	Benefit
LV	8	Exclude land from 15-year historic average ‘level of service’ calculations	Would mitigate influence that land values have on DC rates, by
LV	9	Exclude ‘projected’ land needs as an eligible capital cost, and only allow for ‘incurred’ land costs to be recovered in DC rate calculations.  Continue to allow land to be acquired (where needed) from DCs, but limit land cost recoveries in DC rate setting to ‘incurred’ costs only – more appropriate to have developments paying DCs today based on cost of recent land acquisitions (which is likely more co-terminus with those lands being permitted), rather than estimates of land values 10-25 years in future.	Disconnecting LOS calculations that use escalating land values (often due to under-supplied housing market) to create more “LOS cap” room to increase DCs.  Inventory of municipal-owned land for a given DC service does not do anything to provide “service”. Escalating land values may increase the “dollar value” of a given service, but not necessarily have any bearing on measuring the true service levels (SF/capita)  Potential DC Act wording change is provided in the table below.

<sup>19</sup> The background data for this analysis can be found in the appendix to this report



Recommendations: Land Value			
Cat.	#	Recommendation	Benefit
LV	10	<p>In absence of the above changes to land inclusion in LOS and eligible capital costs:</p> <ul style="list-style-type: none"> <li>A) Mandate LSPs to include language requiring provision of DC credits where capital project carried in a DC Study includes land costs.</li> <li>B) Require DC studies to specify projects where future land acquisition costs are included, as well as quantity and value assigned to it.</li> </ul>	<p>Would provide for an alternate fix to the potential over-collection of land costs, though would require significant additional detail added to DC studies and annual reserve fund reporting, involving potentially sensitive matters regarding future land acquisition negotiations.</p>

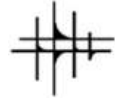
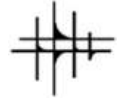


Figure 22

Proposed Changes to Wording of DC Act to Limit Eligible Land Acquisitions Costs to “Incurred” Costs Only	
Existing DC Act Wording	Proposed Revised DC Act Wording
<p><b>Capital costs, inclusions</b></p> <p>(3) The following are capital costs for the purposes of paragraph 7 of subsection (1) if they are incurred or proposed to be incurred by a municipality or a local board directly or by others on behalf of, and as authorized by, a municipality or local board:</p> <ol style="list-style-type: none"> <li>1. Costs to acquire land or an interest in land, including a leasehold interest, except in relation to such services as are prescribed for the purposes of this paragraph.</li> <li>2. Costs to improve land.</li> <li>3. Costs to acquire, lease, construct or improve buildings and structures.</li> <li>4. Costs to acquire, lease, construct or improve facilities including,             <ol style="list-style-type: none"> <li>i. rolling stock with an estimated useful life of seven years or more,</li> <li>ii. furniture and equipment, other than computer equipment, and</li> <li>iii. materials acquired for circulation, reference or information purposes by a board within the meaning of the <i>Public Libraries Act</i>.</li> </ol> </li> <li>5. Costs to undertake studies in connection with any of the matters referred to in paragraphs 1 to 4.</li> <li>6. Costs of the development charge background study required under section 10.</li> <li>7. Interest on money borrowed to pay for costs described in paragraphs 1 to 4. 1997, c. 27, s. 5 (3); 2020, c. 18, Sched. 3, s. 2; 2022, c. 21, Sched. 3, s. 5 (3, 4); 2024, c. 16, Sched. 6, s. 1 (1).</li> </ol>	<p><b>Capital costs, inclusions</b></p> <p>(3) The following are capital costs for the purposes of paragraph 7 of subsection (1) <b>if they are incurred or proposed to be incurred by a municipality</b> or a local board directly or by others on behalf of, and as authorized by, a municipality or local board:</p> <ol style="list-style-type: none"> <li><del>1. Costs to acquire land or an interest in land, including a leasehold interest, except in relation to such services as are prescribed for the purposes of this paragraph.</del></li> <li>2. Costs to improve land.</li> <li>3. Costs to acquire, lease, construct or improve buildings and structures.</li> <li>4. Costs to acquire, lease, construct or improve facilities including,             <ol style="list-style-type: none"> <li>i. rolling stock with an estimated useful life of seven years or more,</li> <li>ii. furniture and equipment, other than computer equipment, and</li> <li>iii. materials acquired for circulation, reference or information purposes by a board within the meaning of the <i>Public Libraries Act</i>.</li> </ol> </li> <li>5. Costs to undertake studies in connection with any of the matters referred to in paragraphs 1 to 4.</li> <li>6. Costs of the development charge background study required under section 10.</li> <li>7. Interest on money borrowed to pay for costs described in paragraphs 1 to 4. 1997, c. 27, s. 5 (3); 2020, c. 18, Sched. 3, s. 2; 2022, c. 21, Sched. 3, s. 5 (3, 4); 2024, c. 16, Sched. 6, s. 1 (1).</li> </ol> <p style="color: red;">[RECOMMENDED FOR ADDITION] - (3.1) The following are capital costs for the purposes of paragraph 7 of subsection (1) <b>if they have been incurred</b> by a municipality or a local board directly or by others on behalf of, and as authorized by, a municipality or local board:</p> <ol style="list-style-type: none"> <li style="color: red;">1. Costs to acquire land or an interest in land, including a leasehold interest.</li> </ol>



### 3.5. Issue: DC Service Categories and Eligible Capital Costs

Through Bill 108, Section 2(4) of the DC Act has been reoriented to only list the services that DCs can be imposed for, with the list including 19 specific services as being eligible.

Figure 23

DC Eligible Services – Section 2(4) Development Charges Act			
Water Supply, including distribution and treatment	Waste Water, including sewers and treatment	Storm Water Drainage and Control	Services related to a highway
Electrical power	Toronto-York subway	Yonge North subway	Waste Diversion
Policing	Fire Protection	Ambulance	Libraries
Long-Term Care	Parks & Recreation (but not land for parks)	Public Health	Child Care
Provincial Offences Act	Emergency Preparedness	Airports (Waterloo Region only)	

Prior to Bill 108, section 2(4) of the DC Act listed services which were **ineligible** for recovery from development charges, and included:

- Cultural or entertainment facilities, including museums, theatres and art galleries;
- Tourism facilities, including convention centres;
- Acquisition of land for parks;
- Provision of a hospital;
- Waste management services;
- Headquarters for general administration of municipalities and local boards

Any review of the DC system in Ontario should include an evaluation of what municipal services are eligible (or ineligible) for recovery.

There may be potential to merge certain DC services based on how municipal services are combined in master planning processes, or how they are often bundled within the same facilities. Merging DC services can make front-ending agreements easier to manage as combined DC services allows for more DC credit 'room' to receive reimbursement for work performed. Alternatively, even if certain DC services are maintained as separate calculations for DC rate setting purposes, consideration could be given to merging certain DC services for the purposes of estimating DC credit 'room', to mitigate limitations in available DC credits driven by amounts payable for a given DC service, and reduce non-DC reimbursements that may be owed.



Figure 24

Recommendations: DC Service Categories			
Cat.	#	Recommendation	Benefit
SC	11	Merge transit and roads DC services (or at a minimum for DC crediting purposes), consistent with how Transportation Master Plans typically consider both services	Would allow for increased DC credit 'room' for proponents' front-ending road works or transit works.
SC	12	Merge soft services such as libraries, indoor recreation, and parks development (or others, where applicable) when they are provided jointly, or studied through the same master planning process (or at a minimum for DC credit purposes)	Would simplify DC calculations and allow for increased DC credit 'room' for front-enders
SC	13	For greater clarity, include lists of both 'eligible' and 'ineligible' services in DC Act	Would provide clarity in DC Act regarding what is an eligible service and what is an ineligible service

### 3.6. Miscellaneous Issues

The following table presents numerous other recommendations that do not fit into any of the broader issues with DC calculation and imposition.

Figure 25

Recommendations: Miscellaneous Issues			
Cat.	#	Recommendation	Benefit
M	14	Consider changing 'up-front' nature of existing DC model to a long-term debt repayment model to better utilize public sector borrowing power.	<p>Moving DC imposition from an up-front payment model to a model that relies more on debt financing and longer-term payback through taxes and/or user rates would improve affordability for end users and reduce the need to finance DC-funded costs through mortgage financing.</p> <p>Would allow for ongoing monitoring of costs and allow end-users to pay 'actuals' rather than projected costs as embedded in today's DC rate calculations.</p> <p>A model demonstrating how this approach would work and ensure both full funding for municipalities and cost relief (or neutrality at</p>



Recommendations: Miscellaneous Issues			
Cat.	#	Recommendation	Benefit
			worst) for homeowners is provided in Section 5.3 of this report.
M	15	Strengthen or enforce provisions regarding illegality of 'additional levies' and confine all development charges for growth-related capital infrastructure to those allowed under the DC Act.	Revisions to the DC Act and Municipal Act to fully eliminate the usage of additional levies outside of the DC Act would confirm that the DC Act represents a 'complete code' for the funding of growth-related infrastructure.
M	16	Streamline Section 20 DC Complaints with revised approach to OLT hearings	Moving some/most Section 20 complaints to written evidence hearings would save considerable time at the OLT and free-up capacity among industry and municipal stakeholders.
M	17	<p>Revisit efficacy of DC freeze model.</p> <p>Study how often frozen DCs are preserved with permits (which need to be 18 months from approval).</p> <p>Clarify legislation for instances when DC rates are decreasing such that frozen DC rate may be higher than in-force rates.</p>	<p>The current DC freeze system has created confusion among industry stakeholders and could be modified or simplified to achieve Provincial objectives.</p> <p>The current system may result in situations where DC rates are not increasing above inflation/interest rates (or are decreasing), which would create incentive for applicants to withdraw applications and resubmit to obtain lower available DC rates.</p>
M	18	Add reference in DC regulations to newly added London CMA to existing prescribed DC index.	London CMA data was recently added to StatsCan dataset - this would allow for DC indexing in Southwestern Ontario to better reflect changes in costs in that area of the Province.
M	19	Refine concept of DC by-law 'expiry' for certain services, and only allow DC by-laws to be reviewed after the Master Planning exercise for a given DC service is completed.	Would incentivize municipalities to renew master plans on a regular basis. By making DC capital programs directly based on master plans, it would effectively add significant time to DC peer review period.

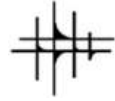


Figure 26 – Legislative Changes – Recommended Changes to Municipal Act and Development Charges Act to Eliminate Additional Levies Outside of DC Act

Existing Wording	Proposed Wording
<b>Municipal Act O.Reg 584/06</b>	
<p><b>Capital costs</b></p> <p>2. (1) A municipality and a local board do not have power under the Act to impose fees or charges to obtain revenue to pay capital costs, if as a result of development charges by-laws or front-ending agreements under the Development Charges Act, 1997 or a predecessor of that Act that was passed or entered into before the imposition of the fees or charges, payments have been, will be or could be made to the municipality or local board to pay those costs. O. Reg. 584/06, s. 2 (1).</p> <p>(2) For the purpose of subsection (1),</p> <p>“capital costs” has the same meaning as it has in the Development Charges Act, 1997; (“dépenses en immobilisations”)</p> <p>“payments” do not include amounts the municipality or local board has refunded or is required to refund under the Development Charges Act, 1997. (“paiements”) O. Reg. 584/06, s. 2 (2).</p>	<p><b>Capital costs</b></p> <p>2. (1) A municipality and a local board do not have power under the Act to impose fees or charges to obtain revenue to pay capital costs, if <del>as a result of development charges by-laws or front-ending agreements under</del> <b>for growth related services listed in subsection 2(4) of the Development Charges Act, 1997</b> <del>or a predecessor of that Act that was passed or entered into before the imposition of the fees or charges, payments have been, will be or could be made to the municipality or local board to pay those costs.</del> O. Reg. 584/06, s. 2 (1).</p> <p>(2) For the purpose of subsection (1),</p> <p>“capital costs” has the same meaning as it has in the Development Charges Act, 1997; (“dépenses en immobilisations”)</p> <p><del>“payments” do not include amounts the municipality or local board has refunded or is required to refund under the Development Charges Act, 1997. (“paiements”) O. Reg. 584/06, s. 2 (2).</del></p>
<b>Development Charges Act, Section 59.1</b>	
<p><b>No additional levies</b></p> <p>59.1 (1) A municipality shall not impose, directly or indirectly, a charge related to a development or a requirement to construct a service related to development, except as permitted by this Act or another Act. 2015, c. 26, s. 8.</p>	<p><b>No additional levies</b></p> <p>59.1 (1) A municipality shall not impose, directly or indirectly, a charge related to a development or a requirement to construct a service related to development, except as permitted by this Act <del>or another Act.</del> 2015, c. 26, s. 8.</p>



## 4. RECOMMENDATIONS TO AMEND AND IMPROVE THE EXISTING DC MODEL

The existing DC system has been in place in Ontario for roughly 35 years, although changes were made in 1997 and other smaller changes have been made since then. Given the number of municipalities that utilize development charges, the number of major disputes regarding adopted DC by-laws has generally been moderately low. However, with DC rates continuing to escalate over time, the impact of issues in DC by-law appeals has grown, and is likely to result in more disputes in the coming years if substantial change is not made to simplify or standardize inputs, assumptions and methods used to calculate DCs, or right-size DC rates to better reflect actual/incurred capital costs.

The DC Act provides opportunity for stakeholders to make a complaint (under s.20 of the Act) that DCs have been incorrectly determined, that amount of available DC credits were incorrectly determined, or that there was an error in the application of the DC by-law. In my experience, Section 20 complaints had been relatively rare until the last few years, when DC rate increases and legislative changes added numerous layers of complexity with respect to how DCs are imposed<sup>20</sup>, such that the calculation of DCs payable has grown overly complex, and prone to error or misunderstanding of the various moving parts that need to be considered.

A theme of the identified issues and flaws in the existing DC calculation model is that it has become:

- Unnecessarily complicated, arcane and opaque to general planning practitioners, home buyers and politicians,
- Susceptible to exponential escalation due to sensitivity to certain inputs (such as land prices) that themselves are impacted by housing supply shortages or real estate speculation, and
- Prone to inconsistent application through a lack of legislative direction allowing subjective assumptions in areas such as:
  - estimation of benefit to existing
  - interpretation of what a local service is,
  - how DC by-law definitions are composed, etc.

Therefore, while the DC Act has been operable for several decades, and provides a complete code for how to handle development-related capital finance in Ontario, the time may be overdue for consideration of what amendments and adjustments may be necessary to ensure that the DC Act can continue to be a useful tool in ensuring that the capital needs of land use plans can be funded and constructed in a timely and efficient manner.

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<sup>20</sup> DC freeze provisions, deferred DC payments, application of interest to DC freeze, application of interest to deferred payments, temporarily imposed phase-in requirements, expansion of statutory discounts and exemptions for affordable housing, discounts for purpose-built rental housing, etc.



Figure 27

<b>Recommendations to Standardize DCs</b>		
<b>Cat.</b>	<b>#</b>	<b>Recommendation</b>
<b>BTE</b>	<b>4</b>	Set out guidelines and instructions for how to estimate BTE for certain project types (grade separations, road reconstruction works, etc.)
<b>BTE</b>	<b>5</b>	Set requirements for background data and assumptions to BTE calculations to be provided in DC studies.
<b>LOS</b>	<b>6</b>	Prescribe (in regulations) a data source for estimated replacement values of existing assets in LOS analysis
<b>LOS</b>	<b>7</b>	Require LOS analysis and estimated LOS caps to be inputted into standardized “Forms” to be submitted to Province for approval and require Ministry approval of Forms before DC by-law can be adopted.
<b>LV</b>	<b>10</b>	In absence of the above changes to land inclusion in LOS and eligible capital costs: <ul style="list-style-type: none"> <li>A) Mandate LSPs to include language requiring provision of DC credits where capital project carried in a DC Study includes land costs.</li> <li>B) Require DC studies to specify projects where future land acquisition costs are included, as well as quantity and value assigned to it.</li> </ul>
<b>M</b>	<b>15</b>	Strengthen or enforce provisions regarding illegality of ‘additional levies’ and confine all development charges for growth-related capital infrastructure to those allowed under the DC Act.
<b>M</b>	<b>18</b>	Add reference in DC regulations to newly added London CMA to existing prescribed DC index.
<b>M</b>	<b>19</b>	Refine concept of DC by-law ‘expiry’ for certain services, and only allow DC by-laws to be reviewed after the Master Planning exercise for a given DC service is completed.

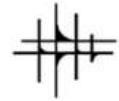
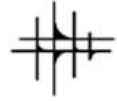


Figure 28

<b>Recommendations to Simplify</b>		
<b>Cat.</b>	<b>#</b>	<b>Recommendation</b>
LS	<b>1</b>	Provide guidance on how local service policies are to be used and interpreted for stakeholders
LS	<b>2</b>	Consider standardizing local service policy language in certain areas, such as watermain sizing/oversizing provisions, though sizes used in policies could vary.
LS	<b>3</b>	Encourage municipalities to incorporate visuals to assist with interpretation of LSPs.
SC	<b>11</b>	Merge transit and roads DC services (or at a minimum for DC crediting purposes), consistent with how Transportation Master Plans typically consider both services
SC	<b>12</b>	Merge soft services such as libraries, indoor recreation, and parks development (or others, where applicable) when they are provided jointly, or studied through the same master planning process (or at a minimum for DC credit purposes)
SC	<b>13</b>	For greater clarity, include lists of both 'eligible' and 'ineligible' services in DC Act
M	<b>16</b>	Streamline Section 20 DC Complaints with revised approach to OLT hearings
M	<b>17</b>	Revisit efficacy of DC freeze model. Study how often frozen DCs are preserved with permits (which need to be 18 months from approval). Clarify legislation for instances when DC rates are decreasing such that frozen DC rate may be higher than in-force rates.



## 5. AN APPROACH TO OVERHAUL ONTARIO'S GROWTH FUNDING MODEL

Given the complexity of the development charges system, and the numerous areas of interest that need to be considered for potential reform and modernization of DCs, this section presents an approach that would largely maintain the base DC system (with the adjustments to simplify and standardize as recommended in the previous chapter), but which would introduce two major changes – 1) imposing the associated costs for some DC services through an annual surcharge on newly constructed homes rather than an upfront charge, and 2) reduce the influence that land values are having on DC rate calculations.

### 5.1. Going Back to Original Intent of Development Charges

Some of the short-term recommendations can be used to re-establish the basic intent of development charges, removing unnecessary complications added to the system such as simplifying and standardizing concepts such as “Benefit to Existing”, local services, and re-thinking provisions for DC freezes, DC deferrals, to avoid undue strain on the Province's legal system, and create certainty for municipalities and developers.

#### 5.1.1. As Expressed in City of Toronto 1999 Staff Report

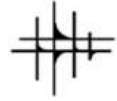
A City of Toronto staff report from 1999<sup>21</sup>, prepared to inform a Council decision regarding how to transition from the DC by-laws adopted by each of the City's recently six separated cities to an approach to DCs appropriate for the newly amalgamated City of Toronto. The discussion presented in the 1999 Staff Report provides a glimpse into what DCs were used for:

- The City-wide DCs proposed through the 1999 DC update were \$4,795 per single-detached unit, \$3,846 per multiple dwelling (townhouse), \$3,205 per 2BR+ apartment, and \$2,051 per 1BR/Studio apartment, and \$3.24 per square foot of non-residential development.
- The City chose to only recover costs for roads, sanitary sewer, water, fire, transit, parks and recreation, libraries and 'general government'.
- Despite the residential rates being “69 percent lower than the average charge currently imposed in the GTA”, the Staff Report notes that DCs can act as a disincentive to growth:

*While the use of development charges as a capital financing tool is integral in addressing some of the City's capital pressures, its impact on development must also be considered. It is important that the charges do not act as a disincentive to growth and development occurring in the City.*

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<sup>21</sup> City of Toronto, Recommendations to Strategic Policies and Priorities Committee, re: New Development Charges By-law, (May 1999)



- In considering non-residential DCs, the Staff Report contemplated how while DCs are a one-time charge, that owners of non-residential properties will amortize this expense over time:

*From the development community's perspective, both development charges and property taxes will have an impact on their business decisions. Property taxes represent an ongoing operating cost to the occupant. A development charge, from a cash-flow perspective, is a one-time charge representing capital investment in municipal services that will generally serve the development over its life expectancy. As a capital investment, this charge would be amortized and expensed over a period of time. In such a way, property taxes and the amortized development charge expenses, represent the annual costs (capital and operating) related to municipal services.*

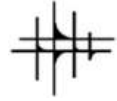
- The following principles were listed as considerations to be assessed in deciding upon the various options available to impose DCs:
  - “Growth ought to pay for itself so that the burden arising from development related costs should not fall on existing residents in the form of higher taxation and user fees;
  - Development charges should be used to mitigate the City's capital pressures and to assist in providing the infrastructure required by future development in the City;
  - Development charges should be fair and equitable to all stakeholders;
  - Development charges should not act as an unnecessary disincentive to growth and development occurring in the City”.

### 5.1.2. Intergovernmental Committee on Urban and Regional Research – July 1994

A 1994 study by Enid Slack for the Intergovernmental Committee on Urban and Regional Research, titled “Development Charges in Canadian Municipalities: An Analysis” (the “ICURR Paper”) included a detailed analysis of issues arising from the use of DCs. The analysis noted numerous issues and difficulty in making certain determinations (BTE, local services) which are still causing issues and uncertainty in the DC system today:

- The ICURR Paper talked about the necessary step to differentiate usage of new assets between existing and new residents in allocating project costs of new capital works (known as BTE today):

*“The municipality also has to determine the proportion of capital expenditures required by growth. For example, where capital expenditures for a new road are projected, it is necessary to determine what proportion of the use of that road will be by existing residents as opposed to new residents.”*
- In describing how ‘local services’ (referred to as ‘on-site’ versus ‘off-site’ costs) are determined, the ICURR paper talked about the difficulty in determining what an on-site or off-site cost was, and the confusion caused by location of works and relative benefit/usage of works being installed:



*It is difficult to determine whether some services are off-site or on-site. Some examples include the costs associated with the connection or hookup to water and sewers. While the facilities are off-site, the pipes connecting to the facilities are on-site. It is unclear whether the connections are on-site or off-site.*

- The ICURR Paper identified issues with 'informal exactions', being payments determined on a negotiated basis with a municipality, including provision of services or cash payments as conditions of subdivision approval. The issues with these negotiated exactions were raised by the ICURR paper as being:

*There is no certainty for the developer or the municipality about how much the charge will be*

*There is no guarantee that similar projects will be treated in the same way*

*The exactions may be influenced by political pressure*

*There is no guarantee that the exactions will be used towards the purpose for which they were levied.*

*Development charges are considered to be preferable to the alternative of negotiated exactions because they alleviate the above problems.*

The ICURR Paper provides insights into the implications of the DC system of up-front payments and associated up-front costs being passed onto new residents and funded by mortgages, rather than being debt financed by municipalities and levying taxes/rate revenues to pay back those costs. The ICURR Paper found that relying on up-front payments may be more likely to cause borrowing constraints and that relying on public sector borrowing instead could result in cheaper borrowing costs.

*...prior to levying development charges, municipalities generally borrowed funds to pay for infrastructure and then passed the costs of the infrastructure (plus the borrowing costs) onto taxpayers through the property tax. With development charges, the developer pays the charge up front using borrowed funds (or equity) and then passes these costs onto residents. In theory, in the absence of interest-rate differentials, a new homebuyer should be indifferent to the difference between a development charge financed over the mortgage period and annual property tax payments. In reality, however, homebuyers face borrowing constraints. An addition to the purchase price of the house (resulting, for example, from a development charge) may mean that a new homebuyer facing a borrowing constraint can no longer purchase the house.*

*One of the differences between levying development charges and levying property taxes to pay for capital costs is who borrows. In the case of the property tax, the municipality borrows funds; in the case of the development charge, developers and new homebuyers borrow funds. It is probably the case that municipalities can borrow more cheaply than new homebuyers and likely more cheaply than developers as well. With respect to borrowing considerations, development charges are less efficient for financing infrastructure than municipal borrowing.*

The issues raised regarding how to allocate and estimate "BTE", difficulty defining local services, avoidance of informal levies, and the implications of up-front charges (as opposed to annual payments) all persist today, 30 years after the preparation of the ICURR paper.



## 5.2. Incorporating Best Practices from Other Jurisdictions

### 5.2.1. Texas – Municipal Utility Districts

The State of Texas utilizes “Municipal Utility Districts”, which is a government entity that provides utility services to geographically defined areas. The MUDs can cover services such as water, sewage, drainage, parks and roads. MUDs work (in simple terms) as follows:

- Landowner funds infrastructure necessary for development;
- The MUD issues bonds to payback the developer for the front-funding of initial infrastructure costs;
- The bond is repaid to the MUD once development occurs, and taxable value emerges.

There are limits to the tax rates that a MUD can impose ranging from 1% to 1.5% of assessed value, depending on the location within the state of Texas. The taxes imposed under a MUD are in addition to County, school district, and other local property taxes. These MUD arrangements are temporary as once the initial capital outlay is fully funded, the tax is no longer required. As additional development locates within the district, the tax rate will decrease over time. Administrators have options to refinance debt over time at lower rates.

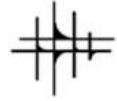
Examples of MUDs in use in Texas and how the tax rate imposed on benefitting developments decline over time based on continued development of the affected area are provided in the chart below.

Figure 29

Description	Services	Year Created	Current Rate	Initial Rate
Montgomery County MUD No. 89	Water, WW, Drainage and Solid Waste	2002	0.64% of assessed value, including: 0.39% for debt service and 0.25% for maintenance	1.03%
Harris County MUD No. 502	Water, WW, Roads and Drainage	2019	1.02%	1.50%

A MUD is created through a process that involves the following steps:

- Landowners seek consent from municipality within which the MUD would be located;
- If City consents to create the MUD, it must do so 90 days after the initial request;
- The City has 120 days to make a contract with the landowners, and the contract must provide for construction of the facilities to begin within 2 years and completed within 4.5 years.



A study of MUDs noted the benefits and purpose of these capital financing arrangements:<sup>22</sup>

*Large population growth requires the development of new communities. Massive capital outlays must be made in order to provide quality water, sewer, drainage, and other municipal services to these new communities. General units of **government (e.g., states, counties, and cities) historically have been unwilling or unable to finance these large capital outlays.** In Texas, this inability has been due to legal restrictions in the Constitution on municipal debt and taxing authority, combined with the unwillingness of one constituency to incur debt for the benefit of another, especially when risks associated with new development are involved.*

***Private financing of these capital outlays failed in Texas because the infrastructure costs were recovered through the sale of land, resulting in higher lot prices and unaffordable housing.** Attempts at private ownership of the needed facilities led to the construction of substandard systems because the fees required to recover the capital costs were excessive. In addition, because there are no periodic charges associated with drainage facilities, the cost of such facilities could not be recovered through user fees.*

*States like Texas, Florida, and California that have experienced rapid growth have addressed the shortcomings described above by using special district governments to finance all or part of the required utility and community support facilities. Special districts are local governmental entities that can be endowed with special powers to provide one or more specific services when general purpose governments cannot or will not provide a necessary service to an area. This flexibility makes special districts efficient tools for the stimulation of urban growth and enables them to function in the development of commercial, industrial, and residential properties, and in projects ranging from small subdivisions to large master-planned communities. **[emphasis added]***

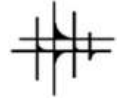
### 5.2.2. Florida Community Development Districts

Similar to the MUD model used in Texas, the State of Florida, through Chapter 190 of the Florida Statutes enables the use of Community Development Districts (“CDDs”), which enables the District the power to levy taxes and special assessments to charge, collect and enforce fees to recover funds and finance basic community services, such as roads, stormwater management systems, wastewater collection systems, water distribution systems, among other works. As of 2021, there were 763 active CDDs in Florida.

