

COUNCIL INFORMATION PACKAGE

Date: May 21, 2025

If a member of Council wishes to bring forward any of these items for discussion at a future meeting, please make your request at the next Council meeting.

	Pages
1. Staff Memos	
1.1 Planning & Development RE: Bill 5 - Protecting Ontario by Unleashing our Economy Act, 2025 - May 20, 2025	3 - 12
2. Intergovernmental Information	
Municipal, Provincial and Federal	
2.1 Novea Res Urbis Vol. 29 No. 20 - May 14, 2025	13 - 25
2.2 Ministry of Transportation Letter RE: Neyagawa and Highway 407 Transit Station - May 20, 2025	26 - 27
3. Government Associations	
3.1 AMO Education - Trauma and Violence Informed Decision Making for Elected Officials - May 14, 2025	28 - 29
3.2 AMO Communications - AMO Watchfile - May 15, 2025	30 - 32
3.3 AMO Education - Revitalize Your Leadership - Strategic Leadership Workshops - May 15, 2025	33 - 34
3.4 AMO Policy Update - Provincial Budget Priorities - May 15, 2025	35 - 37
4. Correspondence	
4.1 Municipality of Chatham-Kent - Bill 5 Risks to Your Communities and Support Requested - May 13, 2025	38 - 39
4.2 Municipality of Sioux Lookout and the City of Dryden - co-hosting "Signs and Lines" course at Good Roads - May 14, 2025	40 - 43

5. Outstanding Issues Listing

None.

6. Mayoral Proclamation(s)

None.

7. Petition(s)

None.

Memo

To: Mayor Burton and Members of Council

From: Planning & Development

Date: May 20, 2025

Subject: Bill 5 – *Protect Ontario by Unleashing our Economy Act*, 2025

In response to the Province's Bill 5, *Protect Ontario by Unleashing our Economy Act*, 2025, Town staff prepared and submitted comments to the Province, on May 17, which are attached.

For Council's information, the following is a summary of the staff comments provided to the Province. Additional information will be provided in an upcoming report.

Key Points:

1. **Bill Overview:** Bill 5 proposes 10 schedules of legislative reforms intended to stimulate economic growth and streamline development processes across Ontario.
2. **Main Concerns:** The Town is concerned that several schedules may significantly impact municipal responsibilities related to:
 - Environmental protection
 - Land use planning
 - Species at risk