State laws require CDDs to be dissolved when their purposes are fulfilled and prohibits duplication of local government services. CDD broad meetings, assessments and budgets are publicly available and subject to an annual independent audit.

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<sup>22</sup> Texas Legislature, <https://capitol.texas.gov/tlodocs/83R/handouts/C2102013022110301/e1679693-0fc0-4fdb-92eb-45c54db5758f.PDF>



## 5.3. Action 1: Moving Water & Sewer DCs to a Rate-Funded Amortization Model

It is recommended that Ontario consider moving away from up-front DCs, particularly for water and sewer services, and instead utilize a funding model that relies on debt funding with long-term reimbursement from taxes/rates imposed on the new homes/businesses using the growth-related capital works, similar to the “MUD” model used in the State of Texas.

The Texas MUD model is heavily used, with over 1,300 such special districts.<sup>23</sup> While in Texas, the model creates special government entities, in Ontario, the financial model could be used by municipalities directly rather than creating new entities, either on a municipal-wide basis like many DCs are imposed today, or through an area-specific model as is used by many municipalities.

The Province could maintain the existing DC methodology (with recommended changes to improve the DC calculation process), with the MUD model taking the estimated capital infrastructure costs, and amortizing these costs over the long-term from development occurring with the defined geography. Payments would be made by new growth over the long-term until the initial debt outlay is paid-off, these payments would be temporary.

This model is likely best suited to water and wastewater services (at least initially), as those services, more than other DC services, must be present before development can occur, involve major capital projects typically with capacity far beyond any single development, that are appropriately funded by debt financing, can be funded by an existing revenue source (water/sewer rates).

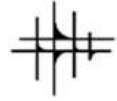
### 5.3.1. Benefits

The model illustrates an approach that would (fully or partially) eliminate DCs for certain services and replace it with a short-term increase to property taxes and/or user rates imposed solely on new development. This model presents numerous benefits:

- The amount of the additional rate payment necessary to pay-down the amortized DC amount would effectively ‘crowd out’ mortgage room in a household’s monthly budget, with the lower mortgage payments (and associated pricing) necessary to allow for higher monthly water/sewer bills. This constraint would ensure that the removal of DCs would force downward pressure on prices.
- Allows for long-term and ongoing adjustment and/or correction of infrastructure costs to reflect actual costs incurred, rather than relying on calculation of an up-front DC rate that is calculated and imposed based on long-term projections of future costs, often 10-25 years in advance, which may be inaccurate without any ability to reconcile differences in actuals vs. projected costs over time.
- Is temporary and only impacts new homes – existing tax/ratepayers are unaffected by the model (except for provisions related to statutory deductions for existing benefit);

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<sup>23</sup> Association of Water Board Directors – Texas, <https://awbd.org/learn/what-is-a-water-district/>



- Would enable municipalities to regularly borrow if the funds raised from new development to payback borrowing costs was specifically devoted to any additional debt payments that would be due. Raising both the annual debt payments and the annual own revenues at the same time would have a dampening effect on the impact of increased debt on the estimated Annual Repayment Limit;
- Motivate municipalities to ensure developments in their approvals pipeline are approved in a timely manner to ensure that sufficient funds are being generated from new development to payback scheduled debt payments;

### 5.3.2. Analysis of Cost Implications for End Users

The table below presented three scenarios demonstrating how the shift from an up-front DC to a rate-based surcharge (called “Debt Retirement Charge” in the table, for lack of official nomenclature).

In each of the three scenarios presented, the shift from an up-front DC to an on-going ‘debt retirement charge’ to repay the DC amount through ongoing water/sewer rates results in some combination of reduced prices necessary to clear development costs and is at-worst cost neutral to the end user on a monthly basis.

- **Scenario 1:** the downpayment is kept constant in dollar terms both with and without the upfront DC, and the assumed price is decreased by an amount equivalent to the removed DC, and replaced with a monthly payment such that over the long-term, the DC amount will be fully repaid with rate revenues;
- **Scenario 2:** the downpayment is kept constant in dollar terms both with and without the upfront DC, and the assumed price is decreased by an amount that brings the total monthly costs to the homebuyer the same as it was when the upfront DC was included in the price. This results in no change to the homebuyer’s monthly budget, but the purchase price falls by \$33,581, resulting in a reduced mortgage amount;
- **Scenario 3:** the downpayment is kept constant in percentage terms (10%) both with and without the upfront DC, and the assumed price is decreased by an amount that brings the total monthly costs to the homebuyer the same as it was when the upfront DC was included in the price. This results in no change to the homebuyer’s monthly budget, but the purchase price falls by \$37,312, and the downpayment amount falls by \$3,731, for a net change in mortgage amounts of \$33,581.



Figure 30

### Estimated Implications of Moving from an Up-Front Water/WW DC Model to an Amortized Rate-Repayment Surcharge on New Growth

*Based on Peel Region 2020 DC Study*

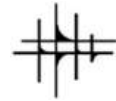
<b>Assumptions</b>			
PPU for Single-Detached Units (SDU)			4.202
Current W/WW DCs		\$	58,834
Public Sector Borrowing Rate			4.25%
Public Sector Borrowing Term			25 years
DCs Converted to Annual Payment Over Borrowing Term		\$	2,353

<b>Scenario 1 - Fixed Downpayment, Full Removal of DC from Price</b>	Existing Model	Removal of Upfront W/WW DC		Difference
		DC	Revised Approach	
Home Price	\$ 950,000	\$ 58,834	\$ 891,166	-\$ 58,834
Downpayment (Note 1)	\$ 95,000		\$ 95,000	
Mortgage	\$ 855,000		\$ 796,166	-\$ 58,834
Mortgage Rate	4.99%		\$ 0	
Term	25		25	
Number of Annual Payments	12		12	
Monthly Mortgage Payment	\$ 4,993.26		\$ 4,649.67	-\$ 343.60
Monthly DC Rate-Repayment Surcharge	\$ -		\$ 196.11	\$ 196.11
<b>Total Monthly Expenditure</b>	<b>\$ 4,993.26</b>		<b>\$ 4,845.78</b>	<b>-\$ 147.48</b>

<b>Scenario 2 - Fixed Downpayment, Fixed Monthly Expenditure</b>	Existing	Removal of Upfront W/WW DC		Difference
		DC	Revised Approach	
Home Price	\$ 950,000	\$ 58,834	\$ 916,419	-\$ 33,581
Downpayment (Note 1)	\$ 95,000		\$ 95,000	
Mortgage	\$ 855,000		\$ 821,419	-\$ 33,581
Mortgage Rate	4.99%		4.99%	
Term	25		25	
Number of Annual Payments	12		12	
Monthly Mortgage Payment	\$ 4,993.26		\$ 4,797.15	-\$ 196.11
Monthly DC Rate-Repayment Surcharge	\$ -		\$ 196.11	\$ 196.11
<b>Total Monthly Expenditure</b>	<b>\$ 4,993.26</b>		<b>\$ 4,993.26</b>	<b>\$ -</b>

<b>Scenario 3 - 10% Downpayment, Fixed Monthly Expenditure</b>	Existing	Removal of Upfront W/WW DC		Difference
		DC	Revised Approach	
Home Price	\$ 950,000	\$ 58,834	\$ 912,688	-\$ 37,312
Downpayment (Note 1)	\$ 95,000		\$ 91,269	-\$ 3,731
Mortgage	\$ 855,000		\$ 821,419	-\$ 33,581
Mortgage Rate	4.99%		4.99%	
Term	25		25	
Number of Annual Payments	12		12	
Monthly Mortgage Payment	\$ 4,993.26		\$ 4,797.15	-\$ 196.11
Monthly DC Rate-Repayment Surcharge	\$ -		\$ 196.11	\$ 196.11
<b>Total Monthly Expenditure</b>	<b>\$ 4,993.26</b>		<b>\$ 4,993.26</b>	<b>\$ -</b>

Note (1): Assumes downpayment would remain fixed at dollar amount as Existing Model  
Source: KPEC



## 5.4. Action 2: Right-Sizing How Land Affects DCs

The influence land values are having on DC rates is increasingly disproportionate and creating a vicious cycle where higher land values from shortages of housing supply are putting upward pressure on DC rates, which are themselves hindering supply from being feasible, and so on.

Therefore, it is imperative that the DC Act be revisited to better 'right-size' how land is incorporated into DC rate calculations, and ensure that there is a nexus between the land values used with the capital costs necessary to service units paying DCs.

In summary, the recommendations related to land in DC rate setting and usage of DCs are as follows:

- Remove land as an eligible service in level of service inventories; and
- Limit DC capital costs for newly acquired land to actual 'incurred' land costs only, rather than long-term projections of future land costs.

The below table summarizes a recalculated municipal DC where land is removed from DC calculations – detailed calculations are provided in the appendix to this report. Using the City of Markham's 2022 DC Study as a case study, the City's DC rates would be 31% lower with land excluded from DC rate calculations.

Figure 31

### Revised City of Markham DC, without Land

	2022 DC Study	Re-Calculated	Change	% Change
General Government	\$ 898	\$ 898	\$ -	0%
Library	\$ 2,232	\$ 1,433	-\$ 799	-36%
Fire	\$ 1,232	\$ 645	-\$ 587	-48%
Indoor Recreation	\$ 13,611	\$ 7,666	-\$ 5,945	-44%
Parks Development	\$ 7,491	\$ 7,491	\$ -	0%
Public Works	\$ 1,196	\$ 795	-\$ 401	-34%
Waste Diversion	\$ 300	\$ 196	-\$ 104	-35%
Subtotal Soft Services	\$ 26,960	\$ 19,123	-\$ 7,837	-29%
City-Wide Hard Services	\$ 31,268	\$ 20,999	-\$ 10,269	-33%
Total City-Wide	\$ 58,228	\$ 40,121	-\$ 18,107	-31%

Source: KPEC based on City of Markham 2022 DC Study

An offset to the reductions presented in the table below, would need to be made to reflect the amount of land acquired from DCs over the prior 5-10 year period. However, without information from municipalities indicating how much land was acquired with DC funds, an analysis of how much the above decreases would be offset is not possible at this point.



## 5.5. Summary of Recommendations to Right-Size DCs

Figure 32

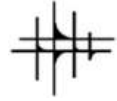
Recommendations to Right-Size DCs		
Cat.	#	Recommendation
LV	8	Exclude land from 15-year historic average 'level of service' calculations
LV	9	<p>Exclude 'projected' land needs as an eligible capital cost and only allow for 'incurred' land costs to be recovered in DC rate calculations.</p> <p>Continue to allow land to be acquired (where needed) from DCs, but limit land cost recoveries in DC rate setting to 'incurred' costs only – more appropriate to have developments paying DCs today based on cost of recent land acquisitions (which is likely more co-terminus with those lands being permitted), rather than estimates of land values 10-25 years in future.</p>
M	14	Consider changing 'up-front' nature of existing DC model to a long-term debt repayment model to better utilize public sector borrowing power.



## 6. CONCLUSIONS

In summary, the recommendations for changing the DC model includes the following key elements:

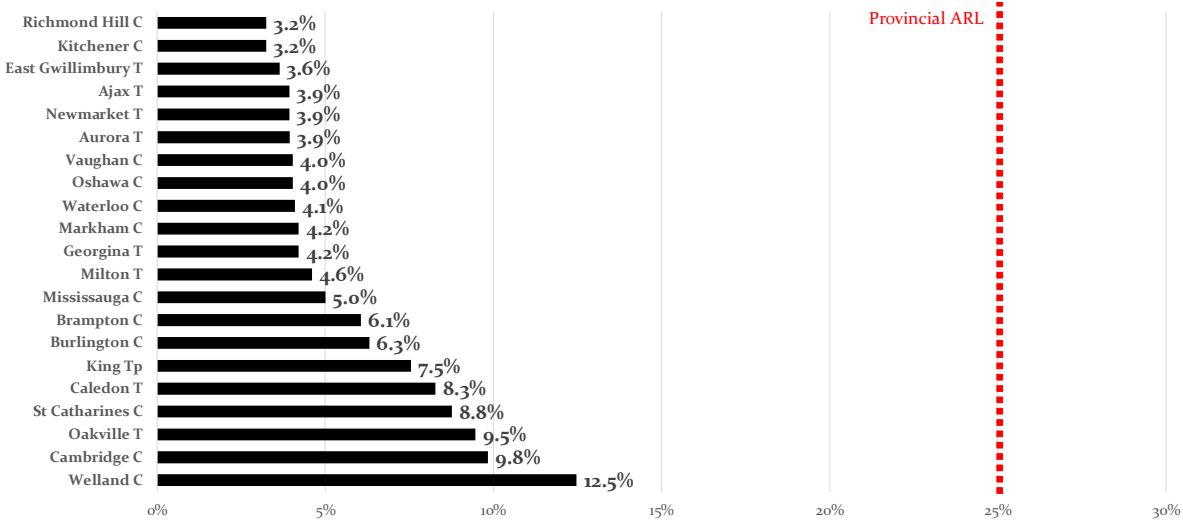
- **Eliminate “Up-Front” payment model for Water/Sewer works** – use public or private-sector debt capacity to move Water/Sewers DCs to an amortization payment model through a monthly rate surcharge, imposed only on new homes, to payback debt-financed capital program.
- **Remove land from ‘level of service’ calculations used to set DC rate caps** – have service levels reflect tangible service levels, and have DCs increase at pace of inflation for buildings, equipment, rather than susceptible to land value escalation. This practice is already used in excluding ‘land for parks’ from DCs entirely
- **Limit inclusion of land costs in DC capital programs to ‘actual’ costs only** – allow continued use of DCs to purchase land (other than parkland which is already excluded), but acknowledging numerous other sources of land acquisition available to municipalities, only allow ‘incurred’ land costs to be recovered through DC rates.
- **Reduce subjectivity in DC rate calculations and implementation of DC Act:**
  - Mandate preparation of local service policies and prescribe certain elements of what they are to contain to ensure they are clear and easily interpretable, reducing the amount of negotiation involved in subdivision agreements;
  - Standardize “BTE” calculations where possible;
- **Allow for pooling of capital costs for DC Credit purposes** – merge “Roads” and “Transit”, and certain soft services for purposes of calculating available DC credit room, better enabling front-end financing and cost recovery by developing landowners.
- **Require Provincial oversight and approval of key elements of DC study** – require DC by-laws and certain inputs to them to be reviewed and approved by Province (similar to current model used for Education Development Charges).



## Appendix A – Detailed Tables

Figure 33

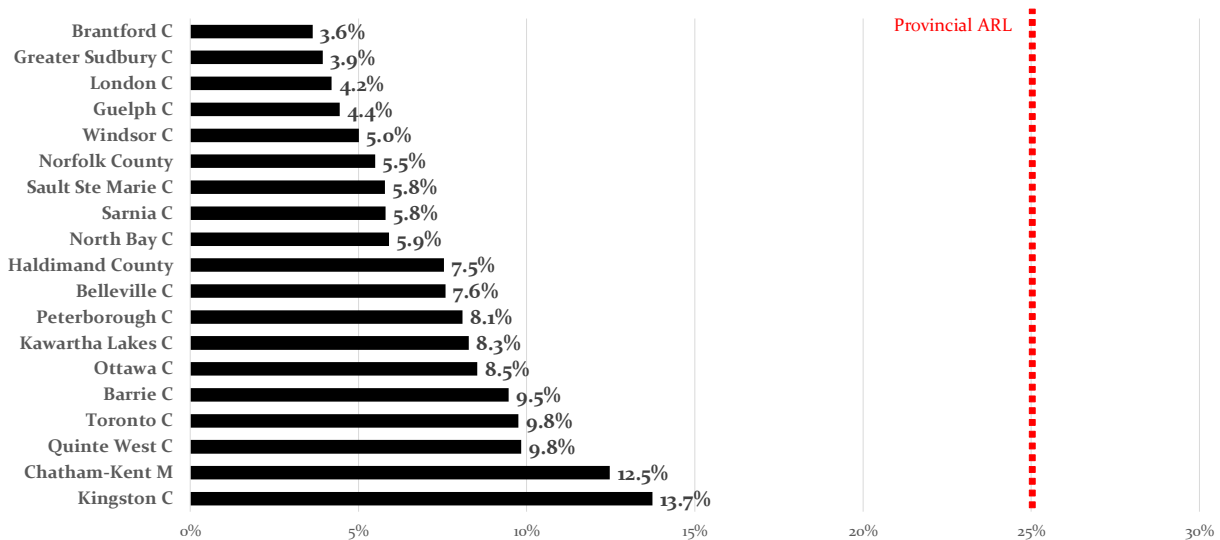
### Debt Charges as % of Annual Net Revenues, 60 Largest Municipalities Reporting Data in 2023, Lower-Tier Municipalities



Source: KPEC based on Financial Information Return, Schedule 8i

Figure 34

### Debt Charges as % of Annual Net Revenues, 60 Largest Municipalities Reporting Data in 2023, Single-Tier Municipalities

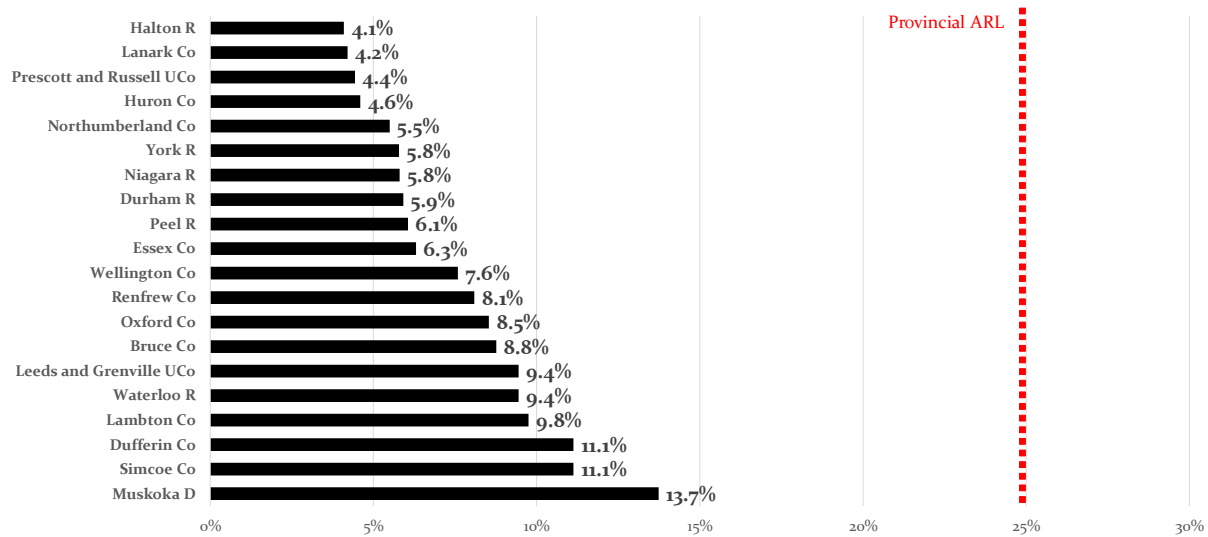


Source: KPEC based on Financial Information Return, Schedule 8i



Figure 35

### Debt Charges as % of Annual Net Revenues, 60 Largest Municipalities Reporting Data in 2023, Upper-Tier Municipalities



Source: KPEC based on Financial Information Return, Schedule 81

Figure 36

### Trend in Composition of Mississauga Roads Level of Service, 2009-2022

	Value of Capital Assets (\$000)				
	2009 DC Study	2014 DC Study	2019 DC Study	2022 DC Study	
Road Network	\$ 777,784	\$ 835,736	\$ 1,074,232	\$ 1,338,554	72%
Traffic Signals	\$ 66,620	\$ 85,415	\$ 81,750	\$ 99,741	50%
Bridges	\$ 253,257	\$ 257,352	\$ 543,540	\$ 604,590	139%
Culverts	\$ 155,496	\$ 155,496	\$ 153,654	\$ 172,482	11%
Noise Barriers	\$ 34,400	\$ 46,017	\$ 64,139	\$ 143,586	317%
Sidewalks	\$ 44,468	\$ 40,158	\$ 72,679	\$ 70,405	58%
Illumination	\$ 78,155	\$ 87,878	\$ 46,053	\$ 165,807	112%
Landscaping	\$ 25,446	\$ 35,300	\$ 28,541	\$ 44,712	76%
Rail Grade Separations	\$ 175,000	\$ 250,000	\$ 408,000	\$ 543,200	210%
Special Items	\$ 90,886	\$ -	\$ 140,583	\$ 205,172	126%
Crosswalks	\$ 308	\$ 140	\$ 90	\$ 2,251	632%
Property ROW	\$ 2,382,196	\$ 3,008,084	\$ 4,144,494	\$ 6,666,602	180%
Total	\$ 4,084,015	\$ 4,801,576	\$ 6,757,754	\$ 10,057,101	146%
Subtotal - all but ROW	\$ 1,701,819	\$ 1,793,492	\$ 2,613,260	\$ 3,390,500	99%
ROW	58%	63%	61%	66%	

Source: KPEC based on City of Mississauga DC Studies, 2009-2022

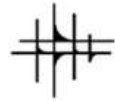


Figure 37

**Trends in Components of Level of Service Calculations, Mississauga, 2009-2022**

Library	Buildings	Land	Materials / Fleet	Total Service Level / Capita	Land as % of TSL	10YR Growth	Calculated Service Level Cap	Adjustments (10%, EC)	Maximum Allowable
2009 DC Study	\$ 170.35	\$ 33.62	\$ 59.21	\$ 263.18	12.8%	56,433	\$ 14,852,037	\$ 2,269,637	\$ 12,582,400
2014 DC Study	\$ 165.29	\$ 35.56	\$ 40.82	\$ 241.67	14.7%	54,414	\$ 13,150,231	\$ 1,314,980	\$ 11,834,823
2019 DC Study	\$ 338.21	\$ 67.80	\$ 45.59	\$ 451.60	15.0%	49,254	\$ 22,243,106	\$ 2,224,257	\$ 20,018,313
2024 DC Study	\$ 375.19	\$ 126.08	\$ 49.46	\$ 550.73	22.9%	54,800	\$ 30,180,004	n.a.	\$ 30,180,004
Change 2009-2024	120%	275%	-16%	109%			103%		140%
<b>Fire</b>									
2009 DC Study	\$ 45.75	\$ 24.04	\$ 34.36	\$ 104.15	23.1%	112,086	\$ 11,673,757	\$ 385,700	\$ 11,288,057
2014 DC Study					<i>response / travel time based LOS</i>				
2019 DC Study	\$ 124.53	\$ 85.94	\$ 66.60	\$ 277.07	31.0%	110,843	\$ 30,711,270	n.a.	\$ 30,711,270
2024 DC Study	\$ 191.98	\$ 175.19	\$ 70.59	\$ 437.76	40.0%	96,890	\$ 42,414,566	n.a.	\$ 42,414,566
Change 2009-2024	320%	629%	105%	320%			263%		276%

Source: KPEC based on City of Mississauga DC Studies, 2009-2022

Figure 38

**Changes in Building and Land Inventories, City of Mississauga, 1999-2021**

Year	Population	Building Area				Value of Assets (incl. land)	Value of Assets (excl. land)	Land Area (Ha.)	Land Value (\$m)
		Gross Floor Area	Building Value (\$m)	Avg. Value / SF	SF / Capita				
<b>Library</b>									
1999	584,529	288,952	\$ 90.2	\$ 312	0.494	\$ 263.18	\$ 229.56	5.04	\$ 20.5
2021	763,300	342,043	\$ 280.5	\$ 820	0.448	\$ 550.73	\$ 424.65	8.26	\$ 94.3
% Change 1999-2021		18%	211%	163%	-9%	109%	85%	64%	360%
<b>Fire</b>									
1999	584,529	156,532	\$ 41.8	\$ 267	0.268	\$ 104.15	\$ 80.11	6.66	\$ 21.3
2021	763,300	242,007	\$ 232.2	\$ 960	0.317	\$ 437.77	\$ 262.58	24.04	\$ 210.0
% Change 1999-2021		55%	456%	259%	18%	320%	228%	261%	885%

Source: City of Mississauga, 2009 and 2022 DC Studies



Figure 39

### Changes in Service Levels - Value Measurements and Building-Only Measurements, City of Toronto, 2013-2022

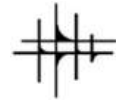
Population 2,651,628 2,937,500 11%

<b>Indoor Recreation</b>	2013	2022	% Change 2013-2022
<b>Land</b>			
Quantity (Hectares)	134.42	183.06	36%
Value of Inventory (\$000)	\$ 400,851	\$ 6,679,696	1566%
Avg. Value / Hectare	\$ 2,982,080	\$ 36,489,109	1124%
<b>Buildings</b>			
Quantity (SF)	4,284,905	5,083,493	19%
Value of Inventory (\$000)	\$ 1,367,511	\$ 3,551,617	160%
Avg. Value / SF	\$ 319	\$ 699	119%
Service Level Value w/ Land	\$ 2,164.30	\$ 4,929.19	128%
Service Level Value w/o Land	\$ 2,007.81	\$ 2,530.96	26%
SF/Capita	1.616	1.731	7%

<b>Library</b>	2013	2022	% Change 2013-2022
<b>Land</b>			
Quantity (Hectares)	22.68	22.97	1%
Value of Inventory (\$000)	\$ 95,300	\$ 967,297	915%
Avg. Value / Hectare	\$ 4,201,940	\$ 42,111,319	902%
<b>Buildings</b>			
Quantity (SF)	1,974,388	2,031,411	3%
Value of Inventory (\$000)	\$ 814,247	\$ 1,696,783	108%
Avg. Value / SF	\$ 412	\$ 835	103%
Service Level Value w/ Land	\$ 556.14	\$ 1,206.08	117%
Service Level Value w/o Land	\$ 519.06	\$ 855.59	65%
SF/Capita	0.745	0.692	-7%

<b>Fire</b>	2013	2022	% Change 2013-2022
<b>Land</b>			
Quantity (Hectares)	56.29	57.25	2%
Value of Inventory (\$000)	\$ 303,550	\$ 1,540,556	408%
Avg. Value / Hectare	\$ 5,392,613	\$ 26,909,273	399%
<b>Buildings</b>			
Quantity (SF)	763,326	808,225	6%
Quantity (SF)	\$ 343,497	\$ 476,853	39%
Value of Inventory (\$000)	\$ 450	\$ 590	31%
Avg. Value / SF			
Service Level Value w/ Land	\$ 179.90	\$ 546.81	204%
Service Level Value w/o Land	\$ 106.05	\$ 155.62	47%
SF/Capita	0.288	0.275	-4%

Source: KPEC based on City of Toronto 2013 and 2022 DC Studies



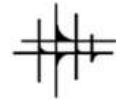
## Appendix B – Recalculated Development Charge Rates based on Recommendations

### City of Markham – Summary of Changes

If land was removed from both level of service calculations, and as an eligible capital cost under the DC, the City’s DC rates would decrease by 31%, and allow for the entirety of the City’s capital program for facilities, equipment, furniture and vehicles to remain fully funded at historic service levels for those items.

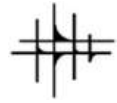
<b>Revised City of Markham DC, without Land</b>				
	2022 DC Study	Re-Calculated	Change	% Change
General Government	\$ 898	\$ 898	\$ -	0%
Library	\$ 2,232	\$ 1,433	-\$ 799	-36%
Fire	\$ 1,232	\$ 645	-\$ 587	-48%
Indoor Recreation	\$ 13,611	\$ 7,666	-\$ 5,945	-44%
Parks Development	\$ 7,491	\$ 7,491	\$ -	0%
Public Works	\$ 1,196	\$ 795	-\$ 401	-34%
Waste Diversion	\$ 300	\$ 196	-\$ 104	-35%
Subtotal Soft Services	\$ 26,960	\$ 19,123	-\$ 7,837	-29%
City-Wide Hard Services	\$ 31,268	\$ 20,999	-\$ 10,269	-33%
<b>Total City-Wide</b>	<b>\$ 58,228</b>	<b>\$ 40,121</b>	<b>-\$ 18,107</b>	<b>-31%</b>

Source: KPEC based on City of Markham 2022 DC Study

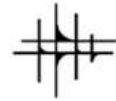


Detailed Tables – City of Markham

<b>Markham DC - Library</b>				
	DC Study - w/Land		DC Study - w/o Land	
	Level of Service (\$/capita)	Share of LOS	Level of Service (\$/capita)	Share of LOS
Existing Assets				
Buildings	\$ 274.91	46.9%	\$ 274.91	73.1%
Land	\$ 209.79	35.8%	n.a.	n.a.
Materials	\$ 72.83	12.4%	\$ 72.83	19.4%
FF&E	\$ 28.41	4.8%	\$ 28.41	7.6%
Total	\$ 585.94	100.0%	\$ 376.15	100.0%
Pop'n Growth	90,071		90,071	
LOS Cap	\$ 52,776,202		\$ 33,880,207	
Capital Program	DC Recoverable Costs	Share of DC Recoverable	DC Recoverable Costs	Share of DC Recoverable
Buildings	\$ 30,941,818	58.6%	\$ 24,761,419	73.1%
Land	\$ 6,685,575	12.7%	n.a.	n.a.
Materials	\$ 10,402,234	19.7%	\$ 6,559,871	19.4%
FF&E	\$ 4,747,270	9.0%	\$ 2,558,917	7.6%
Total	\$ 52,776,897	100.0%	\$ 33,880,207	100.0%
Res. Share	\$ 52,776,897	100%	\$ 33,880,207	
Population in New Units	90,381		90,381	
DC per Capita (unadjusted)	\$ 583.94		\$ 374.86	
DC per Capita (adjusted)	\$ 598.39		\$ 384.14	
	2.5%			
PPU (singles)	3.73			
DC per SDU	\$ 2,231.99		\$ 1,432.83	
Source: KPEC based on City of Markham 2022 DC Study				



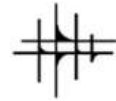
<b>Markham DC - Fire</b>				
	DC Study - w/Land		DC Study - w/o Land	
Existing Assets	Level of Service (\$/capita)	Share of LOS	Level of Service (\$/capita)	Share of LOS
Buildings	\$ 100.44	31.8%	\$ 100.44	58.0%
Land	\$ 142.66	45.2%	n.a.	n.a.
FF&E	\$ 28.26	9.0%	\$ 28.26	16.3%
Vehicles	\$ 44.37	14.1%	\$ 44.37	25.6%
Total	\$ 315.73	100.0%	\$ 173.07	100.0%
Pop'n Growth	145,660		145,660	
LOS Cap	\$ 45,989,232		\$ 25,209,376	
Capital Program	DC Recoverable Costs	Share of DC Recoverable	DC Recoverable Costs	Share of DC Recoverable
Buildings	\$ 16,848,328	36.6%	\$ 16,848,328	70.1%
Land	\$ 21,942,400	47.7%	n.a.	n.a.
Materials	\$ 2,572,979	5.6%	\$ 2,572,979	10.7%
FF&E	\$ 4,625,650	10.1%	\$ 4,625,650	19.2%
Total	\$ 45,989,357	100.0%	\$ 24,046,957	100.0%
Res. Share	\$ 28,467,412	61.9%	\$ 14,885,066	61.9%
Population in New Units	90,381		90,381	
DC per Capita (unadjusted)	\$ 314.97		\$ 164.69	
DC per Capita (adjusted)	\$ 330.46		\$ 172.79	
	4.9%			
PPU (singles)	3.73			
DC per SDU	\$ 1,232.62		\$ 644.51	
Source: KPEC based on City of Markham 2022 DC Study				



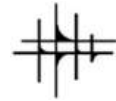
<b>Markham DC - Indoor Recreation</b>				
	DC Study - w/Land		DC Study - w/o Land	
Existing Assets	Level of Service (\$/capita)	Share of LOS	Level of Service (\$/capita)	Share of LOS
Buildings	\$ 2,029.64	52.4%	\$ 2,029.64	98.2%
Land	\$ 1,806.88	46.7%	n.a.	n.a.
FF&E	\$ 36.61	0.9%	\$ 36.61	1.8%
Vehicles	\$ -	0.0%	\$ -	0.0%
<b>Total</b>	<b>\$ 3,873.13</b>	<b>100.0%</b>	<b>\$ 2,066.25</b>	<b>100.0%</b>
Pop'n Growth	90,071		90,071	
LOS Cap	\$ 348,856,692		\$ 186,109,204	
Capital Program	DC Recoverable Costs	Share of DC Recoverable	DC Recoverable Costs	Share of DC Recoverable
Buildings	\$ 203,728,432	61.6%	\$ 182,811,704	98.2%
Land	\$ 109,600,000	33.2%	n.a.	n.a.
FF&E	\$ 17,158,500	5.2%	\$ 3,297,499	1.8%
	\$ -	0.0%	\$ -	0.0%
<b>Total</b>	<b>\$ 330,486,932</b>	<b>100.0%</b>	<b>\$ 186,109,204</b>	<b>100.0%</b>
Res. Share	\$ 330,486,932	100.0%	\$ 186,109,204	
Population in New Units	90,381		90,381	
DC per Capita (unadjusted)	\$ 3,656.60		\$ 2,059.16	
DC per Capita (adjusted)	\$ 3,649.65		\$ 2,055.25	
	-0.2%			
PPU (singles)	3.73			
DC per SDU	\$ 13,613.19		\$ 7,666.08	
Source: KPEC based on City of Markham 2022 DC Study				



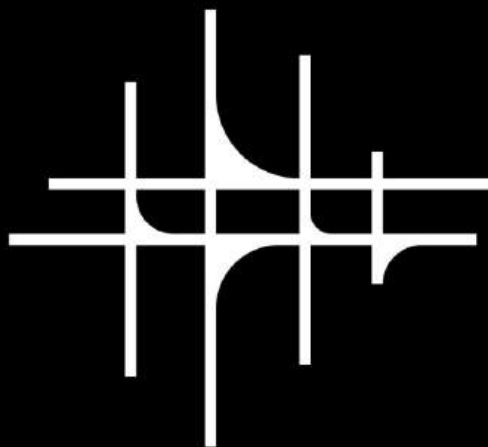
<b>Markham DC - Public Works</b>				
	DC Study - w/Land		DC Study - w/o Land	
Existing Assets	Level of Service (\$/capita)	Share of LOS	Level of Service (\$/capita)	Share of LOS
Buildings	\$ 46.12	16.3%	\$ 46.12	24.5%
Land	\$ 94.88	33.5%	n.a.	n.a.
FF&E	\$ 3.18	1.1%	\$ 3.18	1.7%
Fleet	\$ 138.68	49.0%	\$ 138.68	73.8%
Total	\$ 282.86	100.0%	\$ 187.98	100.0%
Pop'n Growth	145,660		145,660	
LOS Cap	\$ 41,201,388		\$ 27,381,167	
Capital Program	DC Recoverable Costs	Share of DC Recoverable	DC Recoverable Costs	Share of DC Recoverable
Buildings	\$ 2,347,898	5.7%	\$ 24,380,602	89.0%
Land	\$ 35,853,095	87.0%	n.a.	n.a.
FF&E	\$ 285,560	0.7%	\$ 285,560	1.0%
Fleet	\$ 2,715,005	6.6%	\$ 2,715,005	9.9%
Total	\$ 41,201,558	100.0%	\$ 27,381,167	100.0%
Res. Share	\$ 25,503,764	61.9%	\$ 16,948,942	
Population in New Units	90,381		90,381	
DC per Capita (unadjusted)	\$ 282.18		\$ 187.53	
DC per Capita (adjusted)	\$ 320.59		\$ 213.05	
	13.6%			
PPU (singles)	3.73			
DC per SDU	\$ 1,195.80		\$ 794.69	
Source: KPEC based on City of Markham 2022 DC Study				



<b>Markham DC - Waste Diversion</b>				
	DC Study - w/Land		DC Study - w/o Land	
Existing Assets	Level of Service (\$/capita)	Share of LOS	Level of Service (\$/capita)	Share of LOS
Buildings	\$ 14.94	20.2%	\$ 14.94	30.9%
Land	\$ 25.67	34.7%	n.a.	n.a.
Vehicles	\$ 30.26	40.9%	\$ 30.26	62.6%
FF&E	\$ 3.11	4.2%	\$ 3.11	6.4%
Total	\$ 73.98	100.0%	\$ 48.31	100.0%
Pop'n Growth	90,771		90,771	
LOS Cap	\$ 6,715,239		\$ 4,385,147	
Capital Program	DC Recoverable Costs	Share of DC Recoverable	DC Recoverable Costs	Share of DC Recoverable
Buildings	\$ 1,591,800	23.7%	\$ 1,591,800	36.3%
Land	\$ 3,590,377	53.4%	n.a.	n.a.
Vehicles	\$ 450,012	6.7%	\$ 450,012	10.3%
FF&E	\$ 1,091,237	16.2%	\$ 2,343,335	53.4%
Total	\$ 6,723,426	100.0%	\$ 4,385,147	100.0%
Res. Share	\$ 6,723,426	100.0%	\$ 4,385,147	
Population in New Units	90,381		90,381	
DC per Capita (unadjusted)	\$ 74.39		\$ 48.52	
DC per Capita (adjusted)	\$ 80.47		\$ 52.48	
	8.2%			
PPU (singles)	3.73			
DC per SDU	\$ 300.15		\$ 195.77	
Source: KPEC based on City of Markham 2022 DC Study				



<b>Markham DC - Roads</b>				
	DC Study - w/Land		DC Study - w/o Land	
Existing Assets	Level of Service (\$/capita)	Share of LOS	Level of Service (\$/capita)	Share of LOS
Roads	\$ 3,478.02	15.3%	\$ 3,478.02	62.4%
Land	\$ 17,117.06	75.4%	n.a.	n.a.
Other	\$ 2,093.41	9.2%	\$ 2,093.41	37.6%
		0.0%	\$ -	0.0%
<b>Total</b>	<b>\$ 22,688.49</b>	<b>100.0%</b>	<b>\$ 5,571.43</b>	<b>100.0%</b>
Pop'n Growth	145,660		145,660	
LOS Cap	\$ 3,304,805,453		\$ 811,534,494	
Capital Program	DC Recoverable Costs	Share of DC Recoverable	DC Recoverable Costs	Share of DC Recoverable
Roads	\$ 170,250,156	14.1%	\$ 170,250,156	21.0%
Land	\$ 245,036,345	20.3%	n.a.	n.a.
Other	\$ 793,285,991	65.6%	\$ 641,284,338	79.0%
	\$ -	0.0%	\$ -	0.0%
<b>Total</b>	<b>\$ 1,208,572,492</b>	<b>100.0%</b>	<b>\$ 811,534,494</b>	<b>100.0%</b>
Res. Share	\$ 748,106,373	61.9%	\$ 502,339,852	
Population in New Units	90,381		90,381	
DC per Capita (unadjusted)	\$ 8,277.25		\$ 5,558.02	
DC per Capita (adjusted)	\$ 8,383.90		\$ 5,629.64	
	1.3%			
PPU (singles)	3.73			
DC per SDU	\$ 31,271.95		\$ 20,998.54	
Source: KPEC based on City of Markham 2022 DC Study				



# **TAB 11**

Legislative  
Assembly  
of Ontario



Assemblée  
législative  
de l'Ontario

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**Official Report  
of Debates  
(Hansard)**

No. 15

**Journal  
des débats  
(Hansard)**

N° 15

1<sup>st</sup> Session  
44<sup>th</sup> Parliament

Thursday  
15 May 2025

1<sup>re</sup> session  
44<sup>e</sup> législature

Jeudi  
15 mai 2025

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Speaker: Honourable Donna Skelly  
Clerk: Trevor Day

Présidente : L'honorable Donna Skelly  
Greffier : Trevor Day

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## LEGISLATIVE ASSEMBLY OF ONTARIO

Thursday 15 May 2025

## ASSEMBLÉE LÉGISLATIVE DE L'ONTARIO

Jeudi 15 mai 2025

*The House met at 0900.*

**The Speaker (Hon. Donna Skelly):** Good morning, everyone.

*Prières / Prayers.*

### ORDERS OF THE DAY

#### PROTECT ONTARIO BY BUILDING FASTER AND SMARTER ACT, 2025

#### LOI DE 2025 POUR PROTÉGER L'ONTARIO EN CONSTRUISANT PLUS RAPIDEMENT ET PLUS EFFICACEMENT

Mr. Flack moved second reading of the following bill:

Bill 17, An Act to amend various Acts with respect to infrastructure, housing and transit and to revoke a regulation / Projet de loi 17, Loi modifiant diverses lois en ce qui concerne l'infrastructure, le logement et le transport en commun et abrogeant un règlement.

**The Speaker (Hon. Donna Skelly):** I recognize the minister.

**Hon. Rob Flack:** Good morning to all. I wanted to start first, because I've been up a few times—I want to recognize the great people of Elgin–Middlesex–London who elected me last February and thank them for their continuing support. I'll do my best to never let them down.

It's a pleasure to get to speak today about Bill 17, the proposed Protect Ontario by Building Faster and Smarter Act, 2025, what we feel is an essential and comprehensive piece of legislation that will help us get shovels in the ground and meet the growing need for more affordable homes in Ontario. I announced the tabling of this bill just last Monday, in Vaughan, Ontario, joined by—and I'm going to take my time because I want to make sure I recognize the great support we have with this bill. Obviously, my minister colleagues Stephen Lecce, Prabmeet Sarkaria, Kinga Surma and Peter Bethlenfalvy were there—very much appreciated—as well as our great parliamentary assistant Laura Smith. As well, Mayor Del Duca, mayor of Vaughan, and Mayor Parrish, from Mississauga, flanked me at the podium. I was also very pleased to have with us in Vaughn Robin Jones, the president of AMO, Scott Andison, from the Ontario Home Builders' Association, and I'm going to list some great stakeholders, folks here:

—Justin Sherwood, from the Building Industry and Land Development Association, BILD;

—Michael Giles, on behalf of the Residential Construction Council of Ontario—Richard Lyall couldn't be there, but Michael did a great job;

—Cathy Polan, from the Ontario Real Estate Association;

—Nadia Todorova, from the Residential and Civil Construction Alliance of Ontario;

—Ontario Sewer and Watermain Construction Association;

—Steven Crombie, from the Ontario Road Builders' Association;

—Jason Ottey, from LiUNA Local 183; and

—Michelle Baker, on behalf of Ontario's Big City Mayors.

Speaker, I also want to acknowledge Tony Irwin from the Federation of Rental-housing Providers of Ontario, FRPO, who was unable to attend but very, very supportive of this bill.

As you can see from this long list, this bill has received a tremendous amount of support right across our industry, right across Ontario and for a very good reason.

The dream of home ownership has been feeling further and further out of reach for the hard-working people of Ontario due to a challenging gap between supply and demand. It's no real secret. This is a dream we must protect at all costs, and we are taking action to do that with this bill.

Since I was in high school, the population of this province has more than doubled. I remember 7.5 million to eight million people populated the province of Ontario; today it's 16 million people. And new home construction has not kept pace with the rapid population growth we have experienced and continue to experience in Ontario.

Speaker, we are at a crisis that demands urgent, immediate action—a crisis that has only been further exacerbated by the threats we face from President Trump. Make no mistake, he is taking direct aim at our economy, which takes direct aim at our housing industry.

However, as the Premier has said, our government is determined to protect Ontario. We are taking bold action against the headwinds we now face, as we promised the people of Ontario that we would do. I look forward to hearing Mr. Bethlenfalvy's budget this afternoon, which I know will be rich with support for all Ontarians. We are keeping workers on the job, supporting Ontario businesses and creating the environment to get more homes built faster and smarter.

The suite of proposals we are tabling have been developed in close consultation with all home builder stakeholders—and I emphasize, and I listed many of them off. I repeat: This bill has been fully vetted and supported by municipalities, AMO, the Ontario Home Builders' Association and our housing supply implementation team. It is extensive and will go a long way to addressing the need to get vital projects moving faster, without delay.

Speaker, let me be frank: It takes too long and it costs too much to build a house in Ontario. We can no longer accept the status quo that stifles growth and slows down progress, and that is reflected in this bill. There are many proposals contained within it, but I'm going to highlight just a few to you here today.

Speaker, I should point out I'm going to be sharing my time with the Associate Minister of Municipal Affairs and Housing and parliamentary assistant Brian Saunderson at the end of my 20 minutes.

One of the steps we are taking is the elimination of the requirement for secondary provincial approval of construction products that have already been evaluated federally by the Canadian Construction Materials Centre, known as the CCMC—an important requirement. This change would help make sure our construction and development industry have ready access to the latest innovative and safe products, along with supporting Ontario manufacturers.

We are also eliminating the need to apply to a committee of adjustment for some minor variances—this is key. As you know, minor variances are small departures from a zoning law that must be granted by a municipality's committee of adjustment. For example, if a property owner or a developer currently wishes to have a structure closer to a property line than is allowed in the municipal bylaws, that party must apply to the municipality's committee of adjustment to be granted a minor variance by the bylaw. It's bureaucratic; it's red tape. This process takes too much time, costs too much money and provides no certainty as to whether the minor variance would even be granted.

That is why we are proposing changes that would provide flexibility for landowners to meet certain standards in most residential neighbourhoods as of right or without having to go to a municipal committee of adjustment—again, reducing red tape. This would apply if the building proposal were within a prescribed percentage of the required setback, which is the minimum distance a building a structure must be from the property line.

We are also proposing changes that would clearly define what studies home builders are required to complete to get shovels in the ground. This means that as part of a complete development application, a municipality could not require studies and reports beyond those currently identified in their official plans—again, cutting red tape and speeding up the time it takes to get shovels in the ground.

We are also proposing an act in clarification of Ontario's building code. I want to point out that the Building Code Act already states—it's already in position—that municipalities cannot pass bylaws setting out construction standards for buildings. The building code is king. As I say, the code is the code is the code; it always has been and it always will be.

However, we are hearing from builders that they are being required to comply with different construction requirements depending on where the project is located, causing unnecessary confusion and, again, delays. We are,

therefore, clarifying that municipalities do not—I repeat, do not—have the authority to require their own unique construction standards. This will help provide consistency, reduce costs and increase uniformity of technical standards for builders, making it easier and faster to build homes right across this province.

Another impediment to building that we have heard a lot about over the years are the two words that I hear a lot, and that is development charges. Historically, home builders pay development charges, or DCs, to municipalities, who are responsible for building infrastructure like roads and sewers to service new homes. We get it; although DCs are needed—I repeat, they're needed—for critical infrastructure, our government has heard time and time again how DCs are increasing the cost of new homes to the point where they are pricing homebuyers right out of the market.

#### 0910

Here's a statistic that will add some context: The Ontario Home Builders' Association found that these costs add an extra \$100,000 to \$150,000 per single-family home, especially in large urban cities. To be clear: We are not saying development charges are a bad thing. Indeed, and on the contrary, they are a necessary tool to fund needed infrastructure in this province, but they need to be used strategically, in a way that does not deter housing starts and growth. Our government is working to ensure they do exactly that, through actions including the following:

(1) Important to note: Merging service categories for development charge credit purposes to provide more flexibility for developers; for example, using credits from road works to pay for development charges related to transit if they're both in the same category of service.

(2) Simplifying the process for municipalities to amend their bylaws to reduce development charges—and I'll talk about that in a second.

(3) An important add to this bill, eliminating development charges for long-term-care homes: We need 56,000 to 60,000 refurbished or new LTC homes across this province. This will lower the cost to get these built and get shovels in the ground faster, and I know those stakeholders will be very pleased.

(4) Making it a standard practice across municipalities to defer payment of the development charges until occupancy: Again, what used to happen, or is currently happening, is builders would pay these DCs up front upon getting a building permit and then have that cash tied up for however long it takes to get these homes built. We need to unleash this cash flow to allow our home builders to get shovels in the ground faster and start more projects sooner.

(5) Making it a standard practice to ensure that developers pay either the current development charge rate they are facing or rates that were frozen at the time of their site plan zoning application, whichever is lower.

I want to point out something else, Speaker: We also cannot lose sight of the bigger question of how we fund needed infrastructure. On that point, we intend, through this bill, to start consultations to explore alternative approaches to paying for infrastructure we all use while

not unduly burdening new homebuyers. In other words, we need to look at utility corporations, municipal service corporations to help attract investment, private equity, pension funds to help fund this massive need we need across Ontario not only for new infrastructure but for aging and out-of-date infrastructure, and making it a standard practice to ensure that developers pay the current DC, as we already said.

These proposed changes would make it easier and faster to get shovels in the ground on new homes, businesses and infrastructure and ultimately serve to protect jobs and stimulate Ontario's economy by freeing up cash flow to support new projects, as I said, and new start-ups.

Speaker, I do want to note that some mayors have already recognized that high DC rate charges are impeding much-needed housing development in their communities and have already taken bold action to lower their rates. Mayors like Mayor Parrish, of Mississauga, and Steven Del Duca, of Vaughan, who I was proud to stand beside on Monday, have done just that. For example, in Vaughan, they've reduced DCs significantly, extended when they are due and they've saved homebuyers \$44,000 at closing. In Mississauga, Mayor Parrish extended—again, deferred—the DC payable until occupancy and cut the DCs in half. And guess what? The proof is in the pudding: 11,600 new starts, or close to 11,700—I want to get the number right—new starts in Mississauga since they've enacted that. We're seeing it.

And let's point something out: DCs are great. They're needed. But we have a crisis in Ontario. We need to get homes built. What needs to happen is I want our mayors to consider for a period of time how much they charge for DCs. Let's get them started. Let's get houses built, and we can look at them down the road again, using different tools like municipal service corporations to get infrastructure built.

On Monday, Ministers Surma and Bethlenfalvy were also pleased to announce—as I just talked about infrastructure—that we are supporting our municipal partners by investing another \$400 million to expand, repair and rehabilitate housing-enabling infrastructure. This is on top of the already \$2 billion our government has invested in critical infrastructure with our municipal partners, so we're almost at \$2.5 billion. Stay tuned; we're going to continue to support our partners with critical funding for infrastructure and explore new ways to get funding out to our municipal partners.

I was at ROMA this year and last year, and I couldn't get over the insatiable need for infrastructure and the investment we need to make in that, and we plan to do that by exploring these different utility corp. models.

It is a reflection of our commitment to lifting up Ontario's municipalities and ensuring we have the resources and tools needed to support their communities and build more homes faster and smarter.

MZO conditions—another key component of this bill. The three letters I've learned most since taking on this ministry: MZO. They've become an important tool for getting critical local projects like affordable housing, long-

term-care homes and transit-oriented communities moving faster and getting started quicker. You will hear more about this from the Minister of Infrastructure, but, currently, under the Planning Act, the Minister of Municipal Affairs and Housing has the power to make MZOs to regulate the use of land in Ontario. MZOs are useful, as I've said, because they can override any conflicting municipal zoning bylaw. As I mentioned, MZOs are used to fast-track development projects in Ontario that are of provincial interest and will benefit Ontarians for generations to come.

However, we have heard concerns about the transparency and environmental impacts of MZOs. We also know that sometimes there are issues in a community that must be resolved before an MZO can be made. This is why this bill, if passed, would make a change to the Planning Act to allow a minister to impose conditions on MZOs. These conditions would have to be met before the zoning could come into effect and before the proposed use or development is allowed. These conditions could involve actions for municipalities and/or proponents, such as home builders, to undertake. This proposed change would add more transparency; it would add more oversight to the MZO process and hold proponents accountable.

Again, I think it's important that we look at this: sign an MZO with conditions, then it's back to the proponent to make sure those conditions are met before the MZO can continue, and if they're not met or won't be met, we can revoke the MZO.

While at the same time, MZOs will continue to help speed up development of projects needed to grow Ontario's economy and boost housing supply, such as transit-oriented communities. These are a vital part of our housing continuum in Ontario. If we've ever driven in Toronto, we'll realize why they are so important. We need to get people moving and get cars off the road.

I'm looking at the clock, Speaker. I want to add a couple of stories here; you may have heard them before. When you think about owning your own home—and I hope everyone in this chamber has had the opportunity to own their home; it really is the Canadian dream. When I bought my first house in 1983, interest rates were 19%. I paid \$54,000 for the house; I had \$16,000 down as a down payment. I was making about 30,000 bucks a year, and I was able to make the math work, even at 19%. I remember I was so thrilled as it closed. I took out an open mortgage; the interest rates dropped, and when it hit the 12%, I thought I'd hit the jackpot. The math worked. Incredibly, the math could work.

I was talking with Mayor Guthrie last week, the mayor of Guelph—that's where I bought the house. He said that house, a starter house—1,000 square feet on a 40-foot lot, a very basic home, a nice home—would cost \$1 million. So you would have to have a similar income of about half a million dollars to be able to cash-flow that house—not probably overly realistic today—and interest rates are at 4% or 5%. The math doesn't work. I'm looking at a young colleague across the way here hoping that he doesn't have to go through that pain.

So we need to change it. And how do we change it? We need to bring out supply. We need to bring more supply on the market, create that environment, create those conditions, if you would, to get shovels in the ground faster.

The second story I want to share, Speaker, is one when I was made associate minister a year and a half or two years ago. I remember going to dinner in Toronto with my wife. We sat down in a nice restaurant and a young female server came up and we were having a great chat and I asked her what she was going to do in life. As we got into the discussion, I told her I was the new Minister of Housing. As we talked about that, she started to cry—not weep, but I mean tear up. And I was—“Okay, what did I say? What did I do?” And my wife said, “What’s wrong?” She says, “I have lost the hope of ever owning a home in my life.” She was crying. She was welling up. So, then my wife started to well up, and I’m sitting there and I’m going, “Okay, we’ve got our work cut out for us.” And we really do.

**0920**

Again, I want to come back to the notion—and I’ve got a daughter getting married next month and she’s not been able to buy her own home yet. She’s a teacher, a musician, she works hard and it’s tough. I bought my first house when I was a young guy, like a few of us in this room were able to do. I remember thinking at the time, “I’ll never get to buy a house at 19%; how can you ever do it?” But we had supply. We didn’t have development charges then. The world has changed not for the better when it comes to housing. We have to get shovels in the ground.

I’ll conclude simply by saying, I think, from purpose-built rentals to supportive and affordable housing to transit-oriented communities to single-family homes, collectively, we need a bias for action and a sense of urgency to get more homes built smarter and faster.

Before I cede my time, I will end again by saying I know it takes too long and it’s too expensive to build, and this legislation really boils down to one compelling reason: The dream of home ownership can never be extinguished. And if you work hard, if you save hard and you make sacrifices, surely to goodness, we can help create that environment, create those conditions, so young people today can have the same dreams we had, Canadians have—because it is truly part of the Canadian dream to own your own home.

**The Acting Speaker (Ms. Jennifer K. French):** I recognize the Associate Minister of Municipal Affairs and Housing.

**Hon. Graydon Smith:** Thank you to the Minister of Municipal Affairs and Housing for sharing his time with me this morning. Thank you for those stories that you told at the end about your own journey to home ownership and the conversations that you’ve had with others, the hopes and dreams that you have for your daughter. Those are universal, those hopes and dreams. Also, I think every time those of us that work in this chamber and have the honour to be in this chamber have an opportunity to have a conversation with somebody like that, it’s one of the

most important conversations we’ll have, because that conversation is very much focused on that individual’s future and that individual’s family and what opportunities they will have through the power of home ownership.

I would say, Madam Speaker, that, again, it’s an honour to talk about this subject today here in the Legislature and bring a little bit of the experience that I have had as a community leader, as somebody that’s seen this from a couple of different angles, as somebody that’s fortunate to be a homeowner in Ontario. It wasn’t all as simple as I had hoped it would be, but we managed to make it happen.

Maybe I’ll just start with a story about one of my family members, a nephew; he’s in his thirties. He gets up every morning, he works really hard and he wants to be super innovative about how he approaches housing. So he saved his money. He bought a small lot in a municipality, and he decided that he was going to build a very, very, very small house, pretty much as small as you could build. He didn’t want to overbuild and get house-poor like some people get into. He just wanted to get into home ownership. And so, he set about to do that. He wanted to do it all the right way, and he’s done all the right things. This is not to chastise municipalities, by the way, why I tell this story. It’s just about how we all collectively need to do better—because I’ve told him, “If you need any guidance, if you need any help, I’m here to provide it. I’ve had a little bit of experience in my municipal world and municipal life.” And he said, “Thanks. You know, I want to try and do it on my own.” The phones rang a couple of times, because it’s very hard for him to do it on his own, very hard for him to build this small, tiny house, because studies, plans, red tape—things that an average person probably can’t do on their own, which means that you have to hire somebody, pay them money for that plan. So this little, tiny home project for one individual who’s doing all things the right way is turning into—not a nightmare, by any means, but certainly something more than he thought it would be, something that’s taking a lot more time than he thought it would take and something that is ultimately going to cost him more money than he thought it would cost.

I said, “Please, as we go through this, write down a list of every barrier that you come to, every bar that you need to get over, every hoop that you feel you need to jump through. When you get to the end of this project, I want you to give me that list so I can bring it to this place and we can make the dream of home ownership for young people that want to get into that first home and have done everything right to get there that much more simpler.”

That’s why this bill is so important today, because it starts to dismantle some of the challenges and the roadblocks that are out there today for people like my nephew, for people like the minister’s daughter, for all the people in this chamber that have family members that have the same hopes, dreams and aspirations.

When I was a mayor in Bracebridge—and I’ve talked as recently as yesterday about my time at AMO—one of the reasons I loved doing that work was because, in talking with all the other municipal representatives when we would get together at a conference or an opportunity for a

meeting, we could share those challenges in our communities. I didn't want to be part of those groups because I could go away for a weekend or have a good time—but it was that. It was because I wanted to be better at my job, and I knew the only way to be better at my job was to go and talk to people that had the same job, that had run into the same roadblocks, the same obstacles, had the same challenges in their communities, and I would learn from them. I certainly don't believe I know everything, but I know that if we get enough collective minds in a room and work really hard together, we can figure out challenges. Again, aren't I lucky to be here to be able to do that with all my colleagues?

Through those conversations, certainly, I did learn a lot, but there were similarities in those conversations of where roadblocks were. The mayors and councillors and even the staff members that I would talk to would reference the frustrations that they saw, the red tape that they saw, how some processes worked well or maybe were well-intentioned, but then over time didn't work so well—you know, climbing development charges.

Whether it was sitting with my own council and staff, or whether it was working with those colleagues that I would see at these different places on different occasions—again, those conversations were always hugely worthwhile and it's something that's never left me and something that won't ever leave me. So a shout-out today to everybody that is working on this issue, whether it's in this chamber, whether it's federally, whether it's municipally, and all those groups out there that are trying to work towards making housing better.

This bill is about doing our part here in the province in that and setting out guidelines and guardrails and making changes that will ultimately have a positive impact on that one individual—that one individual and their partner and their family, and then they'll want the same thing down the line for those individuals. We're going to act today to make a difference for people tomorrow.

The challenges aren't a secret. We know—again, red tape, as we've talked about; development charges—extremely high in some areas. To talk about development charges for a little bit: We're taking steps in this bill to make some significant changes to the development charge regime, but I think what's important to note is that if in the past there was resistance to the conversation and resistance to change, in the present, as the situation around housing has continued to grow more complicated and challenging for many, whether it's AMO, whether it's the Ontario Home Builders' Association, whether it's BILD, whether it's ResCon, whether it's the individual caucuses of AMO that represent all parts, regions and demographics throughout this province, everybody has kind of arrived in the same spot.

#### 0930

Development charges in particular have gotten out of hand. Things have gotten more costly than DCs fund, unquestionably. But the application of development charges and how the system works is not working for the people of Ontario, and it's not even necessarily working well for the

municipalities. This notion of growth pays for growth, which has driven that development charge conversation for a long time, is still a reasonable principle, but what goes in as development charges, how the background studies are done, when the charges applied, what that means for the upfront cost for home builders and the way that they need to finance their projects and the work that they do—these are all really important questions that we are beginning to tackle in this bill.

When I was a mayor in Bracebridge—and I'll go back 11 years now, to the first time that we had a development charge background study done in our community, and almost simultaneous to that it was happening in the district of Muskoka—we went through the study. We did all the things that we were legislatively required to do and got the numbers back. And I will say, if anybody looks up the numbers, the numbers will seem quaint in comparison to some of the numbers that we talk about today, especially in large, urbanized areas. But we looked at those numbers, and as council we looked at them with some concern. We had had a large developer come to the community in the early 2010s with a 10-phase development, hundreds of homes—something our communities desperately needed. The financial impacts of 2008 I think were a little bit delayed and kind of reached our area maybe more in the early 2010s. So as they were getting off the ground and starting to sell homes in the community, those challenges were starting to impact the community a little bit more. So everyone was a little bit more cautious with their spending, a little bit more cautious with their money. The developers were certainly cautious with the cash outlays that they had to make to continue to build homes.

Eventually we got to a point where this transformational project for my community ceased. They built two phases out of 10. They had nice model homes that you could come and look at and get a sense of what you were going to buy and flip through all the books—closed. They sold those homes. They literally had no interest in selling homes in our community anymore.

So we got to work, and I started to think long and hard about what we could do, and in 2014, after a few years of this cessation of building, I saw an opportunity through these development charge numbers that came in—and this isn't just about that one developer, but I'm using them as an example. We went to them, we went to the planning community, we went to others, and said, "If we take these numbers, which have come back as pretty significant numbers—what if we lowered them? What if we find other ways to do this?" And ultimately, we did lower them, 30% on residential. We took commercial to zero. And at the district of Muskoka, where development charges were of a much more substantial amount, because they were the carriers of all the water and waste water infrastructure, they got reduced by 50%. That immediately got that developer back into the community. That immediately got that developer interested in building homes in the community that I was leading again. So they built a new model home and they opened the offices again and back came the catalogues you could flip through and all the different

models of homes you could buy and back came the people. And they built and they built and they built, and now that entire development has been built out: all 10 phases, hundreds of homes. It has made a massive impact to that small community. And the other thing it's done is raised the overall assessment of the community significantly. So even though development charges were cut, there was a big win there on the assessment side.

I tell that story not because this bill is suggesting that everybody slash their development charges in half, but, again, 11 years ago, I did that in my community. We've seen communities in the current day, whether it's Vaughan or Mississauga, take those steps. Did Burlington take that step?

*Interjection.*

**Hon. Graydon Smith:** Yes. And it's having a very positive impact.

What we're proposing in this bill is important, but my message to municipalities is if you can go further, go further. Take that opportunity to do that. Take that opportunity to make it easier and more affordable to buy a home in your community.

There are a lot of other important components in this bill to talk about, especially around planning aspects and studies and what studies are required of a home builder when they come and they want to start a project.

If I opened up my phone right now and just wanted to read from my phone for the next 15 minutes, I could read you stories of home builders who repeat the same message over and over and over: "I went to community X, I gave them my plans and they asked for some studies." There's nothing inherently wrong with that story. Some studies are needed to ensure various things when you're looking at a large housing development, or even a small housing development, in some cases. "So I did the studies and I brought the studies back—and it took a year to do all those studies—and then they asked me for three more studies. That's going to take another year, and that's going to take another suite of professionals and that's going to add more costs." All the while, the cost of materials is going up, the cost of getting shovels in the ground is going up, the cost of land, in a lot of cases, is going up, so, "The house that I had built, the pro forma that I had to make this project work, is starting to fall apart, and I don't know if I can do it again."

We can't create situations like that for people who want to build homes in Ontario. As the minister talked about, this is a matter of supply. This is a matter of having enough supply to meet the demand. We know the demand is high. Our population in this province has been increasing non-stop because people want to be in Ontario, and that's a great thing, but we need to have that home for them. We've taken a number of steps through a number of bills, but this is non-stop work that we've taken on, and we're going to meet that challenge.

But, again, as I said in the beginning of my comments, every time that we have an opportunity for a conversation, we learn a little bit more about what works and what doesn't work in terms of getting things done, getting those

shovels in the ground and creating those opportunities. And dependant on where you're from, opportunities can look very different. In large urban centres, obviously, opportunities can look like higher density, more storeys; in smaller communities, they can look like low-rises and row houses and town homes. And in all communities, there's always a mix of housing.

People want to get on that housing ladder and get on that first rung, and then maybe get up another rung or two as they go through their lives and their families increase. Then they want that opportunity, maybe, at the end to climb down a rung as they get older and the kids aren't at home anymore. They hope the grandkids visit often, but they don't always visit often enough, so they just don't need the house that big anymore and they need to take a step down that ladder. So that mix of housing types is really important.

What is important for us to do, again, is take all these circumstances, all these stories, all these situations from all these different places in Ontario, whether it's southwestern Ontario, whether it's the GTA, Ottawa, eastern Ontario, northern Ontario—and I would just say that there is a lot of opportunity in northern Ontario for growth. As we see development and the exciting things happen in northern Ontario, such as the development in the Ring of Fire, boy, you know we're going to need a lot of housing to support that. We're going to need to be able to build in all parts of this province, and that's exciting. So we need to get this work done today. We need to get this bill passed and get on with working together and building for Ontario.

**0940**

When you looked at that podium the other day, as I talked about before, who was on it when the minister made his announcement of this bill? It was very telling of the point in time that we are now enjoying, of this commonality of thought on what we need to do and what we can do together. So let's not miss this point in time. Let's take this point in time. Let's create a situation where we can build houses for people like my grandparents.

My grandfather was a labourer his whole life. He worked a lot of years where it was maybe three quarters of the year, and he had to take a few months off in the winter. And my grandmother, as was kind of the style at the time, so to speak, was a homemaker. She supported him and he supported her in their home, that they bought as a labourer—a roof over their head, a place to be every night, a place to be in love and raise my mom. That's where it begins.

This bill is important to get us to that point, and I thank everyone for the time today. I want to yield the floor to my colleague the parliamentary assistant to the Minister of Municipal Affairs and Housing, the member for Simcoe—Grey, who's going to inform us a little more about the consultation process on this bill today. Thank you very much, everyone.

**The Acting Speaker (Ms. Jennifer K. French):** I recognize the member for Simcoe—Grey.

**Mr. Brian Saunderson:** Good morning. I want to thank Minister Flack and Minister Smith for their comments. I have listened to them with great interest.

I know in my riding of Simcoe–Grey, the housing crisis is something that we've seen grow continually over the last decade. This legislation, Bill 17, Protect Ontario by Building Faster and Smarter Act, 2025, is a key pillar of our government's continued commitment to protect Ontario's prosperity and future. I want to build on the comments of my colleagues, and while I'll try not to repeat that they have said, much of what they've said bears repeating.

I also want to thank Minister Surma and Minister Lecce for their work. This has been an all-of-government approach to this issue. Having worked in the municipal sector for eight years, both as deputy mayor and mayor of the town of Collingwood and as a member of Simcoe county council, I know how the housing issues have grown over time and that all levels of government need to come together to work on this, together with the private sector, to help address these issues.

Municipalities are a statutory creature of the province, and so this is a key point in time for the province and municipalities to work together, together with the federal government, to address these issues, because we are at a pivotal moment. Our province and our country are confronting one of the most serious economic disruptions that we have seen in decades, and that has exacerbated the housing costs and prices. Across the border, actions by U.S. President Donald Trump are threatening the flow of commerce that Ontario has long depended on. With escalating trade barriers and growing protectionism, the economic uncertainty is real and immediate. Premier Ford has made it clear we will not stand still, and we need to act decisively to protect Ontario's economy and to ensure that we remain competitive, resilient and prepared for the future.

Speaker, this is not just about reacting; it is about leading. That is why this bill, crafted through the close work of the Ministries of Municipal Affairs and Housing, Transportation, and Infrastructure, is so important. It represents a coordinated effort to remove red tape, accelerate housing and infrastructure development, and ensure Ontario's workers remain on the job. We're not just building homes and roads; we're building confidence: confidence in our economy, our communities and our ability to meet the moment.

Speaker, this legislation is about protecting Ontario's economy by providing the conditions to get shovels in the ground. It was a challenge before these issues arose, and it continues to be a challenge, and in fact a heightened one.

What we're proposing in this legislation is common-sense reforms to expedite the development of homes, roads, public transit, and essential services like water and waste water systems. We know that this government has passed initiatives to spend over \$3 billion to work with our municipalities to get critical infrastructure in the ground, whether that's the \$1.2-billion Housing-Enabling Water Systems Fund, the \$1-billion enabling water systems fund, the Building Faster Fund—all of those aspects that we are

working with our municipalities on to try to accelerate housing and break the gridlock of infrastructure, whether it be new infrastructure or dated infrastructure, and make sure that we can build the communities that are resilient and sustainable.

The truth is, Madam Speaker, that the processes are too slow. They're too expensive and too complicated to build homes in Ontario, and the consequences are being felt in communities across our province. Our population is growing at a record pace, and housing supply has not kept up.

In fact, alarmingly, since I was in secondary school—without having to tell you when that was—our population has effectively doubled. Ontario now has 16 million residents, and more arrive each day. In fact, we have 40% of Canada's population. Ontario's families and young people are watching the dream of home ownership drift further out of reach, and this cannot continue. We need to act boldly in Ontario to protect that dream for all aspects of our society, whether it be those looking to get into the housing market, to raise their families, or to downsize and enjoy their retirement.

We've heard compelling stories from both ministers about the impacts they've seen in their ridings, from their residents. I have three sons of my own, all of whom are grappling with the concept of trying to buy a first home. Behind every delayed permit is a family waiting for a home. Behind every stalled project is a missed opportunity to house those who need housing. It's a missed opportunity to create jobs, and it's a missed opportunity to strengthen our economy and grow our province, as is muchly needed.

We had debate the other day about working to get encampments out of our parks. This is all part of that issue. If we cannot make housing affordable, if we cannot build the housing we need, we will see that crisis continue to grow. We will see people having to rely on encampments instead of being housed. This legislation before us today is about trying to reverse that trend and to do it with urgency, efficiency and speed. In the coming days, you will hear from members across this House about the real-world impact of these reforms. In partnership with the Ministries of Transportation and Infrastructure, we will get this job done for the people of Ontario.

As a mayor and upper-tier representative, I know of the experiences that Minister Smith spoke about in terms of permits, studies and the costs of building. One of the key measures that we are advancing in this legislation is an amendment to the Building Code Act to streamline access to construction products. Right now, some building materials that have already passed rigorous federal assessments through the Canadian Construction Materials Centre still require redundant provincial approvals. That is unnecessary duplication that is causing delays and holding back innovation. By removing this secondary step, we can accelerate the use of safe and proven construction products, save time and keep Ontario's building sector moving forward. This is about trusting science, trusting engineers, and trusting the systems that we already have in place to accelerate the building process.

We are also proposing in this legislation legislative clarity to ensure that municipalities are not imposing their own separate construction standards outside of what has been established in the provincial building code. While that act already prohibits this, we continue to hear from builders who are encountering different requirements across municipalities, causing confusion, delays and added costs. We hear stories of home builders who literally need one set of permits on one side of the street and a completely different set on the other. This is not just inefficient; it's costly, ineffective and unacceptable. By reinforcing provincial authority and cutting red tape, we will work to create a more uniform, efficient and cost-effective system for home builders across Ontario.

#### 0950

Another well-known barrier to new housing is development charges. We have heard both Minister Flack and Minister Smith speak about those, and I am familiar with them from my work in the municipal sector. These charges, which we understand are necessary for municipalities to fund infrastructure related to new growth, have jumped significantly, adding tens of thousands of dollars, and in some cases hundreds of thousands of dollars, to the cost of the new home. When the developer brings forward an application for a site plan agreement for a subdivision, these costs, on top of lands, happen before they've done any work. And if you add \$80,000 to \$120,000 on top of those costs, you've already raised the cost of the home before the shovels are in the ground. And those costs are passed along. They're borne by the purchaser, and they add to the increasing burden of those trying to get into the housing market. We've listened to developers, we've listened to municipalities, and we've listened to homebuyers alike, and the message is consistent: The current system is unpredictable, opaque and contributes to the housing affordability crisis.

That's why we're proposing significant amendments to the Development Charges Act. Our reforms would, first, standardize and simplify the development charge framework. This will reduce administrative complexity and ensure that developers, municipalities and homebuyers alike can navigate the system with greater ease. A consistent approach across the municipalities across Ontario will help to eliminate confusion and reduce costly delays.

We will also allow for greater flexibility for builders to apply credits across similar service categories. What this means is that if a developer has already contributed to infrastructure in one area, such as water services, they can apply those credits towards similar needs in another project. It is smarter, it is more efficient in the use of resources, and it encourages investment by a developer in the community that will enable future development where they have credit.

Thirdly, we will enable developers to defer payments until occupancy, bringing alignment across municipalities. By deferring payments until a home is occupied, we're easing the financial burden during the construction phase, when costs are at their highest. This change will improve cash flow for builders and help to accelerate project

timelines. It allows the developer to know that they will be paying when they receive the money for the home that they are building as opposed to having to invest it at the outset. It will reduce their costs and allow them to move forward.

Fourthly, we will provide certainty by ensuring builders pay either the rates in effect at occupancy or the rates frozen at the time of zoning/site plan approval, whichever is lower. Again, this is to fix costs and take away the uncertainty to allow developers to know the pro forma that they have to meet to make the development feasible. We heard from Minister Smith how that is a moving target, how goalposts can change and how it adds uncertainty to the development process. This will protect builders from unexpected cost increases and allow them to plan with confidence, and it also ensures fairness by locking in rates based on when the planning milestones are achieved. It's an incentive for the developers to move forward.

Together, these reforms will create a more predictable, transparent and builder-friendly environment for our developers. It will support faster housing delivery while maintaining the infrastructure funding that municipalities need to ensure that their communities grow in a sustainable, resilient and intentional way, and not an opportunistic way where services are available. We have seen the success of proactive municipalities. Both Minister Flack and Minister Smith mentioned that at the time Minister Flack announced this bill, Mayor Parrish of Mississauga and Mayor Del Duca of Vaughan both stood beside him. Both mayors have decreased their DCs and made changes to create an environment that has enabled a sharp increase in housing starts in their municipalities. These changes to the DC framework will bring predictability, lower costs and, most importantly, help get more homes built faster, smarter and more affordably.

These changes will also help to support our vulnerable populations. There our DCs go even further. We are eliminating development charges on long-term-care facilities to support the needs of our aging population to ensure that housing is available for every stage of life. Our province is projected to need thousands of new long-term-care beds, and our government has committed to meeting that supply, as well as refurbishing thousands of existing beds. Eliminating DCs will result in millions of dollars of savings, savings that can be reinvested directly into the creation of new long-term-care homes for people who helped build our beautiful province and deserve that benefit. This is not just a fiscal decision, Madam Speaker; it is a moral one, and we owe it to our seniors to ensure they have access to safe, dignified and timely care.

We are also enhancing transparency by creating the authority to clarify how municipalities calculate their development charges, with regulations to follow that will define eligible costs, reporting standards and spending requirements. We want to do this to ensure that we work with municipalities to make sure that they spend where it matters most and, when they do their DC targets, they target the critical infrastructure that is necessary to support

the growth in that area while, at the time, keeping those DCs at a legitimate level.

We're consulting with municipalities to make sure that they allocate at least 60% of certain reserve funds each year to development-charge-eligible services. In other words, we're working with municipalities to ensure not only that the fees they charge for new development—they are spending at least 60% of those fees on an annual basis to ensure that they are harvesting the funds they already have and using them to enable development.

Let me be very clear: We're not leaving municipalities behind; we're working with them. This province, as I said earlier, has been backing our municipalities with billions of dollars in provincial investment for housing-enabling infrastructure, including roads, sewers and water systems. In fact, Madam Speaker, since this government has come into office since 2018, we have increased municipal funding by over 36%. I have seen that in my riding of Simcoe–Grey, where five municipalities of the seven in my riding have received in excess of \$130 million for water-enabling infrastructure. That, in fact, is \$1 in \$10 of the entire fund. My riding has been blessed, and we are moving forward to ease our housing crisis.

And that is a partnership, Madam Speaker. It is not a download. We are working with our municipalities, not against them, because we need to ensure across this province that growth is supported by the infrastructure that it demands, and we continue to work with municipalities to see how we can change and reform infrastructure needs and service delivery to work with them.

Madam Speaker, another part of this important legislation is making a smarter application process. We are also tackling the approvals process by cutting the time it takes to get an application approved. We heard from Minister Smith—and I know from my riding—that every time that development application goes back to the developer, it costs time, opportunity costs, and it costs money.

Under our proposed changes to the Planning Act and the City of Toronto Act, we would limit of ability of municipalities to request study after study from applicants. Municipalities would be restricted to requiring only those reports listed in their official plans, and those lists would need ministerial approval if they are to be changed. We need to fix the number of reports. We need to provide certainty across the province so that developers know what they need to provide to move something forward expeditiously. These changes will stop delays caused by redundant and often obscure studies. We cannot allow home building, particularly in this time, to be slowed down by unnecessary bureaucracy when we urgently need new homes.

On top of this, Madam Speaker, we're introducing regulation-making authority that would allow the government to do the following:

Identify prohibited study topics: We would provide a list to our municipalities that ensures that applicants are not burdened with irrelevant or excessive study requirements that do not contribute to the planning process. This will eliminate costly and time-consuming requests that

have little to do with the outcome, whether it be safety, functionality or sustainability.

We will also set out which studies can be required to begin with. By clearly defining the scope of permissible studies, we are creating a more predictable and transparent process for the applicants. This will help municipalities focus on the most critical and evidence-based assessments while reducing duplication and inconsistency across jurisdictions. We will do that in consultation with the municipalities and with our professional sector to be clear on what are essential and mandatory studies.

#### 1000

We will also mandate that municipalities accept studies verified by specified professionals such as engineers and architects. This reform respects the expertise of licensed professionals and prevents municipalities from rejecting valid studies without cause. It will streamline approvals, reduce unnecessary back and forth, and reinforce trust in our professional standards. These standards have been proven time and again over the decades.

These measures will help to reduce red tape, increase fairness and ensure that planning decisions are based on sound evidence, not bureaucracy. They will help level the playing field for smaller builders, who may lack the resources to navigate an overly complex system.

Madam Speaker, the other day we spoke, during the legislation, on our encampments and trying to work with municipalities to reduce those encampments. We know from the CMHC that, since 2022, across Canada, we've had over 200,000 housing starts, 100,000 of those in Ontario for two years. Those are the largest number of housing starts going back to the late 1980s, and we know in the last year those housing starts have declined because of the economic pressures which are now being exacerbated by what's going on south of the border.

At that 200,000-housing-start level, the CMHC has said that our housing crisis will continue to grow, that by 2030—in five short years—this country will be 3.5 million units underhoused, the majority of those being in Ontario, where we have 40% of the population. We need to take action; the status quo is not working. I hope that the parties on both sides of this floor will work with us to make sure that we can create housing for people across Ontario, including my three sons.

**The Acting Speaker (Ms. Jennifer K. French):** Just before we go to questions and responses, a reminder to all members that you must refer to members by their ministerial title or their riding. Thank you.

Questions?

**MPP Catherine McKenney:** Thank you for that introduction of the bill. There is much in it that are good, laudable goals. We do need to build housing faster. I was on a city council and understand how housing starts can be held up in many different ways. I've worked with developers and understand the pressures that they can be under when they're not able to build housing as efficiently as they otherwise could; taking a year can add many costs.

But I do want to ask, just in terms of affordability: I've never received a good answer from anyone on how you

will make housing less affordable for people purchasing the new home and yet not bring down the value of housing for people who own their homes today.

**Hon. Rob Flack:** I think the whole notion of this bill is to lower cost. Time can be money, and when we take a look at how long it takes to get a building permit issued sometimes in municipalities—I can give you examples in my area, part of my riding, London, where it can take years to get a building permit. I know you don't see right up front, "It costs X amount," but you know that it takes time when people are waiting to get shovels in the ground.

When it comes to affordability, I think the deferral of these DCs will certainly help. The notion of coming up with the municipal service corporation to fund infrastructure going forward will certainly help. Again, we can go deeper into the weeds in terms of affordable housing—and I'm glad to do it—in terms of other things we can do. We'll talk about that more.

**The Acting Speaker (Ms. Jennifer K. French):** Further questions?

**Mr. Joseph Racinsky:** As Ontario continues to grow and build, we know that innovation in construction materials and building technologies can play a critical role in helping us deliver housing faster and more efficiently. I was happy to join the minister at the Kiwi Newton facility in Guelph, where they're leading in innovation and contributing to affordable housing projects across this province.

Can the Minister of Municipal Affairs and Housing share what steps our government is taking to streamline approvals for new construction materials and how we're ensuring safety continues to be a top priority?

**Hon. Rob Flack:** Great question.

It was great to be at Kiwi Newton last Friday, I believe, to see some innovative approaches to housing and infrastructure, parking, through the use of cement and modular builds. It was a great event. That probably is one of the key drivers in our economy today—construction.

What we're doing in this bill is creating, again, the conditions where Ontario manufacturers, Canadian manufacturers—if there's a federal approval on materials, why are we duplicating it by having another provincial approval? What we're doing is streamlining the process, ensuring that that federal approval, which meets our standards—it's a one and done. Instead of prolonging the approach, again, it's about speed, getting shovels in the ground.

As an example, at Kiwi Newton, if they come up with a new process, it's Ontario-made. It's going to help our economy. It's going to help our jobs—keep our jobs here and made in Ontario.

**The Acting Speaker (Ms. Jennifer K. French):** Further questions?

**M<sup>me</sup> Dawn Gallagher Murphy:** My question is for the Minister of Municipal Affairs.

Given the growing demand for long-term-care homes in our province, what steps is the government taking to accelerate the construction and the development of long-term-care facilities to ensure that our seniors have access to the care that they need in a timely manner? Specifically,

how does the government's investment of \$6.4 billion for 58,000 new beds fit into this strategy?

So my question is, how can we really approach this to ensure that it aligns with our broader strategy for supporting an aging population and creating a sustainable, high-quality long-term-care system?

**Hon. Rob Flack:** It's a great question.

One of the things I'm most proud of in this bill is that we're eliminating development charges completely on long-term-care homes. While we know our municipal partners need infrastructure, we're still going to support them with an additional \$400 million that Minister Surma will be implementing and awarding in the months ahead.

I think the number you used was 58,000. I always say 56,000 to 60,000 refurbished or new long-term-care beds are required yesterday, not today. We need to have this happen quickly.

Again, this bill is about building faster and smarter, and it's about affordability.

I think about the Minister for Seniors and Accessibility and what a great job he's doing, and what great news this will be for all seniors who are looking to move and transition to long-term-care homes.

**The Acting Speaker (Ms. Jennifer K. French):** Question?

**MPP Catherine McKenney:** It's another question to the minister.

I was surprised not to see one of the top recommendations from the housing task force in this bill: to legalize the missing-middle housing—duplexes, fourplexes—as of right in municipalities. I wonder if you could respond—if that is going to be a requirement, if you're going to take the recommendation from your very own experts.

**Hon. Graydon Smith:** I appreciate the question from the member from Ottawa Centre.

When I was mayor, there was some as-of-right legislation brought forward for duplexes and the ability to have in-law suites. We implemented that in our community because that's what the government of the day wanted us to do, and it had very little impact. The fact is, just saying you can do something doesn't mean it's going to get it done.

What we've done is go back to the building community, go back to municipalities, consult everybody who is part of the building continuum in this and talk to them about what the things are we can do today to improve both the process and improve the outcomes to get more homes built.

**1010**

And while I understand your question, I think the things that we're doing, the steps we're taking, are more important and going to have a tangible positive immediate effect.

**The Acting Speaker (Ms. Jennifer K. French):** Further questions?

**MPP Tyler Watt:** Young people everywhere right now—we just want a chance to get into the market. A lot of us feel like we are going to be renting for the rest of their lives.

There's some really good stuff in this bill. However, something that I've noticed is that this bill lacks a corresponding plan to ensure that those developer savings are actually going to be passed on to renters and first-time homebuyers. Speaker, through you to the minister: Can this government point out a single provision in this bill, or what they're going to do to ensure that we will be building more affordable homes?

**Hon. Rob Flack:** Well, there are a lot of things we're doing in this bill to create affordability. I look at the member beside you and the things we did working with Habitat for Humanity. All types of housing are being affected positively in this bill, whether it's purpose-built rentals, affordable market homes or whatever it may be.

One other idea that we continue to talk about, that we need to implement as we go forward, is looking at repurposing government-owned lands. I know the federal government talked about that prior to the election. We own a lot of land, too. I think we can repurpose that—again, working with not-for-profits like Habitat, Good Shepherd, Indwell, whoever it may be, and key building suppliers—creating that environment again, to make sure that shovels get underground so that housing continuum can work best.

Listen to your partner beside you there: Habitat has a great model, and I like it very much.

**The Acting Speaker (Ms. Jennifer K. French):** And now, members' statements.

*Second reading debate deemed adjourned.*

## MEMBERS' STATEMENTS

### HOSPITAL FUNDING

**Ms. Natalie Pierre:** Good morning, colleagues. Six months ago, our government announced the construction of a new mental health unit at Joseph Brant Hospital in Burlington. Today, I'm proud to share that demolition preparations are now under way, marking the start of a state-of-the-art facility that will meet the growing mental health needs of our community. This project is part of our government's broader \$50-billion investment in over 50 hospital projects across the province.

The new unit at Joseph Brant Hospital will offer expanded in-patient and outpatient services, enhanced psychiatric intensive care and dedicated spaces for individuals of all ages. It will be staffed by interdisciplinary teams focused on personalized support and long-term recovery. This means reduced wait times, better access to care and timely, compassionate support for those who need it most.

Speaker, this project is more than just bricks and mortar. It's about building hope. It's about dignity, accessibility and a healthier future for Burlington and the surrounding region. I would like to extend my sincere gratitude to everyone who helped bring this important initiative to life, and I look forward to watching it take shape in the months ahead.

## ONTARIO BUDGET

**Mr. Terence Kernaghan:** Today is budget day, a pivotal moment for Ontario. With an ever-shifting economic threat, now, more than ever, is the time for a bold, transformative and inspirational vision. Ontario needs to invest in the nation-building infrastructure that supports people. Build affordable homes like lives depend on it, because they do.

Invest in all levels of education, as well as training, upskilling and apprenticeships in a meaningful way. Fully fund needs-based therapies for autism and all exceptionalities for young people; you will change lives and save money.

Invest in care, not profit. Stop US-style profit-mongers from snatching care dollars from our treasured public health care system.

Develop an Ontario intellectual property research, development and innovation pipeline, to stop our bright ideas being homed in the US through our inaction and lack of investment.

Pay nurses and health care workers equitably, no matter what domain of health care in which they practise. Stop shifting precious public dollars into private pockets with agency nursing.

Get people on social assistance above the poverty line by doubling ODSP and OW.

Creative industries are economic development. The arts bring us together, build communities and are a key critical investment at this time.

Support our amazing non-profits, who are stepping in where the government has failed.

Attract talent: scientists, professors, thinkers, artists and experts wishing to flee Trump's dangerous regime. Bring the brain drain north. And invest in people, not profits for the already wealthy few.

## MONTY MCDONALD

**Mr. Jonathan Tsao:** I rise today to recognize a truly remarkable resident of Don Valley North, Mr. Monty McDonald of Bayview Village, whose lifelong service to community and to country is an example for us all.

For decades, Monty has been a pillar of civic life, from serving as chair of the BVA environment committee to organizing community cleanups for nearly 20 years and mentoring new leaders. He has always believed that a strong neighbourhood is not built by chance but by people who care deeply.

Last year, Monty was recognized on the national stage with the Meritorious Service Decoration, awarded by Her Excellency the Governor General, for founding the Vimy Oaks Legacy. Inspired by his friend Lieutenant Leslie Miller, who gathered acorns from Vimy Ridge during the First World War, Monty partnered with the Vimy Foundation to grow over 1,000 descendant oak trees. These trees are now planted across commemorative sites all across Canada and at the newly created Centennial Park at Vimy

Ridge, which Monty himself helped to fundraise over \$2 million to create.

On behalf of the Legislature and the grateful residents of Don Valley North, I thank Monty McDonald for his vision, his service and his unshakable commitment to community and our country.

#### GOVERNMENT INVESTMENTS

**Mr. Hardeep Singh Grewal:** Under the leadership of Premier Ford, our government is taking action to build the critical infrastructure Ontario needs to thrive. While past governments sat back and did nothing, we're building and we're delivering results.

We're building Highway 413, a vital corridor that will cut gridlock, connect our growing communities and keep Ontario moving forward. We're also moving ahead with the Brampton underground LRT, a transformative project that will reduce congestion and provide faster and more reliable transit options for the people of Brampton and for the people of Mississauga. And it doesn't stop there. We've made the gas tax cut permanent and we're putting money back into the pockets of hard-working Ontarians and helping them keep up with the rising cost of living.

These projects aren't just about concrete and steel; they're about creating jobs, attracting investment and securing Ontario's economic future. That's the kind of leadership we have under Premier Ford: a government that's getting it done and building for the next generation.

#### NURSES

**MPP Robin Lennox:** It is Nursing Week, and our Ontario nurses are calling us to action. They want safe working conditions, mandatory nurse-to-patient ratios and wages that reflect the value of the care they provide to Ontarians.

As it stands, our nurses are being disrespected and undervalued while private agencies profit. Agency nurses are being paid double or triple what staff hospital nurses are being paid, amounting to \$9.2 billion spent on private agency nurses in Ontario over the past decade. Hospitals are hemorrhaging money to private corporations and having to cut public nursing positions because our Ford government won't act.

Taxpayers across Ontario expect their hard-earned dollars to be invested back into them and their communities through publicly funded, publicly delivered services. Instead, this Ford government is throwing money away and allowing corporations to thrive while Ontarians suffer on wait-lists and in hallways.

We need to increase nursing wages and permanent, unionized nursing positions. Our Conservative government is trying to dismantle our public health care system by way of death by a thousand cuts, but we can resuscitate our system by immediately stopping the hemorrhage of public funds into the private sector, investing in our nurses and relieving the pressure on hospital budgets so that they can continue to serve our communities.

#### EVENTS IN SCARBOROUGH— AGINCOURT

**Mr. Aris Babikian:** I extend my warmest greetings and congratulations to the chief priest, staff, teachers, students, families and volunteers of Sri Varasiththi Vinaayagar Hindu College as they celebrate the 19th annual cultural day.

This annual gathering is a shining example of how cultural heritage, education and community pride come together to create a nurturing and enriching environment for our young generation. The talents of over 200 students, showcased through performances in music, dance and drama, reflect their hard work and creativity—also, the strength and the vibrancy of the Tamil community and the broader South Asian communities in Scarborough—Agin-court.

#### 1020

The Scarborough Health Network's annual volunteer appreciation dinner is an important annual tradition to recognize and celebrate the heart of SHN: its dedicated volunteers. Whether assisting patients, supporting staff or helping families, their selfless contributions reflect the very best of Scarborough. Their efforts remind us that care extends far beyond medicine. It lives in the kindness, compassion, patience and presence of those who give their time to serve others.

I would like to congratulate Joyce Dorman and Margaret Jamieson from Scarborough—Agin-court for receiving the 40 years volunteer service award.

**The Acting Speaker (Ms. Jennifer K. French):** Thank you.

*Interjections.*

**The Acting Speaker (Ms. Jennifer K. French):** Again, as members are coming in, could they take their seats quietly so that we can hear members' statements? Thank you.

#### MENTAL HEALTH AND ADDICTION SERVICES

**MPP Catherine McKenney:** In 2017, as a member of the Ottawa Public Health board, we approved a consumption and treatment site in Somerset West. This site was chosen to support people living in an underserved community that was experiencing the second-highest number of drug overdoses in the city of Ottawa. The community was exhausted and traumatized from losing their friends and family members to overdoses.

As a key piece of the approach to addictions, prevention, treatment and harm reduction, it was successful in keeping our community members alive while they waited for treatment, for supportive housing, family reunification—whatever they needed to exist.

On March 1 of this year, the site was forced to close by this Conservative government, and a sharp increase in open drug use was the result, with no access to health care professionals, housing workers or the supports necessary to access treatment services.

Where people once had a place to go to use drugs, they are now forced outside in public spaces. And now we are asked to accept that the only solution is to fine and jail people who suffer from addictions and who are without housing and shelter.

The Safer Municipalities Act will not make our communities safer. It will not lead people into treatment. It will not house one person. And it will not end this health crisis.

There are evidence-based solutions, and I will continue to work with residents in Ottawa Centre to keep people safe in their parks, in their workplaces and in their homes.

#### HAMILTON CARDINALS BASEBALL CLUB

**MPP Monica Ciriello:** Madam Speaker, as spring returns, so does the baseball season. And I rise today to celebrate the 67th season of the Hamilton Cardinals, who take the field for their intercounty league home opener this Friday night at the Bernie Arbour Stadium in Hamilton Mountain.

Cardinals games are a great way for families to connect with their community, and if you come out on Friday night, you'll see former major leaguer Fernando Rodney take the mound and you will see your Hamilton Mountain MPP throw out the first pitch.

On Friday night, the Hamilton Cardinals are playing the Brantford Red Sox. As a result, I'd like to make a friendly wager with my friend the member from Brantford—Brant that the Cardinals are going to beat his Red Sox. And if they do, my friend can send some of Brantford's finest local beverages to the Mountain to help us celebrate. And if, by some miracle, the Brantford Red Sox win on Friday night, I will send some beverages from Shawn and Ed Brewing, a local brewery in the heart of Hamilton—a way to celebrate local and the big game.

With that being said, I encourage all Hamiltonians to come out on Friday, wear red and support the Cardinals.

#### NUCLEAR POWER FACILITY

**Mr. Lorne Coe:** The Ontario government has approved Ontario Power Generation's plan to begin the construction of the first of four small modular reactors at the Darlington nuclear centre in Clarington, within the region of Durham.

Once complete, this SMR will be the first of its kind in the G7, producing enough reliable, affordable and clean electricity to power the equivalent of 300,000 homes, supporting thousands of good-paying jobs across the province and helping secure Ontario's energy supply for decades to come. This transformative project will strengthen the region of Durham's economy, provide long-term careers and reinforce Durham's role as a leader in clean nuclear innovation.

Advancing construction on the Darlington new nuclear project SMRs is just one part of Ontario's affordable energy future, the government's vision as it plans for rising energy demand.

#### BRADEN CARBERRY

**Mr. Mike Schreiner:** I rise with a heavy heart today to pay tribute to a member of the municipal law enforcement team in my riding of Guelph. Braden Carberry was Guelph's bylaw compliance supervisor and, tragically, he died while on the job on January 8, 2025. Braden leaves behind his wife and three children. He was 49 years old.

Braden had a long career in municipal law enforcement. He is greatly missed by his colleagues at the city of Guelph, where he served for 13 years. Braden also served with the city of Toronto and the King City fire department. Braden's commitment to safety and public service earned him the admiration of his peers.

Outside of work, Braden was a skilled and passionate fisher, hunter and outdoor enthusiast. After his passing, his friends and family shared memories of special time spent enjoying the great outdoors with Braden.

I want to thank the first responders who were there with Braden in his final moments and who worked alongside him in Guelph.

I offer my condolences to the Municipal Law Enforcement Officers' Association and their members across the province.

Most of all, I extend my heartfelt sympathies to Braden's family and friends, including his wife, Kaylie; his children, Blair, Colten and Chase; and his mother, Aeriol.

#### HOUSE SITTINGS

**The Speaker (Hon. Donna Skelly):** I beg to inform the House that, pursuant to standing order 9(h), the Clerk has received written notice from the government House leader indicating that a temporary change in the weekly meeting schedule of the House is required, and therefore the House shall commence at 9 a.m. on Monday, May 26, 2025, for the proceeding orders of the day.

#### INTRODUCTION OF VISITORS

**The Speaker (Hon. Donna Skelly):** We have with us in the Speaker's gallery today Harman Idema. He is the consul general of the Kingdom of the Netherlands in Toronto.

He is joined by Elizabeth Witmer, who served as MPP for Waterloo North during the 35th and 36th Parliaments and Kitchener–Waterloo during the 37th, 38th, 39th and 40th Parliaments.

Please join me in warmly welcoming our guests to the Legislature.

Point of order: I recognize the government House leader.

**Mr. Steve Clark:** Thanks, Speaker. Point of order: I just want to advise the House that the night sitting scheduled for this evening has been cancelled.

**The Speaker (Hon. Donna Skelly):** Introduction of visitors?

**Hon. Sylvia Jones:** We have four PC interns who are working in the Ministry of Health this summer, and I

wanted to introduce Luca, Paulina, Matt—or Matthew—and James.

Welcome to Queen's Park.

**Mrs. Jennifer (Jennie) Stevens:** I'd like to welcome Penny Ormerod to the House today. She is my constituent assistant, and she's looking forward to seeing the budget today—first budget delivered.

**Hon. Michael Parsa:** Good morning, Madam Speaker. I'd like to welcome some of my friends here from My MS Family, a charity that supports individuals living with multiple sclerosis. Joining us are Peter Busciglio, Doug Pilkey, Ian Lubek, Patricia Allard, Heather Austin and Ivan and Sonja Veg.

Thank you so much for all you do. Welcome to Queen's Park.

**Ms. Mary-Margaret McMahon:** Good morning, everyone. I'd like to welcome the Aspen Institute from Germany, and welcome everyone cordially to a reception in the dining room today at 5:30. It's a non-partisan, transatlantic delegation from the US, Canada and Germany. Guten Tag. Welcome to your House.

1030

**Mr. Hardeep Singh Grewal:** I'd like to welcome today's page captain Shyla Naraine's family: her mother, Grace Naraine; sister, Sahara Naraine; brother Rohan Naraine; and her grandmother Evangeline Parlan. I'd also like to welcome her father, Dr. Virj Naraine, and brother Nixon Naraine. Thank you for everything that you do here in the House. I'd like to welcome her entire family.

**Mr. John Jordan:** I want to introduce the great resident and community supporter of the beautiful town of Perth, Ontario, past CEO of Shopify, Toby Shannan.

**Hon. Graham McGregor:** I'd like to introduce two guests we'll be meeting with later this afternoon from the Ontario Schools Cricket Association. Please join me in welcoming Ranil Mendis and Ken Jeffers. Welcome to Queen's Park.

**M<sup>me</sup> France Gélinas:** Les étudiants et étudiantes de l'école St-Charles-Borromée sont dans l'autobus des Wolves de Sudbury pour se rendre à Toronto pour voir les Blue Jays. Ils vont être ici dans quelques instants. J'aimerais souhaiter la bienvenue à deux de leurs professeurs : M. Sam West pour la quatrième et cinquième année, et Sophie LaChance pour la sixième, septième et huitième année. Bienvenue à Queens Park.

**Mr. Robert Bailey:** I'd like to welcome to Queen's Park today Mr. Jamie Webb, co-owner of Anderson Webb, a major contractor in Sarnia-Lambton, here for the budget.

**MPP Jamie West:** My colleague from Nickel Belt had mentioned that two teachers were coming. I wanted to recognize that one of them was my son. I'm very proud of him—in his first year of teaching, on his way here to Toronto.

## QUESTION PERIOD

### AUTOMOTIVE INDUSTRY

**Ms. Marit Stiles:** Good morning, everybody. Speaker, this question is for the Premier. Nearly three months after an election about defending Ontario jobs and our economy, working people are still waiting for relief, for reassurance and for results from this government. But since the election, all we've seen are thousands of layoffs. Trump is targeting our auto jobs. Instead of protecting those jobs, though, we're seeing equipment being moved out of our communities and across the border, and the government's EV strategy is just coming apart in real time.

My question to the Premier is, what are you going to do about it?

**The Speaker (Hon. Donna Skelly):** I recognize the Minister of Economic Development, Job Creation and Trade.

**Hon. Victor Fedeli:** You know, Speaker, more important is to talk about the fact that over the last years—we have to look at what our opposition has done. They watched as 300,000 manufacturing jobs fled out of Ontario. At that time, there was no once-in-a-generation crisis. There were no tariffs. It was policy designed by the opposition to push those jobs away and crush our goods-producing sector.

Now they want us to revert back to their playbook, and we refuse to do that. We will not stand idly by as President Trump tries to take our companies and take our jobs. We're going to do everything in the power of a government to keep those jobs here and to keep those companies here in Ontario.

**The Speaker (Hon. Donna Skelly):** Supplementary.

**Ms. Marit Stiles:** This isn't a moment where you should be applauding yourselves. Workers are worried right now and they're pretty anxious about the future. Look at the folks who are awaiting those jobs in Honda in Alliston. Last month, they were told there was going to be no change in Honda's production. The Premier took the company at their word, and now they've announced a two-year pause in production. Honda is saying one thing in Canada and a completely different thing, by the way, in Japan.

How many more job losses and cancelled shifts is it going to take before the Premier actually takes action?

**Hon. Victor Fedeli:** Speaker, the 4,200 men and women who work at the Honda plant will continue to work at the Honda plant in Alliston. The Honda Civic, as an example, is the number one passenger vehicle sold in Canada, proudly made by those men and women in Alliston.

The Premier and I have both spoken personally to the CEO of Honda in Japan. He has reaffirmed their commitment to their operations and their planned expansion in Ontario. Yes, they have taken a pause; there's no question about that. But there's no change to their current employment or production in Alliston.

Tariffs are causing chaos and uncertainty worldwide. We're facing a once-in-a-generation challenge from down

south, but we are going to continue to do everything to protect the progress that we've made in the auto sector.

**The Speaker (Hon. Donna Skelly):** Final supplementary?

**Ms. Marit Stiles:** Well, Speaker, I hope he asked that CEO what he meant when he said that they were going to be, in the future, moving those jobs to the United States, because that's what's being reported.

Almost 700,000 people right now in Ontario are unemployed. That's like the population of Hamilton, right? You say you're protecting Ontario, but you're not protecting Ontarians who are losing their jobs and can't afford their groceries. A recession is coming. This is the time for government to step up. It is not enough to wait and see. So why should workers trust the Premier and this government to hold big companies accountable, like Honda, when they have failed to do so time and time again?

**Hon. Victor Fedeli:** President Trump has made it extremely clear: He wants the companies that we've attracted to Ontario and he wants all of the jobs.

We have landed \$46 billion in investment here in Ontario. That is just in the auto sector. We have landed \$6 billion in investment in life sciences. We've landed tens of billions of dollars of investment in the tech sector.

Speaker, since we took office, almost one million jobs have been created. That is a record here in the province of Ontario. Yes, there are headwinds, and we are fighting them with every tool. You'll hear more about some of those tools in today's budget, which we hope you'll stand and support.

#### GOVERNMENT INVESTMENTS

**Ms. Marit Stiles:** To be clear to the minister, that investment is at risk right now.

But listen, Speaker, I want to go back to another issue right now and back to the Premier. This government put forward a list of nation-building projects to the federal government that included things like this Premier's fantasy tunnel project. But there were some big things missing, things like hospitals and schools.

We have an opportunity now in this crisis to, yes, create more jobs and to build the infrastructure we need—schools in communities that are growing, hospitals that have been promised for decades.

Speaker, to the Premier: When will this Premier step up and say yes to building hospitals and schools and no to his fantasy projects?

**The Speaker (Hon. Donna Skelly):** I recognize the Minister of Health.

**Hon. Sylvia Jones:** You know, when I look at the investments that we've been making in our hospitals since 2018—\$50 billion, 50 different capital projects, whether those are new hospitals, renovated hospitals, expanded hospitals. Those are the investments our government has been making under the leadership of Premier Ford, and those are the investments we will continue to make.

We have no intention of pausing or waiting for the federal government to step up and help. We're getting the job done today and we will continue to do that work.

**The Speaker (Hon. Donna Skelly):** Supplementary? I recognize the member for Ottawa West—Nepean.

**Ms. Chandra Pasma:** Well, Speaker, the government's record is just not cutting it. Over a third of Ontario schools are not in a state of good repair; 32 schools need to be replaced entirely. But the Financial Accountability Officer says that this government is spending \$12.7 billion less than what we need to bring schools up to a state of good repair. Building and repairing schools provides a better learning environment for our children, and it creates jobs for local workers.

Will the Premier use today's budget to invest in our kids and ensure that Ontario's schools are not crumbling?

**Hon. Sylvia Jones:** As the member opposite highlighted in her first question, we are investing in hospitals. She needs to go to Niagara south and see the build that is happening currently. She needs to go to Mississauga and talk to the Trillium hospital leadership who are building, right now, an expanded project. She needs to go to Brampton and talk to TMU, who is building and opening the first new medical school in the province of Ontario for decades. And might I add, the last medical school that was opened in the province of Ontario—oh, that's right, it was a Progressive Conservative government.

1040

**The Speaker (Hon. Donna Skelly):** Supplementary?

**Ms. Chandra Pasma:** Well, I'll tell you where the government isn't building, and that's at the Queensway Carleton Hospital in my riding, which is built to serve 100,000 but is now serving 500,000. I'm not surprised that the government doesn't want to talk about education, Speaker, because their record is a massive shortfall in education funding: \$1,500 less per student, \$12.7 billion short to fix our schools. It's hard to have a world-class education system when our children are learning in schools with leaky roofs and flooded hallways.

A safe school to learn in is the most basic expectation of a publicly funded education system, but under this government, parents can't even expect that. What will it take for the Premier to make these critical investments into our schools?

**Hon. Sylvia Jones:** Perhaps the members should go to Quinte, should visit London, should visit Ottawa, should visit Brampton, where we are investing in our hospital capital. But we're not just investing in hospital capital, because as important as it is to ensure that we have world-class facilities—

*Interjections.*

**The Speaker (Hon. Donna Skelly):** Order. The Associate Minister of Energy-Intensive Industries will come to order.

I apologize. Continue.

**Hon. Sylvia Jones:** Absolutely.

As important as it is to have and continue to offer world-class facilities, we also have to ensure that our health care professionals have the ability to upskill, to train

and to actually practise in the province of Ontario. We're doing that with the largest primary care expansion that we have seen in decades in the province of Ontario: multi-disciplinary teams that are working in communities across Ontario to ensure that people have access to a primary care provider. That's the work we're doing. We're not waiting for the federal government and we are absolutely not—

**The Speaker (Hon. Donna Skelly):** Question?

### PROTECTION OF PRIVACY

**Mr. John Fraser:** My question is for the Minister of Health. So, Bill 11—there are some very good things in Bill 11. There's stuff around nurse practitioner scope and French-language services.

*Interjections.*

**Mr. John Fraser:** Yes, don't get too excited. Don't get too excited.

The minister would know that schedule 6 in Bill 11, which concerns people's personal health information and their access to their records, is problematic, to say the least. So my question to the minister is just simply, will you assure this Legislature that Bill 11 will go through the full committee process once it passes second reading?

**Hon. Sylvia Jones:** Do you know what? I will assure the member opposite that as we continue to consult with all of the experts in the field, including, of course, the Information and Privacy Commissioner, we will make sure that people get what they want from their health care system, and that is the ability to actually assess, review and see what those lab tests look like, and actually be able to look at their records, their personal records.

We are absolutely working with the IPC, the Information and Privacy Commissioner, to make sure that we are protecting individual access. But we know that people want to have that empowerment so that they can take those results, those lab tests, and they can have a conversation with a nurse practitioner, with a primary care physician, with a physiotherapist. We need to make sure that we catch up, frankly, with where the people of Ontario are, which is they want to be empowered and they want to have access to those medical records.

**The Speaker (Hon. Donna Skelly):** Back to the leader of the third party.

**Mr. John Fraser:** The commissioner has written the ministry twice with very serious concerns, and it's not actually reflected in the legislation. It's been more than a year. So it's hard for me to believe that the ministry is actually working with the Information and Privacy Commissioner, because one of the concerns is, actually, that it may not increase people's ability to access their records; it may diminish it.

There are really serious concerns, and I'm not suggesting that government would sell people's personal health information, but we know that there are people out there looking for it. One of the concerns is that it's got to have guardrails and governance. It's a serious thing. We have time. We've got the summer. The question is, are you

going to put it through to the full committee process after second reading? Yes or no?

**Hon. Sylvia Jones:** Respectfully, what I'm hearing from the member opposite is if we cannot have complete 100% access to our medical records, if individuals choose not to share their medical records with other health care practitioners, we should stop all progress on this. I don't believe that. I think the vast majority of people are interested in having access to that to share it with other primary care providers and medical professionals. And we need to ensure through our process that they have that opportunity.

Is it going to be 100% so that individuals who choose for any number of reasons not to access it through electronic means? That's okay. But we need to catch up. We need to join the 21st century and actually get to a place where people have control over their own individual medical records. That's what we're doing with Bill 11—

*Interjections.*

**The Speaker (Hon. Donna Skelly):** I will ask both the government side and the third party to come to order.

I recognize the leader of the third party.

**Mr. John Fraser:** The minister clearly misunderstood my question. I am just asking—I want us to get it done as badly as she does. We all do. We just need to do it right. It's really hard to sort out why the Information and Privacy Commissioner, the person who's there to protect our information and our privacy, is being ignored.

All I'm simply asking is, let's just put it to committee. That's a normal thing. It doesn't have to slow it down, but we can take enough time to get it right. All I want you to say is, "Yes, we'll do that." I'm not asking you what to put into it. I'm just saying take this information and do it. So just please say to all of us here, "We're just going to put it to committee and we're going to get it right and we're going to protect people's health information." That's all you need to say.

**The Speaker (Hon. Donna Skelly):** A reminder to ask your questions through the Speaker.

I recognize the Minister of Health.

**Hon. Sylvia Jones:** We are and we will continue to protect people's health information.

But I want to reinforce to the member opposite that we've got to catch up. We have people right now who are saying, "Why can my lab tests that occur in community—why can't I share those with my primary care provider? Why can't I share those lab results with my physiotherapist?" It is, frankly, something that we need to catch up to the rest of the world—ensuring that people have access, empowering people to take more control over their health care pathway. We want to do that. We're doing that with steps with Bill 11. As I said, will continue to work with the Information and Privacy Commissioner because I know that they are an expert in this area as well. But we need to catch up and ensure that people get access to their primary care records. That's what they're asking for, and that's what we're doing with Bill 11.

## PROTECTION OF PRIVACY

**Mr. John Fraser:** This government plays catch-up all the time. The problem is they trip over themselves when they're in such a hurry.

You're not working with the Information and Privacy Commissioner, with all due respect. Yesterday in debate your parliamentary assistant said this: "As long as the information is de-identified, that is to say they cannot identify the patient's name or date of birth and stuff like that—de-identified information—that appears to me to be a safety mechanism that is very useful." Does the minister agree with that? Yes or no?

**Hon. Sylvia Jones:** What I agree with is that people have been asking for access to their medical records. We have clinicians who are asking to ensure that they have access, and we are doing that moving forward with Bill 11. That's the change. That's the movement that we need to do in the province of Ontario.

I have people every day saying, "I do not understand why existing lab tests that I have had in my community I don't have access to, I can't review, and ultimately I can't share." It doesn't make sense. We are operating in the 19th century, and we need to catch up. That's what we're doing with Bill 11.

**Mr. John Fraser:** I unfortunately caught the Minister of Education's heckle, which told me I'm not smart enough to understand this, so apparently I don't.

I can't get a simple yes or no answer from the minister about whether or not they're going to bring it to committee. If it's no, just say no so we all know. You keep telling me you're working with the Information and Privacy Commissioner and you're not, so it's like: Yes or no, are you going to put this to committee, put it through a full process? If you're not going to, just say no. If you're going to, say yes.

I think it's actually something—look, we want to work with you to get it done, to help you get this done the right way. The commissioner is trying to do that and all I hear from you is, "We got it all right, and we're in a hurry. So don't worry, we won't trip over ourselves again."

1050

**The Speaker (Hon. Donna Skelly):** A reminder to ask your questions through the Speaker.

Back to the Minister of Health.

**Hon. Sylvia Jones:** I think that was more of a statement than a question, but I will remind the member opposite that we have had PHIPA, the Personal Health Information Protection Act, in Ontario for many, many decades. We understand that that legislation governs the collection, use and disclosure of personal health information within the health sector in Ontario. The stakeholders understand that; the hospitals understand that; the clinicians understand that; we as parliamentarians understand that. We're going to ensure that Bill 11, as we move forward on the electronic medical records, is absolutely following the rules of PHIPA, and we will continue to also have opportunities for people in Ontario who wish to have access to be able to access their personal health care information.

**The Speaker (Hon. Donna Skelly):** Final supplementary, the leader of the third party.

**Mr. John Fraser:** I'll try once more. I know I'm beating my head against the wall. Now, I'll just remind the minister that actually, if you have read these letters, the Information and Privacy Commissioner has expressed concerns about how this relates to PHIPA.

We need to get this right, all of us here. It's not about you and us; it's about all of us. The smartest thing to do is to take this thing to committee and to listen to the commissioner and address those concerns, or say you're not going to address those concerns. But I know, and we all know, that when we don't listen to the advice of officers outside this Legislature what happens, and we know what happens when we do. One more time: committee or not, Minister?

**The Speaker (Hon. Donna Skelly):** One more time, ask your questions through the Speaker.

Back to the Minister of Health.

**Hon. Sylvia Jones:** Thank you. Again, the member opposite did reference the Personal Health Information Protection Act. We know that the object is to keep personal health information confidential and secure while allowing for the effective delivery of health care.

We are empowering individuals who voluntarily decide who will have access to their personal health records, who will have the opportunity to review them and use them in clinical decisions. It will ultimately be a personal decision of those individual patients to decide. I think, in the 21st century, we need to empower people and say, "Yes, you can have access to your individual personal medical records." Why? We want to do this so that people can be empowered and can share, when appropriate, with the appropriate clinicians. That's what we're doing with Bill 11, and that's what we will do moving forward.

## AUTOMOTIVE INDUSTRY

**Ms. Jennifer K. French:** My question is to the Premier. The Premier recently promised auto workers in my community of Oshawa that not one of their jobs would be lost under his watch. Well, there are 750 GM workers in my community of Oshawa facing layoffs and 1,500 to 2,000 more losing their jobs. So what is in the budget that holds the Premier to his promise to these auto workers?

**The Speaker (Hon. Donna Skelly):** Response, the Minister of Economic Development.

**Hon. Victor Fedeli:** Thank you for the question. We have said many, many times here that we have worked hard in the last seven years to turn the auto sector around. It was headed over a cliff, just like Australia's was. Australia decided to go off the cliff and get out of auto completely. Here in Ontario, we decided to stand up and fight for those 100,000 auto workers. That was the first move.

The second move was to expand us into the future, into the production of electric vehicles, into the production of batteries, into the production of all of the components. That's how we've landed that \$46 billion worth of

business in the auto sector. We will work every single day to make sure that Ontario keeps these jobs here, and we'll fight for them every day.

**Ms. Jennifer K. French:** Oshawa is hurting, but we aren't alone. There are also 5,000 auto sector and related jobs in Windsor—2,000 at Stellantis alone, hundreds of GM workers in Ingersoll laid off. It's 1,000 promised jobs in Alliston, gone just like that. How many more will there be as Honda shifts production to the US? We don't know. It's also auto jobs in Brampton and Niagara.

So my question is, what real, tangible measures are the Premier and this government taking that will ensure that not one more auto job is lost?

**Hon. Victor Fedeli:** We should be dealing with facts here, especially the facts about Honda. The fact about Honda is they are swapping production between Alliston and the US, not shifting production. Let's just get this correct to make sure when we're making these arguments that we're arguing with the facts.

Again, we will work every single day. We've worked hard, very hard, with no support from the opposition, to bring that \$46 billion here. Look, we are in an economic war with the United States, and we are fighting that war every single day. We are fighting to reduce the auto tariffs to zero. We've made great headway on the files that we have. We're not where we need to be yet, but we will continue that fight in Washington every single day until every one of these jobs is settled.

#### SUPPORTIVE HOUSING

**M<sup>me</sup> Lucille Collard:** People in my riding of Ottawa–Vanier are watching closely, hoping that today's budget will finally address the homelessness crisis with real investment in affordable housing.

We know that a housing-first approach to homelessness is not only more effective, but it's actually cost efficient—more than the shelter model—especially when we factor in the savings for our health care system and our justice system.

The government knows our communities are suffering because of the consequences of homelessness, but punishing people is not a solution. Housing is a provincial responsibility, yet time and time again, this government has passed the buck, leaving municipalities and front-line organizations to clean up the mess.

Will the government announce new investments in supportive housing today, or will it once again disappoint the people and communities across Ontario?

**The Speaker (Hon. Donna Skelly):** I recognize the Minister of Municipal Affairs and Housing.

**Hon. Rob Flack:** Speaker, I think we've acknowledged many, many times it takes too long and it costs too much to get any type of housing built in Ontario—supportive, affordable, purpose-built rentals, market housing—period. That is why we introduced Bill 17 this week, protecting Ontario by building faster and smarter. If you take a look at some of the initiatives within that bill, you will see that that is exactly what we're doing.

I would also add that we continue to support our municipal partners' massive infrastructure dollars: \$2 billion, plus \$400 million more announced this week. We continue to support our municipal partners. Take a look at who's supporting this bill: AMO, all key municipal partners in Ontario and all building industry organizations.

That being said, we're going to see results. More of the same isn't working. We're getting it done by building faster and smarter.

**The Speaker (Hon. Donna Skelly):** Back to the member for Ottawa–Vanier for supplementary.

**M<sup>me</sup> Lucille Collard:** Some of the people experiencing homelessness need more than a roof. They need supportive housing and access to mental health care if they are ever going to get back on their feet.

The homelessness and opioid crises are devastating our communities. In Ottawa–Vanier, our streets are reaching a breaking point. What is needed is a serious, coordinated, all-hands-on-deck response.

So I ask again, will this budget finally invest in the outreach, treatment and supportive housing people urgently need, or will this government continue to watch from the sidelines while communities fall apart?

**Hon. Rob Flack:** We continue to invest in the homelessness crisis. We continue to invest for supportive housing. Let's take a look at some of these investments: \$75.5 million last fall to end encampments and support wraparound treatments for those in most need; \$700 million in homelessness prevention funding; and close to \$550 million dollars in treatment centres in this province—wraparound services. Nine have opened in April. We're going to continue to look at these investments.

This Minister of Health continues to support this initiative day in and day out and so does this government, so does this caucus. We're going to get it done for the people of Ontario.

1100

#### TRANSPORTATION INFRASTRUCTURE

**MPP Silvia Gualtieri:** My question is for the Minister of Transportation.

For too long, families in Mississauga have been stuck in traffic. They spend hours on the road, missing time with their kids and loved ones. But Bonnie Crombie and the Liberals don't care. She just recently said again, "I didn't think there was a need for the 413." She's doubling down on her opposition to the infrastructure that families need.

Highway 413 will cut commute times, create jobs and boost our economy. It will help families spend less time in traffic and more time at home. But the Liberals want to block it. They want to make life harder for working people.

Speaker, can the minister share how our government is building the roads families in my riding need to cut gridlock and support growth?

**The Speaker (Hon. Donna Skelly):** I recognize the member for Brampton East.

**Mr. Hardeep Singh Grewal:** Thank you to the member for Mississauga East–Cooksville for that question and her strong advocacy for the people of Mississauga. She's a true champion and the absolute best person who could have represented that riding.

Highway 413 is a key pillar of our government's plan to build Ontario. As part of that plan, we're fighting gridlock and supporting jobs.

Speaker, gridlock is not just going to disappear, and neither is commercial traffic. Toronto already ranks as the seventh most congested city in the entire world.

The people of Ontario and Peel region spoke loud and clear when they re-elected our government with a historic third straight majority government. They want to see Highway 413 built.

We can't maintain the status quo. We need to build new roads, new highways, and our government is going to do just that. We're building for the future.

**The Speaker (Hon. Donna Skelly):** The member for Mississauga East–Cooksville.

**MPP Silvia Gualtieri:** Thank you to the parliamentary assistant for his response.

Bonnie Crombie and the Liberals are choosing politics over people. They're against Highway 413 even though it will cut commute times, reduce gridlock and give families more time at home. Instead of standing up for drivers and workers, Bonnie Crombie is doubling down on her opposition. She said, "I didn't think there was a need for the 413." This highway will make life easier for families, create jobs and keep our economy strong. But the Liberals want to hold Ontario back.

Speaker, can the parliamentary assistant please share why building Highway 413 is so important for Ontario's future and how our government will put commuters first?

**Mr. Hardeep Singh Grewal:** Speaker, the reality is that it takes too long to get around the GTA, especially Mississauga and Brampton. Highway 401 is already the most congested highway in North America, and when you factor in the 200,000 people immigrating to Ontario each year, the need for Highway 413 has never been more clear. We can't afford to delay getting this highway built. More delays equal more gridlock. Failure to build also comes at a high cost to our economy and our quality of life. We cannot maintain the status quo. We need to address this now.

Bonnie Crombie and the Liberals continue to choose politics over people.

Our government and this Premier are taking bold action to protect Ontario and the people of Mississauga, the people of Brampton.

We're going to build Highway 413, and we're going to get it done for the people of Ontario.

#### UNIVERSITY AND COLLEGE FUNDING

**Ms. Peggy Sattler:** My question is to the Premier. Speaker, for years, Ontario colleges and universities have struggled with the lowest per-student funding in Canada,

while this government sat back and allowed international student tuition to keep our system afloat.

Now our post-secondary institutions are sinking. In the last year, over 450 programs have been suspended, with hundreds more expected to shut down. Entire campuses have closed. Thousands of staff are being laid off.

Speaker, when will this government provide the permanent increase in base funding that our colleges and universities urgently need?

**The Speaker (Hon. Donna Skelly):** I recognize the Minister of Colleges, Universities, Research Excellence and Security.

**Hon. Nolan Quinn:** Our focus has not changed, and maybe the member opposite missed the fact that we just invested \$750 million into STEM programming across our sector. That's 20,500 new seats in the STEM sector, on top of the 70,000 graduates that we are graduating on an annual basis in the STEM programming.

Speaker, we will continue to stand with the sector and have conversations with them. On top of the \$1.3 billion that we invested last year, we've invested over \$2 billion in the last 16 months. That's on top of the \$5 billion that we invest annually into the system.

**The Speaker (Hon. Donna Skelly):** I recognize the member for London West.

**Ms. Peggy Sattler:** Speaker, expanding STEM seats is not enough if our colleges and universities can't keep the doors open. And it's not just STEM grads who are needed to strengthen our economy and our province. It's health care grads, business grads, manufacturing, tourism and, yes, liberal arts. Instead, local employers can't find the grads that they need. Students are being turned away from high-demand programs because of enrolment caps, and the vital campus services that support students are being cut.

Speaker, why is this government standing by while our post-secondary sector collapses?

**Hon. Nolan Quinn:** Two billion dollars in investments in 14 months is not standing by at all. We know our colleges and universities are building Ontario's workforce for decades to come. That's why, instead of giving in to the opposition's request to just throw more taxpayer dollars in, prolonging a systemic issue, we're taking a comprehensive approach with the sector to strategically invest in critical areas that will benefit Ontario's economy.

The people of Ontario elected our government, Speaker, because they know it's this government that will make fiscally responsible decisions and it's this government that will maintain Ontario's reputation of having a world-class post-secondary education system.

As I just mentioned, our government strategically invested three quarters of a billion dollars into STEM programs that funded almost 21,000 new STEM seats annually to develop a talented workforce, whether that's in health care, EV, automotive or life sciences. Our government is leading the shift in higher education to prepare students for the jobs of tomorrow. We have committed to a funding model review in advance of 2027-28. As we always have, we will continue responsibly and—

**The Speaker (Hon. Donna Skelly):** I recognize the member for Beaches–East York.

#### CYCLING INFRASTRUCTURE

**Ms. Mary-Margaret McMahon:** After years of fighting for bike lanes—from municipal motions to countless petitions and advocacy from cycling and environmental groups, media coverage, pilot projects, legal action, and many economic and environmental studies—Toronto was able to proudly start a network of protected bike lanes. So imagine the shock and disgust of municipal officials and staff who support protected cycling infrastructure, advocacy groups who fight for safe roads for all and families of cyclists who have lost their lives when the Premier introduced dreaded Bill 212 to remove safety on our roads.

Then hope came when judges granted an injunction to bar the government from tearing out three bike lanes, followed quickly by fear and outrage hearing that the Premier may allocate funding in this budget for the removal of additional safe cycling infrastructure, instead of investing more in housing, mental health supports, health care and education.

My question to the Premier: Will this budget leave Ontarians with a feeling of hope and admiration or fear and outrage—

**The Speaker (Hon. Donna Skelly):** Response?

*Interjections.*

**The Speaker (Hon. Donna Skelly):** Will the sides please come to order? The government House leader.

I recognize the Minister of Transportation.

**Hon. Prabmeet Singh Sarkaria:** Our government was elected on a mandate to rip out these bike lanes and that is exactly what we will do. These bike lanes have caused Toronto to become one of the most congested cities not only in North America but all across the world. Toronto is too important not to be moving efficiently and effectively.

That is why we have a plan. We have a plan to build and invest over \$70 billion in public transit, which the Liberals have voted against every single time. We have a plan to invest \$28 billion over the next 10 years into highways like the 413, the Bradford Bypass, the Garden City Skyway. We're going to get these investments built, we are going to get these investments through so we can continue to build this province for the future, and we will get people moving.

1110

**The Speaker (Hon. Donna Skelly):** Back to the member for Beaches–East York. Please keep the sidebar conversations to a minimum. Thank you.

**Ms. Mary-Margaret McMahon:** Well, I don't see Christine Hogarth in the chamber anymore, so something must have come out.

On May 6, 2024, in this chamber, the government stood up in response to my question on interference in municipal matters and advocacy for active transportation—

*Interjections.*

**The Speaker (Hon. Donna Skelly):** Order.

**Ms. Mary-Margaret McMahon:** Interesting, actually—*Interjections.*

**The Speaker (Hon. Donna Skelly):** Order. I will start naming people. Order. I'm warning people. Order.

I recognize the member for Beaches–East York.

**Ms. Mary-Margaret McMahon:** The government referred to bike lanes as radical policy. That's interesting, actually, because I would not say that ensuring Ontarians arrive home safely to their families and allowing judges to simply do their duty to investigate charter violations is radical.

However, to me, "radical" is slashing environmental protections, discarding public consultations, ignoring Indigenous rights and bypassing due environmental assessments, spending millions of dollars removing infrastructure that keeps road users safe instead of addressing the affordability crisis, the housing shortage, the—

**The Speaker (Hon. Donna Skelly):** Question?

**Ms. Mary-Margaret McMahon:** My question to the Premier: Will you ensure that this government's budget is not spent interfering in municipal matters and instead invests in things that matter for—

**The Speaker (Hon. Donna Skelly):** I recognize the Minister of Transportation.

**Hon. Prabmeet Singh Sarkaria:** Madam Speaker, perhaps the member opposite missed the fact that on February 27, the people of this province elected this government for a third time to continue on our mandate to build—a mandate to build Highway 413, a mandate to build the Bradford Bypass, to continue investing in public transit and to rip out those bike lanes that have caused gridlock all across the city of Toronto.

People don't want to come into the city anymore because of a couple of ideological radicals who have destroyed the streets of Toronto and made it impossible to get around.

We are bringing common sense back to the streets of Toronto. We are going to rip those bike lanes out, we are going to make sure we invest in public transit, and we're going to ensure that we build highways for the future. That is because we got elected—

*Interjections.*

**The Speaker (Hon. Donna Skelly):** The member for Toronto Centre will come to order.

**Hon. Prabmeet Singh Sarkaria:** —for a third time, a historic mandate from the people of this province, and we will continue to ensure that we deliver for the people of this province and build those highways and subways and rip out those bike lanes.

#### SOCIAL ASSISTANCE

**Ms. Aislinn Clancy:** My question is for the Minister of Children, Community and Social Services. I want to start off by saying I'm sorry for your loss—the Leafs' loss, that is. Go, Leafs, go!

In Kitchener, low-income people are losing their homes at an alarming rate, often because they simply can't afford the cost of rising rent. Every week, I meet with people who

are living in their cars, living in tents or trapped in violent relationships because they have nowhere else to go. We all agree in this place that this is not okay.

One major reason is simple math. Shelter allowances haven't kept up. Ontario Works shelter allowances cover 25% of average rent, and for ODSP, that number is less than half.

My question to the minister: Instead of spending millions to put homeless people in jail, will this government raise Ontario Works and ODSP shelter allowances so they actually reflect the cost of housing?

**Hon. Michael Parsa:** I thank the honourable colleague for the question. It is an important question.

Our government is constantly working to support Ontarians at a very challenging time. We're focused on solutions that have an impact on the people of this province. It's why I mentioned earlier in the week we increased ODSP supports to 17% in just a little over two years. We tied rates to inflation so they can keep up with the cost of living. We changed the earned income threshold from \$200 to \$1,000 monthly so they can keep more money in their pockets.

But that's just part. We're taking a whole-government approach to make life affordable for Ontarians because we know there are challenges right now outside of our borders that impact all Ontarians.

Unlike opposition parties, we're not putting blinders on. We will not stop fighting for the people of this province. We'll continue to work hard every single day to make life more affordable for Ontarians, especially those on social assistance.

**The Speaker (Hon. Donna Skelly):** Back to the member for Kitchener Centre.

**Ms. Aislinn Clancy:** Speaker, again to the minister: I do appreciate the ODSP increase, but we all know it falls short of covering the cost of living, and Ontario Works has been frozen since 2018. That gap leaves seniors, folks with disabilities, newcomers, Indigenous people, children and families feeling hopeless.

We know that stable housing reduces calls to fire and paramedic services, emergency room visits and police interactions.

A recent AMO report projects that chronic homelessness could exceed 250,000 people by 2035. This crisis will be this government's legacy if we don't see bold action in this budget.

Speaker, through you to the minister: Will this upcoming budget spend money wisely and keep people housed with rent subsidies and shelter allowance increases instead of spending \$133,000 per person, per year to put them in jail?

**Hon. Michael Parsa:** Again, I thank my honourable colleague for their question.

Madam Speaker, here's the only thing that I would ask my colleague: You sit across; I ask you, I implore you, to work with the members opposite here to support initiatives that deliver tangible results for the people of this province.

When we increased the Homelessness Prevention Program, through you to my colleague, Madam Speaker, every single person except the majority middle voted

against the initiative. When we increased ODSP rates, the opposition voted against it. The "camera, lights, no action" parties will always be around to vote against initiatives that make life more affordable for Ontarians, but they'll come here and lobby for it. The Homelessness Prevention Program, the new HART hubs, the housing initiatives under the program that was just recently announced—the opposition can't run fast enough here to vote against these initiatives, but they'll lobby for them when the cameras are on.

Madam Speaker, I have a lot of respect for the member opposite. I ask the member to talk to some of her colleagues across, to ask them to support initiatives that help Ontarians. They have a—

**The Speaker (Hon. Donna Skelly):** Question?

## FIREFIGHTERS

**Mr. Will Bouma:** My question is for the Solicitor General. Firefighters are heroes, and I am proud to serve among them. Firefighters literally walk through fire to save lives. Firefighters put themselves in danger to protect others.

Speaker, I have to salute my new friend Genna, an Ottawa firefighter who this week has given 60% of her liver to a fellow Ottawa firefighter. Genna, I wish you a speedy recovery.

That's why we need to continue to keep supporting our firefighters, and our government is doing just that. We are investing in the tools and the training they need. We are funding the Fire Protection Grant. This helps keep our firefighters safe so they can keep us safe. It's not just about equipment; it's about respect for the work that they do and the risks that they take. Firefighters deserve our support, and they deserve it every day.

Speaker, can the Solicitor General share more about how our government is backing our brave firefighters and ensuring that they have the resources they need to keep our communities safe?

**Hon. Michael S. Kerzner:** I want to thank my colleague from Brantford—Brant, who himself is a volunteer firefighter. He's an example of a parliamentarian that comes forward and views our public safety with the highest priority, and I want to thank him.

He's absolutely right, Madam Speaker, but I'd say this as well: There has never been a government ever in my lifetime that has led by having a relationship—the golden era of the relationship—with our firefighters, with our fire chiefs and with everyone who puts on that uniform and wears that flash.

And I can tell you this, Madam Speaker: In my meeting yesterday with the Ontario Association of Fire Chiefs, we talked about the priorities, we talked about the relationship, we talked about that we will be creative, we talked about having their backs. That's differentiating our government, led by Premier Ford, from governments of yesteryears.

**The Speaker (Hon. Donna Skelly):** Back to the member for Brantford—Brant.

**Mr. Will Bouma:** Thank you to the Solicitor General for his continuing support for our brave firefighters.

Speaker, firefighters do one of the most difficult jobs in the world. Firefighters run towards danger when others are running away. Firefighters keep our families safe, and they put their lives on the line to protect us. That's why our government is making sure they have the tools, the training and the support that they need. It's about keeping them safe so that they can keep us safe.

**1120**

With a \$30-million Fire Protection Grant, we are backing our firefighters. We are funding cancer prevention programs, investing in new equipment and supporting mental health.

Firefighters need to know that we have their backs, just like they have ours. Speaker, can the Solicitor General share more about how these investments will help protect our firefighters and keep our community safe?

**Hon. Michael S. Kerzner:** When the Ontario Association of Fire Chiefs and the Ontario Professional Fire Fighters Association said it's time that the government consider a fire protection grant, we listened. Our government, led by Premier Ford, came forward with a \$30-million grant. The first of the \$10 million has been received by 374 fire halls across Ontario.

What does this mean? It means that they can purchase extractors to keep bunker gear clean. It means that firefighters that put on bunker gear can make sure that the carcinogenic by-products don't go through their skin. We have listened to them.

And one more thing, Madam Speaker: Our government is looking to the innovators and the entrepreneurs of Ontario: Build here in Ontario. Build fire trucks, build bunker gear and keep Ontario safe.

## HOMELESSNESS

**MPP Alexa Gilmour:** My question today is to the Premier. Just a few days ago, the Premier received a letter from the National Homelessness Law Center in Washington, DC, urging him to withdraw Bill 6.

Now, Speaker, the government looks to be importing what the law centre says is some of the US's worst, least effective, most expensive policies on homelessness and addiction. Study after study, both here and in the US, show that we simply cannot arrest our way out of homelessness and addiction.

We need housing. Why is this government pursuing an approach that is not only cruel, but is not cost-effective?

**The Speaker (Hon. Donna Skelly):** The Minister of Municipal Affairs and Housing.

**Hon. Rob Flack:** I guess I would begin by saying having people live in a park is not a solution. I would say, Speaker, that when you take a look at what we've invested and continue to invest, it's continuing to change people's lives. I would also say, Speaker, that everyone deserves a roof over their head, but supporting Bill 6 would be an important initiative to help end homelessness and help bring wraparound services.

*Interjections.*

**The Speaker (Hon. Donna Skelly):** Order.

**Hon. Rob Flack:** These treatment hubs are a major part of the solution. The Minister of Health has introduced them. Nine have started since April; more will be coming. Watch for the budget today. We're getting the job done.

**The Speaker (Hon. Donna Skelly):** Back to the member for Parkdale–High Park.

**MPP Alexa Gilmour:** I have an idea: The Premier should look west instead of south, to Manitoba instead of the US.

In Manitoba, Speaker, the province is already partnering with municipalities and community groups to move from encampments directly into housing and to provide the mental health, addiction and primary care supports that are needed to make this work. And guess what? It is working. Not a single person housed through the Manitoba approach has returned out of doors.

Here, we have a made-in-Canada solution that is compassionate, effective and saves taxpayers' dollars. Will the Premier commit to implementing Canada's solution to homelessness?

**Hon. Rob Flack:** Specifically, our government, led by our Premier, has made the largest investments in supportive housing and homelessness in the history of this province. Fact, Speaker—that's a fact. These record investments include the New Deal for Toronto at \$1.2 billion; a new deal for Ottawa at \$400 million.

Speaker, this government will not leave anybody behind. We will continue to invest and continue to tackle the challenges of homelessness. Bill 6 works. People need to use these parks for fun, not fear, period.

## HOUSING

**Mr. Jonathan Tsao:** My question is for the Minister of Municipal Affairs and Housing. The dream of home ownership in this province is slipping further and further out of reach. What was once a realistic goal is quickly becoming an unattainable luxury reserved for the very few.

So, my question to the minister: Given the government will be delivering its budget this afternoon, will he commit today to putting forward a real plan that will actually build homes families can afford?

**Hon. Rob Flack:** As I say and will keep saying, it takes too long and it costs too much to build a house in this province. The great member opposite wants a plan. I suggest he read specifically Bill 17, which was tabled this week. Protect Ontario by Building Faster and Smarter will standardize the building code in this province that we need. It will defer DCs in this province to occupancy, and it will eliminate DCs on long-term-care homes permanently.

I would like to thank the member opposite. When he was with Habitat for Humanity, he did a great job, showed great leadership. That organization has done a wonderful job in helping us in our housing continuum. They'll play an important role, and I ask for his advocacy and support as we continue to work with Habitat for Humanity.

That was a great question.

**The Speaker (Hon. Donna Skelly):** Back to the member for Don Valley North.

**Mr. Jonathan Tsao:** I appreciate the response and the kind words from my friend the minister. Minister, I am always committed to working with everyone to find a solution to the crisis happening in Ontario now.

But, Minister, I read Bill 17. If you truly believe that you are doing everything that you can, then why are home prices 13 times higher than the average household income in Don Valley North? Why are families being priced out of communities that they love? You promised affordability, but prices keep rising. You promised 1.5 million homes, but all we see are delays. Families can't afford more excuses. They need homes.

So, will the minister now admit that his so-called plan is failing the people it's meant to help?

**Hon. Rob Flack:** Thank you for the question. It's hard to admit a plan has failed when we haven't even voted on it yet. I think we've got a great plan ahead of us. Again, we understand we have a housing crisis. We're dealing with it spot on, dead on.

Speaker, along with housing, we need critical infrastructure. I think we all know that. And this minister, the Minister of Infrastructure, and the Minister of Finance have provided another \$400 million to make sure we can have housing-ready availability.

And remember this: I stood beside the mayor of Mississauga, the mayor of Vaughan, AMO, OHBA, BILD, ResCon and other key stakeholders and organizations. They all support Bill 17.

I ask him and the members opposite to get onside and vote for this important legislation.

#### INDIGENOUS ECONOMIC DEVELOPMENT

**Ms. Laura Smith:** This question is for the Minister of Indigenous Affairs and First Nations Economic Reconciliation. First Nations have a long history of leadership in this province. They know the land and the opportunities that it holds. That's why it's critical that our government continues to work with First Nations on major projects.

It means job growth and real economic power for those communities. It's about building strong partnerships, and that's why Ontario recently hosted the eighth annual First Nations Major Projects Coalition conference. It brought together leaders, investors and innovators, and it focused on creating real partnerships, building trust and removing those barriers. It was about making sure that First Nations have a tool to lead in infrastructure, mining and energy.

Can the minister please share how our government is supporting First Nations on these important projects?

**Hon. Greg Rickford:** Thank you to my friend the MPP for Thornhill, the amazing PA for Ministry of Municipal Affairs and Housing.

Listen, Saskatoon; London, England; Toronto; Montreal—all places, destinations, where major conferences were being held, I was invited to come as a panellist or a

speaker. These were investors at the London Stock Exchange, Indigenous business leaders in Saskatoon and London, and entrepreneurs in mining, innovation and petroleum electricity transmission corridors who wanted to know from this politician why Ontario government was doing so well in its partnerships with First Nations, and how they could partner as equity partners, capital partners or business partners in the exciting things that are going on here across Ontario.

1130

Madam Speaker, these are the kinds of partnerships that are redefining the relationship between our government and First Nations—hope, opportunity and prosperity for First Nations communities.

**The Speaker (Hon. Donna Skelly):** Question?

**Ms. Laura Smith:** Thank you to the Minister for his continued leadership, not only in his community but across the province of Ontario. Supporting First Nations leadership in major projects means creating jobs, building strong communities and unlocking new economic opportunities. Our government is working with First Nations like Webequie and Marten Falls to advance critical road projects, and these projects are so essential. The Northern Road Link and community access roads connect people to jobs and businesses. We're also partnering with Aroland First Nation. We're supporting skills, training, infrastructure upgrades and energy projects. This ensures that communities benefit from economic growth.

Can the Minister please share how our government is helping First Nations communities build lasting economic opportunities and strengthen their economy—

**The Speaker (Hon. Donna Skelly):** Back to the minister for a response.

**Hon. Greg Rickford:** Well, it's these economic and community partnerships that I mentioned earlier that are redefining the relationship not just between the government and First Nations communities, but among Indigenous business leaders from across the country, financiers from across the pond over there in London.

Madam Speaker, it's an incredible opportunity to be able to participate in these partnership agreements, and they're not just confined to the Ring of Fire area, the corridor to prosperity. We're building new community partnership agreements there. The mighty Berens River will have a bridge built across it led by a First Nations community. The southwest council—the First Nations in southwestern Ontario—are partnering with us on a number of key initiatives to give hope, opportunity and prosperity a real meaning for all First Nations communities from one end of this province to the next. We think that's a good thing.

#### BUSINESS OF THE HOUSE

**The Speaker (Hon. Donna Skelly):** I recognize the government House leader on a point of order.

**Mr. Steve Clark:** Point of order, Speaker. I'd like to wish everyone a great constituency week. Under standing

order 59, I'll advise the House on the schedule for the week of May 26 to May 29.

On May 26, in the morning, there will be second reading on a government bill which will be introduced this afternoon. In the afternoon proceedings on Monday, a government bill will be introduced, followed by second reading of a government bill that will be introduced this afternoon. Our night sitting on Monday, May 26, will be second reading on Bill 17, Protect Ontario by Building Faster and Smarter Act, 2025.

On Tuesday, May 27, in the morning, there will be second reading on a government bill which will be introduced this afternoon. In the afternoon proceedings, there will be a government bill introduced, followed by a second reading of Bill 9, the Municipal Accountability Act. Our night sitting on Tuesday, May 27 will be continuing second reading on Bill 9, the Municipal Accountability Act.

On Wednesday, May 28, in the morning, we'll debate the budget motion. In the afternoon routine, a government bill will be introduced, followed by debate on the budget motion.

On Thursday, May 29, in the morning, again, further debate on the budget motion. The afternoon will be determined.

That's my report under standing order 59.

#### LEGISLATIVE PAGES

**The Speaker (Hon. Donna Skelly):** Well, folks, it's that very sad time. I'd like to ask our pages to assemble. I know it's budget day, and this is my first budget, so we have to win, okay? We have to win. I don't want anyone to be hurt, but when you deliver the budget, please, let's make it the record time—no pressure.

It's now time to say a word of thanks to our legislative pages. Our pages are smart, they're trustworthy, and they worked so hard in the past few weeks.

*Interjections.*

**The Speaker (Hon. Donna Skelly):** Yes. They are indispensable to the effective functioning of this chamber, and we are indeed fortunate to have each and every one of them here with us.

To our pages: You leave us having made many new friends, with a greater understanding of parliamentary democracy and memories that will last a lifetime. Each of you will go home now and continue your studies, and no doubt you will contribute to your communities, your province and your country in very important ways. We expect really, really big things from each and every one of you. You may actually come back one day and be sitting in one of these chairs and we'll be getting you water. No matter where your path leads you, we wish you well.

I ask the members to please join me in thanking our legislative pages.

*Applause.*

**The Speaker (Hon. Donna Skelly):** I recognize the government House leader.

**Mr. Steve Clark:** Speaker, if you seek it, you'll find unanimous consent to proceed immediately to the afternoon routine.

**The Speaker (Hon. Donna Skelly):** The government House leader is seeking unanimous consent to proceed immediately to the afternoon routine. Agreed? Agreed.

#### REPORTS BY COMMITTEES

##### STANDING COMMITTEE ON GOVERNMENT AGENCIES

**The Speaker (Hon. Donna Skelly):** I beg to inform the House that today the Clerk received the report on intended appointments, dated May 15, 2025, of the Standing Committee on Government Agencies. Pursuant to standing order 110(f)(9), the report is deemed to be adopted by the House.

*Report deemed adopted.*

**The Speaker (Hon. Donna Skelly):** Pursuant to standing order 61(b), this House stands in recess until 4 p.m.

*The House recessed from 1137 to 1600.*

#### ORDERS OF THE DAY

##### 2025 ONTARIO BUDGET

##### BUDGET DE L'ONTARIO DE 2025

**Hon. Peter Bethlenfalvy:** Madam Speaker, I move, seconded by the Premier, that this House approves in general the budgetary policy of the government.

**The Speaker (Hon. Donna Skelly):** The Minister of Finance has moved, seconded by the Premier, that this House approves in general the budgetary policy of the government.

I would now like to ask the indulgence of our members. This is my first budget and it's their first budget, and there will be a competition to beat the previous time to deliver the budget. Folks, are we ready? Go.

*Applause.*

**The Speaker (Hon. Donna Skelly):** I'm not quite sure, but I'm going to ask the table: Is it a record? It's a record.

*Applause.*

**The Speaker (Hon. Donna Skelly):** I recognize the Minister of Finance.

**Hon. Peter Bethlenfalvy:** Thank you, Madam Speaker. It's like Christmas in Toronto and Ontario. Everyone has got their budget.

Today, Ontario and Canada face challenges unlike anything we have ever faced before.

Our closest ally and trading partner—our neighbour, the United States—has overturned an economic relationship we once saw as unshakeable.

Madam Speaker, I lived in the United States for almost 15 years ...

My wife is American. My children were raised there, and I remember those days fondly.

Working for a Canadian financial institution, I also served as president of the Canadian Association of New York.

When the tragedy of 9/11 occurred, the Canadian Association of New York rallied to support our American friends by hosting a massive “Canada Loves New York” campaign.

Thousands of Canadians flocked to New York to show their support.

Madam Speaker, I know Americans would do the same for us ...

We are not only friends, but we are family ...

And that is why this trade war hurts ...

But as families go through bumps, we too will go through these bumps and come out stronger.

My father, arriving in Canada in 1951 as a refugee, chose this country ...

He came to Canada with nothing, and Canada gave him everything.

So, I dedicate this speech to him and the 41 million people who call this land of ours home.

Madam Speaker, I also want to congratulate you for being the first woman Speaker in Ontario since Confederation.

Before I begin, I would like to paint a brief picture of the time and place our province finds itself in.

First and foremost, we need to face the facts ...

Ontario and all of Canada are at a precipice, and we need to take serious steps to make sure we don't find ourselves anywhere near the bottom.

These tariffs imposed by the United States have been a wake-up call for Canadians.

Ces tarifs imposés par les États-Unis ont été un avertissement pour les Canadiens.

A wake-up call that highlights the underlying issues we face as an economy and a nation.

Un avertissement qui met en évidence les défis sous-jacents auxquels notre économie et notre nation font face.

But now is not the time for fear of tariffs and uncertainty ...

Mais ce n'est pas moment de craindre les tarifs et l'incertitude...

Now is the time for growth and improvement ...

Improvement in our standard of living ...

Growth in our real GDP ...

And growth in our wages, with bigger paycheques!

We need to achieve this reality because future generations depend on it ...

And we need to leverage every tool at our disposal to make that happen ...

Whether it's our competitive advantage in critical minerals, energy, technology, talent and our workers, or any other area ...

We will need to bolster our economy by investing in our powerful and promising industries ...

By building more, by building faster ...

And by protecting jobs and creators.

By doing so, we achieve long-term prosperity.

After all, a strong economy provides the necessary revenues to invest in education, housing and health care.

And so, the next question is ...

How?

How will Ontario stand to face the challenges before us and deliver the economy that our future depends on?

Madam Speaker ... I come here before you today with a proposal ...

A plan ...

Au nom du premier ministre, Doug Ford, et tout notre gouvernement de l'Ontario, j'ai l'honneur aujourd'hui de vous présenter le budget provincial de l'Ontario de 2025 : Un plan pour protéger l'Ontario.

On behalf of Premier Doug Ford and our entire government of Ontario, it is my honour today to present to you the 2025 Ontario provincial budget: A Plan to Protect Ontario.

In my time as Ontario's Minister of Finance, I have had the honour of introducing four different provincial budgets, and four fall economic statements.

Successive budgets that—since 2018—have helped create one million more jobs ...

Grown our GDP to over \$1.2 trillion ...

Attracted new investments in key sectors ...

And have the most ambitious capital plan in our history with over \$200 billion over the next 10 years.

Madam Speaker, this did not happen by accident ...

And it did not happen by chance ...

These accomplishments came as the result of ...

Hard work ...

From the people and businesses that make up Ontario's economic engine.

The workers who build our infrastructure, manufacture our goods, and extract our natural resources ...

Because Madam Speaker, it is they, the great people of this province, who for generations have led the way for Ontario to become the economic engine of Confederation.

Madam Speaker, these sweeping tariffs have taken aim at our most critical industries ...

But make no mistake ...

Canadians have never been more united than we are right now ...

United in pride and purpose—with a common goal to stand up for and help one another through these tough times.

United in rejecting outright threats to our sovereignty.

Madam Speaker, let me be clear as I echo the words of the Premier ...

Canada will never be the 51st state. Canada is not for sale!

*Applause.*

**Hon. Peter Bethlenfalvy:** It's amazing to witness the burst of patriotism across our province and our great country. Our people and businesses are already out there supporting the local economy in every way they can.

Putting their money in Ontario-made and Canadian-made.

And just like them, our government's plan to protect Ontario is designed to strengthen and support not only Ontario's economy ...

But Canada's economy as a whole—by positioning us for long-term prosperity and growth.

Ontario must make a decision that will not only shape the future of our province—but the future of all of Canada.

Madam Speaker, if not now, when?

As Ontario goes, Canada goes.

Our leadership during this period of uncertainty demands that we get the big decisions right.

And so, we are left with an important choice to make ...

A choice between the old economy, and a new economy.

**1610**

A choice between an economy of uncertainty and vulnerability ...

Or an economy of growth, prosperity and resilience.

A choice between the economy of yesterday ... and the economy of tomorrow.

A future where Ontario enjoys free and unfettered trade with every province and territory, with nothing to stop us from building the most powerful nation and economy in our country's history!

A future where a united Canada—with Ontario as its largest economy—is the most competitive nation to do business in all the G7!

A future with clean nuclear energy and pipelines that power our economic engine and cement our place as a global energy superpower!

A future with critical minerals unique to Ontario's north that make us the envy of the world!

Madam Speaker, these are the economic drivers that will ultimately dictate whether a nation is in ... or out.

Who holds the cards, and who the major players are ...

And luckily, here in Ontario, we have all the cards we need to make sure we find ourselves at the table.

Natural resources, the talent and the ingenuity.

Ontario has everything we need to seize our place in the world as an economic powerhouse that will span generations.

Ontario must embrace this new-found opportunity to embark on nation-building projects that will kick-start the next economic age ...

Like the critical mineral mining projects in the Ring of Fire.

Building nuclear energy generation, including the first small modular reactors in the G7 right here in Ontario.

A new deep seaport in James Bay, to serve as a gateway to bring Canadian resources to new markets.

Tunnelling the 401 to ease congestion as the busiest highway in North America.

And building GO 2.0, the next generation of GO passenger train service in the greater Golden Horseshoe.

Our government was re-elected with a strong mandate from the people of Ontario to protect the economy and protect jobs. We expect the federal government to come along with us.

We will continue to use every tool in our tool kit—not only to defend the jobs and industries of this province ...

But to guide us through one of the greatest economic challenges this province has seen in a generation!

As John F. Kennedy once said, about big bold ideas, “We choose to go to the moon in this decade and do the other things not because they are easy, but because they are hard.”

Madam Speaker, if not now, when? Now is not the time to ease up. Now is the time to be bold. Now is the time to do hard things.

The economy of tomorrow is at the door ...

And I'm here to tell you that our government is ready to answer the call!

First and foremost, Madam Speaker, is the work our government must do to defend our economy from the immediate impacts of tariffs ...

These are the measures needed to protect jobs and job creators alike, by providing them with certainty at a time when uncertainty threatens their well-being.

Like the \$11 billion that we're rolling out as direct support to help our most impacted businesses and their workers.

First, we're deferring around \$9 billion worth of provincial taxes for 80,000 businesses ...

This is providing a tremendous amount of liquidity and financing relief for our businesses, and it would give them certainty where there is uncertainty.

And then secondly, there's a new \$2-billion rebate through the WSIB that's going to flow directly to safe employers to help keep workers on the job ...

And on top of that, Madam Speaker, our government is also proposing to create the all-new Protecting Ontario Account, one that will help us support impacted businesses and our economy to weather the storm...

But we're going to need the federal government to step up and do their part as well.

Tariffs have created an economic challenge right across Ontario, and it is our communities who are hurting the most, Madam Speaker—but our government is there for them too ...

Through the new Trade-Impacted Communities Fund, we will provide \$40 million in tailored, flexible grants to help communities respond to disruptions in their local industries.

This funding would go to municipalities, economic development organizations, and other industry associations to help them source locally and find new markets.

Madam Speaker, protecting our economy is about more than just ensuring our workers and businesses have been given the tools they need to weather this storm ...

It is also about protecting the gains we have made since 2018.

Gains that include more than \$46 billion in new investments that we attracted since 2020 from global auto-makers, parts suppliers and manufacturers of EV batteries and battery materials.

This is why we are doubling down on initiatives that we know are working, like the \$1.4-billion Ontario Made

Manufacturing Investment Tax Credit we launched back in 2023.

I'm proud to announce that we are sticking to our commitment by proposing to temporarily enhance and expand that tax credit.

If approved, this would increase the rate of support to 15% and make even more manufacturers eligible, including public corporations operating in Ontario.

Altogether, this would mean an additional \$1.3 billion in support to attract capital investment, help lower costs and—most importantly—protect Ontario.

Madam Speaker, in thinking about our economy—and the work needed to safeguard it—we must not only look to the past and progress thus far ...

We must also capture the growth we all want to see tomorrow.

Making concerted efforts to foster a growing, innovative and strong future economy.

And that is why, as part of our efforts to stimulate entrepreneurship and economic growth for our young Ontario companies, our government—through Venture Ontario—is providing an additional \$90 million in venture capital funding to strengthen competitiveness at the earliest stages of growth!

This funding will have a major impact on a number of sectors focused on industries like defence, technologies like AI, cyber security, life sciences, biomanufacturing and many others ...

All of which will have a growing part to play, not only for today—but in the economy of tomorrow.

So, Madam Speaker, these are some of the many actions being taken by our government to protect Ontario from tariffs, and we are not stopping there, Madam Speaker ...

The defence of Ontario's economy has already begun.

We have introduced real measures with real, tangible support that will help us weather the storm, while we work with our partners in federal, provincial and territorial governments to build the strongest economy in the G7.

Make no mistake, Madam Speaker ...

Our colleagues in Ottawa, the provinces and the territories are just as determined as we are to propel Canada towards the economy of tomorrow.

For months now, we have been in close collaboration with our counterparts as a united Team Canada to develop our joint response to this increasingly unpredictable situation.

As chair of the Council of the Federation, Premier Ford—or Captain Canada, as I like to call him and many others do as well—has been an incredible leader in the coordination of our plans with our Canadian partners, and in the negotiations with Washington ...

Premier, thank you for your leadership.

And I, myself, as chair of the provincial and territorial finance ministers, have had the privilege of working with my counterparts to build provincial and national solutions.

Co-operation is key, Madam Speaker ...

But as a leader amongst the provinces, Ontario has a responsibility to set the tone for the rest of the nation ...

That is why this government, under Premier Ford, is leading the way in tearing down interprovincial trade barriers once and for all ...

And we've taken steps to become the first province in Canada to remove all barriers under the Canadian Free Trade Agreement ... with no exceptions!

**1620**

These measures have the potential to boost the nation's GDP by around \$200 billion—and Madam Speaker, when all of Canada wins, Ontario wins!

We hold our relationship with all the provinces and territories in incredibly high regard, Madam Speaker.

And our relationship with the federal government is no exception.

Including with our new Prime Minister and his new cabinet.

Congratulations to them all.

And I'm here to reinforce what our government and our Premier have been saying all along ...

That we will work with anyone to protect Ontario and all of Canada.

All levels of government need to work together to tackle the most pressing issues facing Ontario and Canada today ...

Issues that we know are holding us back from delivering on the nation-building projects to become the most competitive economy in the G7.

Our government is ambitious, Speaker ...

What we have in store for Ontario's economic future is nothing short of revolutionary.

And while I know we're ready to kick-start these ambitious initiatives ... we're going to need the help of our partners in the federal government to ensure it happens without delay ...

Our government made a commitment to the people of Ontario that we would spare no expense to protect jobs, businesses and families ...

And we fully expect the federal government to do the same by reinvesting every cent of tariff revenues back to impacted workers and businesses.

Just as importantly, we're going to need to work very closely with our federal counterparts to deliver on nation-building projects such as reactors, seaports, railroads, pipelines and refineries.

But historically, Madam Speaker, this has taken time.

So much time, in fact, that in 2020, Canada ranked 188th out of 208 economies in the number of days businesses spent dealing with construction permits for new projects ...

But it doesn't have to be that way.

With the right mindset, and the right team, we could fast-track permitting to get nation-building.

That can be Team Canada, Speaker!

And that partner can be the federal government!

It is reassuring to hear that the federal government has already made commitments to defer to the provinces on issues like environmental assessments by July 1, and Madam Speaker, we will be holding them to account!

The federal government must work with us to do everything in its power to clear the maze of bureaucracy and red tape.

Barriers like Ottawa's Bill C-69—nothing says “don't build in Canada” like Bill C-69.

That's why we continue to call on Ottawa to put an end to this legislation and to work with us.

And it's why our government recently introduced legislation to get approvals in Ontario done in months—not years—through a “One Project, One Approval” model.

This would cut review timelines, uphold robust environmental standards, and help us get nation-building projects going.

For example, there are countless billions in economic power held underground in Ontario's north, Madam Speaker ...

But 15 years to open a mine is not acceptable.

We need to send a clear message to the world from Ontario—and all of Canada—that Ontario and Canada is open for business!

And it all starts by approving projects—like the unlocking of the Ring of Fire.

That is why I am pleased to announce that as part of our government's Plan to Protect Ontario, we are proposing the creation of the all-new \$500-million Critical Minerals Processing Fund.

Madam Speaker, this investment will help ensure we can dig here, process here, and sell those critical minerals to new markets here at home and all abroad.

But we're going to need all hands on deck to help to unleash the economic potential of these critical minerals, and we will work alongside Indigenous partners in the north to do it ...

It is important that we use this opportunity to deliver unprecedented economic development in northern Ontario.

That is why we are working to create partnerships with First Nations that offer economic opportunities and that will span generations, bringing prosperity to the north.

We will do this through our new \$3-billion Indigenous Opportunities Financing Program!

This expansion will support Indigenous participation in more sectors, including electricity, critical minerals, and resource development—offering generational economic opportunity for these communities.

And we are building those partnerships through a new Indigenous Participation Fund—an investment of \$70 million to enable meaningful consultation to better equip Indigenous communities with skills training in mineral exploration and mine development.

We are also investing \$10 million over three years to create new scholarship opportunities for Indigenous students.

We must leverage every resource and every partner so that we can attract even greater investments, strengthen our supply chains, and support critical job growth in the north ...

And of course—fuel the economy of tomorrow.

We will continue to work closely with the new federal government to make these timelines a thing of the past and invest more now.

We need to prioritize these bold approaches.

We need to think in the big picture ... in the long term.

It is time for bold action.

From interprovincial trade, to mining, and to energy, Madam Speaker.

Our energy needs demand that we take careful and calculated approaches in order to launch us into the economy of tomorrow.

And let me tell you ...

The economy of tomorrow is hungry for energy.

Electricity demand in the province alone is expected to grow by 75% in the next 25 years.

We are making excellent progress, including upgrading our nuclear generating stations in Pickering, Darlington, and the Bruce Peninsula ...

But, Madam Speaker, we are doing more.

As a matter of fact, just last week, our government announced construction approval of the first of four small modular reactors at the Darlington nuclear site—making them the first of their kind in the G7!

Not only will this first small modular reactor, or SMR, produce enough energy to power the equivalent of 300,000 homes, it will also support thousands of good-paying jobs.

And although we are exploring the development of the first new large-scale nuclear plants in over three decades within the province—with potential locations in Bruce county and Port Hope—we are still going to need to do more.

That is why we're investing in new generation, transmission and storage as part of our plan to spearhead the largest expansion of electricity generation in over 30 years

...

Ontario's plan to power our economic growth proves once and for all: You can grow the economy ... you can create jobs ... you can lower costs ... all while transforming Ontario into an energy superpower.

And, Madam Speaker, speaking of being big and bold

...

We continue to have the most ambitious capital plan in Ontario's history with over \$200 billion over the next decade to build and maintain critical infrastructure such as roads, highways, transit, hospitals, and high-speed Internet.

These projects will help get people and goods moving faster, while improving our economic productivity and prosperity.

That includes our historic investments in the Housing-Enabling Water Systems Fund and the Municipal Housing Infrastructure Program, and will include an additional, immediate \$400-million investment to enable the construction of more homes ...

To get more built faster than otherwise would not get built, we are proposing \$5 billion in additional funding through the Building Ontario Fund ...

Through this, we are leveraging Canadian institutional investments to create value for taxpayers, and deliver on

even more infrastructure projects in energy, housing, and long-term care.

But with the increasing need to propel Ontario and all of Canada's economic potential towards the future, we're going to have to build more ...

**1630**

And we're going to have to build faster ...

Including projects like Highway 413.

We are building the Bradford Bypass ...

Building the Highway 401 tunnel ...

Building the Ontario Line, with shovels in the ground along all parts of the new subway ...

And building the Gardiner Expressway—and its unprecedented 24/7 construction schedule to finish in two years what was planned to take three years.

We're also working to deliver on the Hazel McCallion LRT ...

We're making it easier and faster for people to get where they need to go by expanding and building better GO train and bus services ...

From cranes to cement trucks, Ontario is building the most energetic and vibrant economy in the G7.

As you can see, our government isn't holding back.

From tunnels, highways, nuclear reactors, mines, processing facilities, homes and more ...

We're leaving no stone unturned, and no community left behind ...

With all the work there is to do to build infrastructure and protect our economy, we're going to have to count on the great workers in Ontario.

And to do that, we're going to need to give them the right tools to get the job done ...

Tools that will help them find good-paying jobs in the face of economic uncertainty ...

Not only by continuing to deliver relief for businesses and workers ...

But by also doubling down on the strategies we know have maximum impact.

All the historic infrastructure projects I listed are going to help ensure workers have their place in building Ontario's future ...

But supporting our workforce also means ensuring they can acquire, develop and retain their skills.

And with another \$1-billion investment we have now announced a total of \$2.5 billion in our government's Skills Development Fund.

Almost one million workers have been trained and re-skilled for in-demand jobs to date ...

And it means even more workers can gain valuable skills and experience to help retain the jobs and salaries that they and their families depend on.

And what are families if not the lifeblood of our communities?

The beating heart of every home, in every town and city in Ontario.

But with everything going on in the world right now, families are anxious.

Anxious about making ends meet.

Anxious about their jobs.

Anxious about their savings.

We get it, Madam Speaker.

We've done a lot of work since 2018.

Never raising a tax for Ontario people and businesses.

And under Premier Ford, we're taking that leadership one step further.

Madam Speaker, I am proud to affirm that, starting with the current provincial gas tax cut that would have ended in June, we propose to make it permanent!

This change, if passed, would save Ontario drivers 5.7 cents per litre on gas and 5.3 cents per litre on fuel! All in, we have saved families and businesses nearly \$4 billion.

But wait, Madam Speaker, there's more ...

Because we are proposing that starting June 1, 2025, our government can help save Ontarians even more time and money by removing all tolls on Highway 407 east.

If approved, this would put \$7,200 directly into the pockets of daily commuters every single year! That's real money.

We're taking bold action where bold action is needed, Madam Speaker.

We have made record investments in health care, education and social services. But these investments are not sustainable without a growing and prosperous economy.

And it's why we've focused so hard on retaining a prudent fiscal plan that secures long-term stability for lifelong success.

Ontario received two credit rating upgrades last year alone, and we are spending a lower share of our revenue on interest costs than we have since the 1980s. We have some of the lowest borrowing costs of any Canadian province!

We're also seeing our debt-to-GDP ratio—which is an excellent way to measure an economy's fiscal health—near the lowest levels in 15 years.

And, Madam Speaker, we can now use that balance sheet to protect workers and businesses, because you cannot make record investments in health care, like we have, without a responsible plan.

Thanks to our powerful balance sheet, we have made significant strides towards pushing our health care system to the forefront of excellence ...

Under the leadership of our great Minister of Health, Sylvia Jones, and Dr. Jane Philpott—we are leveraging our \$2.1-billion Primary Care Action Plan to make primary care the backbone of our health system.

Madam Speaker, Ontario is leading the nation in health care once more, by becoming the first Canadian jurisdiction to establish a framework that connects every willing person to a family doctor within four years, no matter where they live in Ontario.

We are creating and expanding over 305 primary care teams, including over \$235 million this year alone, for 80 additional teams and to connect 300,000 more people ...

We're also delivering on the construction of new hospital infrastructure, like the Campbellford Memorial Hospital, and Orillia Soldiers' Memorial Hospital to serve our growing communities!

And we're creating new opportunities to hire more health care professionals across Ontario through our government's Learn and Stay grant ...

This will enable us to grow the number of nurses, paramedics, primary care practitioners and med lab technologists across the province by paying for their school and supplies in exchange for time delivering care in our communities.

Since 2018, our government has registered nearly 100,000 nurses and over 15,000 doctors ...

We're seeing this success in health care human resources, and we're also seeing more positive outcomes when it comes to reductions in surgical and diagnostic wait times, Madam Speaker.

Since 2020, we've invested over \$1 billion to support surgical recovery, including supporting hospitals to perform more surgeries than they did before the pandemic, including opening hospital operating rooms on weeknights and weekends ...

And in 2024-25, over 39,000 cataract surgeries, nearly 66,000 hours of MRI, and over 31,000 hours of CT scans were funded in community surgical and diagnostic centres, all paid for by your OHIP card, never your credit card!

Ontario has some of the lowest—if not the lowest—surgical wait times in Canada. But, Madam Speaker, we can do more.

That is why we're investing up to \$280 million to expand community surgical and diagnostic centres to continue making it easier and faster for people to connect to publicly funded surgeries and procedures.

Because you cannot build this healthy economy without a healthy population ... we are going to get them back out on their feet in the community.

We continue delivering meaningful outcomes here at home. We are going to continue to call on the federal government to increase the Canada Health Transfer so that we can continue building a resilient and transformational and effective health care system.

Congratulations to you, Minister Jones, for your great work.

Madam Speaker, working to protect communities is at the heart of this budget.

There's fighting the rising cost of living ...

There's providing access to world-class health care ...

But there's also safety ...

Keeping our streets, communities, and our whole province safe from criminals and gangs, and safe from the dangerous and illegal gun and drug trade coming from our southern border.

Our brave police officers and border patrol agents are out every single day, working to protect our communities and keep families safe.

I want to thank each and every one of them for their service.

And I'm here to tell you that we're going to keep supporting them every chance we get, with every resource.

Just like we did in January, when we supported our federal partners by bolstering our efforts to protect our

border and combat illegal activity by launching Operation Deterrence.

**1640**

We know these measures are working—and working well ...

So we're going to continue investing in the strategies we know are making a difference.

That's why our government will also be bolstering the security of our borders, by expanding our joint air support unit with two new police helicopters ...

Which will support the Niagara regional police and the Windsor Police Service as they increase patrols, security and enforcement at key points of entry.

Taken with our announcement last year of five new helicopters, for the GTA and Ottawa police services, this brings our total number of joint air support unit helicopters to seven!

Our message to criminals and traffickers is clear, Speaker ...

We're coming for you ...

Speaker, there's no sugar-coating the situation we find ourselves in ...

Ontario and Canada are facing one of the single greatest economic challenges in our modern history.

Plain and simple.

Tariffs threaten to slow down what we have achieved to date in our mission to rebuild our economy and make life more affordable for Ontarians.

We must act with strength, prudence and determination ...

To protect our economic strength ...

To protect our jobs ...

To protect our industries ...

And even our sovereignty ...

But even in the face of a challenge of this magnitude, I am here to tell you that there is hope.

Hope for prosperity.

Hope for a safer community.

Hope for a future where not only are we less reliant on the United States and more reliant on ourselves ...

But a future where Ontario and Canada find themselves at the epicentre of a new economic age.

Every moment in our history has brought us to this point ... an economic age where control over our own destiny and our own success is dictated by us.

An economic age where we leverage our natural resources, our clean energy, our infrastructure, our technology, and our workforce, in order to become the single most competitive economy in the G7.

An economic age where Canada's number one trading partner is Canada!

And where free trade amongst the provinces and territories is just that ...

Free ...

That is the economy of tomorrow ...

We have everything we need to propel Ontario towards a future ripe with more opportunity than ever before.

We need to work together ...

As a province united ...

As Team Canada.

We've done it before, Speaker.

We've overcome every challenge before us, and we stand proud today as Ontarians and Canadians because of it.

Every moment in our history before this point has led us exactly to where we are today.

This budget is the foundation of our government's plan to help us turn this vision into a reality.

But we cannot do it alone.

It's time we put aside our party stripes, forget our differences, and work together ...

At the national level—yes—but at home here in Ontario as well!

To our colleagues from the NDP, the Liberals, the Greens, and to the independent member ...

I ask that you work with us.

So that every worker, family, and business in every community across the province is part of the economy of tomorrow!

Let us put aside our differences—and join us.

Let us build Canada together.

We are here ...

Armed with an ambitious, bold, and targeted plan that will make the investments necessary for our well-being today, as well as the well-being of our future generations.

Armés d'un plan ambitieux, audacieux et ciblé qui pourrait voir les investissements nécessaires pour assurer notre bien-être, et celui des générations futures.

Now is not the time for distractions ...

We cannot afford them ...

And while I know that rampant uncertainty caused by tariff policies makes that difficult ...

We cannot lose sight of the danger at hand.

We cannot lose sight of who we are.

The times demand that we be prepared for anything.

And make no mistake, Speaker ...

Ontario is ready.

We have a vision.

We have a mandate.

We have a plan.

We have the people.

And together, we will build a stronger Ontario,

We will build a ...

Stronger ...

Sovereign ...

And prosperous Canada.

Thank you, and God bless the people of Ontario.

**The Speaker (Hon. Donna Skelly):** I recognize the member for Timiskaming–Cochrane.

**Mr. John Vanthof:** I move adjournment of the debate.

**The Speaker (Hon. Donna Skelly):** Is it the pleasure of the House that the motion carry? Carried.

*Debate adjourned.*

## INTRODUCTION OF GOVERNMENT BILLS

### PLAN TO PROTECT ONTARIO ACT (BUDGET MEASURES), 2025

### LOI DE 2025 SUR LE PLAN POUR PROTÉGER L'ONTARIO (MESURES BUDGÉTAIRES)

Mr. Bethlenfalvy moved first reading of the following bill:

Bill 24, An Act to implement Budget measures and to enact and amend various statutes / Projet de loi 24, Loi visant à mettre en oeuvre les mesures budgétaires et à édicter et à modifier diverses lois.

**The Speaker (Hon. Donna Skelly):** Is it the pleasure of the House that the motion carry? Carried.

*First reading agreed to.*

**The Speaker (Hon. Donna Skelly):** Does the Minister of Finance wish to explain the bill?

**Hon. Peter Bethlenfalvy:** No. Carry on, Madam Speaker.

**The Speaker (Hon. Donna Skelly):** I recognize the government House leader.

**Mr. Steve Clark:** I move adjournment of the House.

**The Speaker (Hon. Donna Skelly):** The government House leader has moved the adjournment of the House. Is it the pleasure of the House that the motion carry? Carried.

This House stands in adjournment until Monday, May 26, 2025 at 9 a.m.

*The House adjourned at 1648.*



**LEGISLATIVE ASSEMBLY OF ONTARIO**  
**ASSEMBLÉE LÉGISLATIVE DE L'ONTARIO**

Lieutenant Governor / Lieutenante-gouverneure: Hon. / L'hon. Edith Dumont, OOnt  
Speaker / Présidente de l'Assemblée législative: Hon. / L'hon. Donna Skelly  
Clerk / Greffier: Trevor Day  
Deputy Clerk / Sous-Greffière: Valerie Quioc Lim  
Clerks-at-the-Table / Greffiers parlementaires: Julia Douglas, Meghan Stenson,  
Christopher Tyrell, Wai Lam (William) Wong  
Sergeant-at-Arms / Sergent d'armes: Tim McGough

Member and Party / Député(e) et parti	Constituency / Circonscription	Other responsibilities / Autres responsabilités
Allsopp, Tyler (PC)	Bay of Quinte / Baie de Quinte	
Anand, Deepak (PC)	Mississauga—Malton	
Armstrong, Teresa J. (NDP)	London—Fanshawe	
Babikian, Aris (PC)	Scarborough—Agincourt	
Bailey, Robert (PC)	Sarnia—Lambton	
Begum, Doly (NDP)	Scarborough Southwest / Scarborough-Sud-Ouest	Deputy Leader, Official Opposition / Chef adjointe de l'opposition officielle
Bell, Jessica (NDP)	University—Rosedale	
<b>Bethlenfalvy, Hon. / L'hon. Peter (PC)</b>	Pickering—Uxbridge	Minister of Finance / Ministre des Finances
Blais, Stephen (LIB)	Orléans	
Bouma, Will (PC)	Brantford—Brant	
Bourgouin, Guy (NDP)	Mushkegowuk—James Bay / Mushkegowuk—Baie James	
Bowman, Stephanie (LIB)	Don Valley West / Don Valley-Ouest	Deputy Third Party House Leader / Leader parlementaire adjointe de parti reconnu
Brady, Bobbi Ann (IND)	Haldimand—Norfolk	
<b>Bresee, Ric (PC)</b>	Hastings—Lennox and Addington	Second Deputy Chair of the Committee of the Whole House / Deuxième Vice-Président du Comité plénier de l'Assemblée législative
Burch, Jeff (NDP)	Niagara Centre / Niagara-Centre	
<b>Calandra, Hon. / L'hon. Paul (PC)</b>	Markham—Stouffville	Minister of Education / Ministre de l'Éducation
Cerjanec, Rob (LIB)	Ajax	
<b>Cho, Hon. / L'hon. Raymond Sung Joon (PC)</b>	Scarborough North / Scarborough-Nord	Minister for Seniors and Accessibility / Ministre des Services aux aînés et de l'Accessibilité
<b>Cho, Hon. / L'hon. Stan (PC)</b>	Willowdale	Minister of Tourism, Culture and Gaming / Ministre du Tourisme, de la Culture et des Jeux
Ciriello, Monica (PC)	Hamilton Mountain / Hamilton-Mountain	
Clancy, Aislinn (GRN)	Kitchener Centre / Kitchener-Centre	
Clark, Steve (PC)	Leeds—Grenville—Thousand Islands and Rideau Lakes / Leeds— Grenville—Thousand Islands et Rideau Lakes	Government House Leader / Leader parlementaire du gouvernement
Coe, Lorne (PC)	Whitby	
Collard, Lucille (LIB)	Ottawa—Vanier	Third Party House Leader / Leader parlementaire de parti reconnu
Cooper, Michelle (PC)	Eglinton—Lawrence	
<b>Crawford, Hon. / L'hon. Stephen (PC)</b>	Oakville	Minister of Public and Business Service Delivery and Procurement / Ministre des Services au public et aux entreprises et de l'Approvisionnement
Cuzzetto, Rudy (PC)	Mississauga—Lakeshore	
Darouze, George (PC)	Carleton	
Denault, Billy (PC)	Renfrew—Nipissing—Pembroke	
Dixon, Jess (PC)	Kitchener South—Hespeler / Kitchener-Sud—Hespeler	
Dowie, Andrew (PC)	Windsor—Tecumseh	
<b>Downey, Hon. / L'hon. Doug (PC)</b>	Barrie—Springwater—Oro-Medonte	Attorney General / Procureur général
<b>Dunlop, Hon. / L'hon. Jill (PC)</b>	Simcoe North / Simcoe-Nord	Minister of Emergency Preparedness and Response / Ministre de la Protection civile et de l'Intervention en cas d'urgence
Fairclough, Lee (LIB)	Etobicoke—Lakeshore	

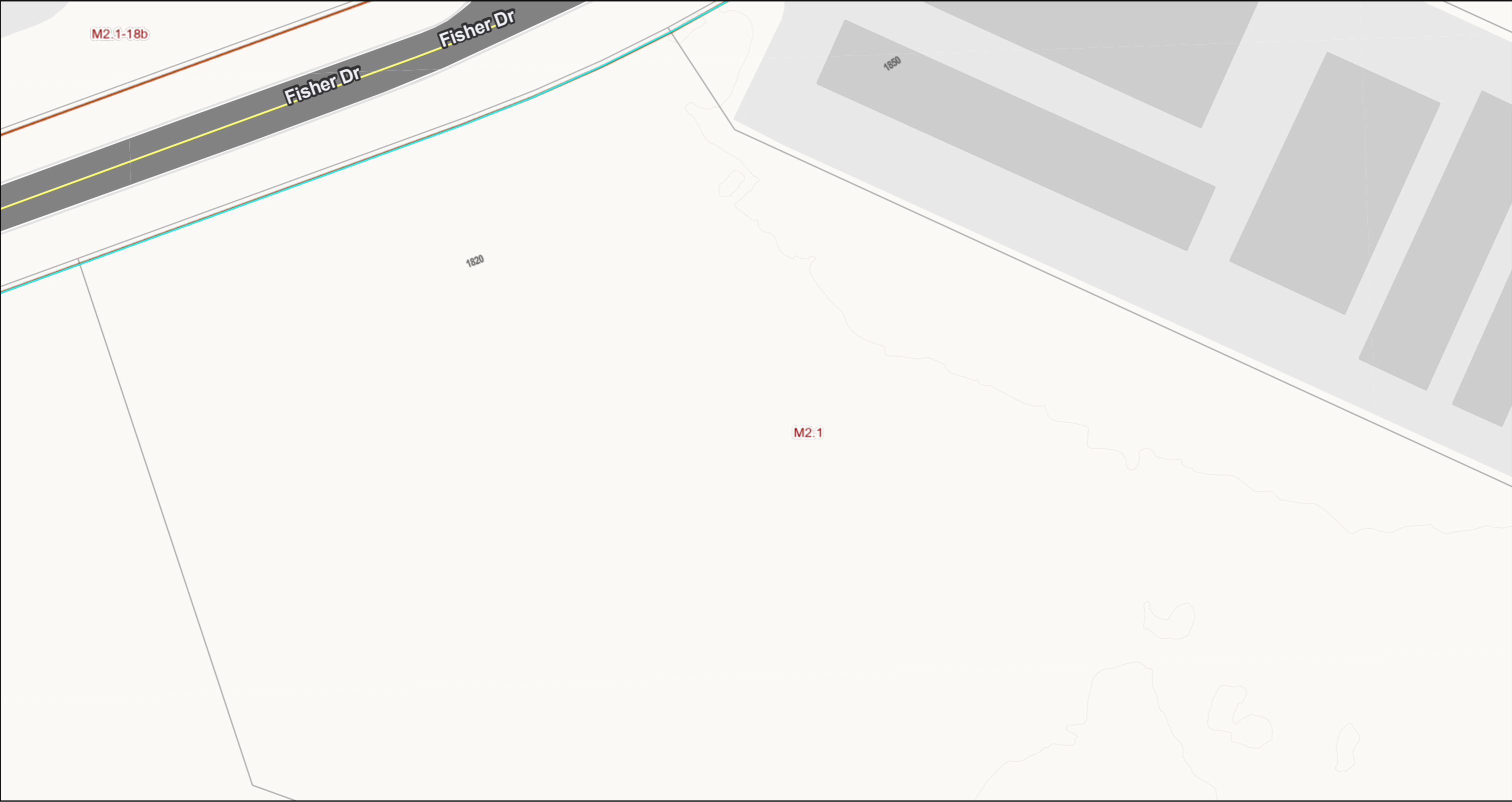
<b>Member and Party / Député(e) et parti</b>	<b>Constituency / Circonscription</b>	<b>Other responsibilities / Autres responsabilités</b>
<b>Fedeli, Hon. / L'hon. Victor (PC)</b>	Nipissing	Chair of Cabinet / Président du Conseil des ministres Minister of Economic Development, Job Creation and Trade / Ministre du Développement économique, de la Création d'emplois et du Commerce
Fife, Catherine (NDP)	Waterloo	
Firin, Mohamed (PC)	York South—Weston / York-Sud— Weston	
<b>Flack, Hon. / L'hon. Rob (PC)</b>	Elgin—Middlesex—London	Minister of Municipal Affairs and Housing / Ministre des Affaires municipales et du Logement
<b>Ford, Hon. / L'hon. Doug (PC)</b>	Etobicoke North / Etobicoke-Nord	Premier / Premier ministre Minister of Intergovernmental Affairs / Ministre des Affaires intergouvernementales Leader, Progressive Conservative Party of Ontario / Chef du Parti progressiste-conservateur de l'Ontario
Fraser, John (LIB)	Ottawa South / Ottawa-Sud	Leader, Third Party / Chef du troisième parti
<b>French, Jennifer K. (NDP)</b>	Oshawa	First Deputy Chair of the Committee of the Whole House / Première Vice-Présidente du Comité plénier de l'Assemblée législative
Gallagher Murphy, Dawn (PC)	Newmarket—Aurora	
Gates, Wayne (NDP)	Niagara Falls	
Gélinas, France (NDP)	Nickel Belt	
Gilmour, Alexa (NDP)	Parkdale—High Park	
Glover, Chris (NDP)	Spadina—Fort York	
Gretzky, Lisa (NDP)	Windsor West / Windsor-Ouest	
Grewal, Hardeep Singh (PC)	Brampton East / Brampton-Est	
Gualtieri, Silvia (PC)	Mississauga East—Cooksville / Mississauga-Est—Cooksville	
<b>Hamid, Hon. / L'hon. Zee (PC)</b>	Milton	Associate Solicitor General for Auto Theft and Bail Reform / Solliciteur général associé responsable de la Lutte contre le vol d'automobiles et de la Réforme relative aux mises en liberté sous caution
Hardeman, Ernie (PC)	Oxford	
<b>Harris, Hon. / L'hon. Mike (PC)</b>	Kitchener—Conestoga	Minister of Natural Resources / Ministre des Richesses naturelles
<b>Hazell, Andrea (LIB)</b>	Scarborough—Guildwood	Third Deputy Chair of the Committee of the Whole House / Troisième Vice-Présidente du Comité plénier de l'Assemblée législative
<b>Holland, Hon. / L'hon. Kevin (PC)</b>	Thunder Bay—Atikokan	Associate Minister of Forestry and Forest Products / Ministre associé des Forêts et des Produits forestiers
Hsu, Ted (LIB)	Kingston and the Islands / Kingston et les Îles	
<b>Jones, Hon. / L'hon. Sylvia (PC)</b>	Dufferin—Caledon	Deputy Premier / Vice-première ministre Minister of Health / Ministre de la Santé
<b>Jones, Hon. / L'hon. Trevor (PC)</b>	Chatham-Kent—Leamington	Minister of Agriculture, Food and Agribusiness / Ministre de l'Agriculture, de l'Alimentation et de l'Agroentreprise
Jordan, John (PC)	Lanark—Frontenac—Kingston	
Kanapathi, Logan (PC)	Markham—Thornhill	
Kernaghan, Terence (NDP)	London North Centre / London- Centre-Nord	
<b>Kerzner, Hon. / L'hon. Michael S. (PC)</b>	York Centre / York-Centre	Solicitor General / Solliciteur général
<b>Khanjin, Hon. / L'hon. Andrea (PC)</b>	Barrie—Innisfil	Minister of Red Tape Reduction / Ministre de la Réduction des formalités administratives
<b>Kusendova-Bashta, Hon. / L'hon. Natalia (PC)</b>	Mississauga Centre / Mississauga- Centre	Minister of Long-Term Care / Ministre des Soins de longue durée
Leardi, Anthony (PC)	Essex	Deputy Government House Leader / Leader parlementaire adjoint du gouvernement
<b>Lecce, Hon. / L'hon. Stephen (PC)</b>	King—Vaughan	Minister of Energy and Mines / Ministre de l'Énergie et des Mines
Lennox, Robin (NDP)	Hamilton Centre / Hamilton-Centre	
<b>Lumsden, Hon. / L'hon. Neil (PC)</b>	Hamilton East—Stoney Creek / Hamilton-Est—Stoney Creek	Minister of Sport / Ministre du Sport
Mamakwa, Sol (NDP)	Kiiwetinoong	Deputy Leader, Official Opposition / Chef adjoint de l'opposition officielle
<b>McCarthy, Hon. / L'hon. Todd J. (PC)</b>	Durham	Minister of the Environment, Conservation and Parks / Ministre de l'Environnement, de la Protection de la nature et des Parcs
McCrimmon, Karen (LIB)	Kanata—Carleton	

<b>Member and Party / Député(e) et parti</b>	<b>Constituency / Circonscription</b>	<b>Other responsibilities / Autres responsabilités</b>
<b>McGregor, Hon. / L'hon. Graham (PC)</b>	Brampton North / Brampton-Nord	Minister of Citizenship and Multiculturalism / Ministre des Affaires civiques et du Multiculturalisme
McKenney, Catherine (NDP)	Ottawa Centre / Ottawa-Centre	
McMahon, Mary-Margaret (LIB)	Beaches—East York	
<b>Mulroney, Hon. / L'hon. Caroline (PC)</b>	York—Simcoe	President of the Treasury Board / Présidente du Conseil du Trésor
<b>Oosterhoff, Hon. / L'hon. Sam (PC)</b>	Niagara West / Niagara-Ouest	Minister of Francophone Affairs / Ministre des Affaires francophones Associate Minister of Energy-Intensive Industries / Ministre associé des Industries à forte consommation d'énergie
Pang, Billy (PC)	Markham—Unionville	
<b>Parsa, Hon. / L'hon. Michael (PC)</b>	Aurora—Oak Ridges—Richmond Hill	Minister of Children, Community and Social Services / Ministre des Services à l'enfance et des Services sociaux et communautaires
Pasma, Chandra (NDP)	Ottawa West—Nepean / Ottawa-Ouest—Nepean	Deputy House Leader / Leader parlementaire adjointe de l'opposition officielle
<b>Piccini, Hon. / L'hon. David (PC)</b>	Northumberland—Peterborough South / Northumberland—Peterborough-Sud	Minister of Labour, Immigration, Training and Skills Development / Ministre du Travail, de l'Immigration, de la Formation et du Développement des compétences
Pierre, Natalie (PC)	Burlington	
Pinsonneault, Steve (PC)	Lambton—Kent—Middlesex	
<b>Pirie, Hon. / L'hon. George (PC)</b>	Timmins	Minister of Northern Economic Development and Growth / Ministre du Développement et de la croissance économique du Nord
<b>Quinn, Hon. / L'hon. Nolan (PC)</b>	Stormont—Dundas—South Glengarry	Minister of Colleges, Universities, Research Excellence and Security / Ministre des Collèges et Universités, de l'Excellence en recherche et de la Sécurité
Racinsky, Joseph (PC)	Wellington—Halton Hills	
Rae, Matthew (PC)	Perth—Wellington	
Rakocevic, Tom (NDP)	Humber River—Black Creek	
<b>Rickford, Hon. / L'hon. Greg (PC)</b>	Kenora—Rainy River	Minister of Indigenous Affairs and First Nations Economic Reconciliation / Ministre des Affaires autochtones et de la Réconciliation économique avec les Premières Nations Minister Responsible for Ring of Fire Economic and Community Partnerships / Ministre responsable des Partenariats économiques et communautaires pour le développement du Cercle de feu
Riddell, Brian (PC)	Cambridge	
Rosenberg, Bill (PC)	Algoma—Manitoulin	
Sabawy, Sheref (PC)	Mississauga—Erin Mills	
Sandhu, Amarjot (PC)	Brampton West / Brampton-Ouest	
<b>Sarkaria, Hon. / L'hon. Prabmeet Singh (PC)</b>	Brampton South / Brampton-Sud	Minister of Transportation / Ministre des Transports
Sarrazin, Stéphane (PC)	Glengarry—Prescott—Russell	
Sattler, Peggy (NDP)	London West / London-Ouest	
Saunderson, Brian (PC)	Simcoe—Grey	
Schreiner, Mike (GRN)	Guelph	
Scott, Chris (PC)	Sault Ste. Marie	
Scott, Laurie (PC)	Haliburton—Kawartha Lakes—Brock	
Shamji, Adil (LIB)	Don Valley East / Don Valley-Est	
Shaw, Sandy (NDP)	Hamilton West—Ancaster—Dundas / Hamilton-Ouest—Ancaster—Dundas	
<b>Skelly, Hon. / L'hon. Donna (PC)</b>	Flamborough—Glanbrook	Speaker / Présidente de l'Assemblée législative
Smith, Dave (PC)	Peterborough—Kawartha	
Smith, David (PC)	Scarborough Centre / Scarborough-Centre	
<b>Smith, Hon. / L'hon. Graydon (PC)</b>	Parry Sound—Muskoka	Associate Minister of Municipal Affairs and Housing / Ministre associé des Affaires municipales et du Logement
Smith, Laura (PC)	Thornhill	
Smyth, Stephanie (LIB)	Toronto—St. Paul's	
Stevens, Jennifer (Jennie) (NDP)	St. Catharines	
Stiles, Marit (NDP)	Davenport	Leader, Official Opposition / Chef de l'opposition officielle Leader, New Democratic Party of Ontario / Chef du Nouveau Parti démocratique de l'Ontario
<b>Surma, Hon. / L'hon. Kinga (PC)</b>	Etobicoke Centre / Etobicoke-Centre	Minister of Infrastructure / Ministre de l'Infrastructure
Tabuns, Peter (NDP)	Toronto—Danforth	
<b>Tangri, Hon. / L'hon. Nina (PC)</b>	Mississauga—Streetsville	Associate Minister of Small Business / Ministre associée des Petites Entreprises



<b>Member and Party / Député(e) et parti</b>	<b>Constituency / Circonscription</b>	<b>Other responsibilities / Autres responsabilités</b>
<b>Thanigasalam, Hon. / L'hon. Vijay (PC)</b>	Scarborough—Rouge Park	Associate Minister of Mental Health and Addictions / Ministre associé délégué à la Santé mentale et à la Lutte contre les dépendances
<b>Thompson, Hon. / L'hon. Lisa M. (PC)</b>	Huron—Bruce	Minister of Rural Affairs / Ministre des Affaires rurales
<b>Tibollo, Hon. / L'hon. Michael A. (PC)</b>	Vaughan—Woodbridge	Associate Attorney General / Procureur général associé
<b>Triantafilopoulos, Effie J. (PC)</b>	Oakville North—Burlington / Oakville-Nord—Burlington	Deputy Speaker / Vice-Présidente Chair of the Committee of the Whole House / Présidente du Comité plénier de l'Assemblée législative
Tsao, Jonathan (LIB)	Don Valley North / Don Valley-Nord	
Vanthof, John (NDP)	Timiskaming—Cochrane	Opposition House Leader / Leader parlementaire de l'opposition officielle
Vaugeois, Lise (NDP)	Thunder Bay—Superior North / Thunder Bay—Supérieur-Nord	
Vickers, Paul (PC)	Bruce—Grey—Owen Sound	
Wai, Daisy (PC)	Richmond Hill	
Watt, Tyler (LIB)	Nepean	
West, Jamie (NDP)	Sudbury	
<b>Williams, Hon. / L'hon. Charmaine A. (PC)</b>	Brampton Centre / Brampton-Centre	Associate Minister of Women's Social and Economic Opportunity / Ministre associée des Perspectives sociales et économiques pour les femmes
Wong-Tam, Kristyn (NDP)	Toronto Centre / Toronto-Centre	

# **TAB 12**

# ArcGIS Web Map



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-  Property Information
-  Zoning

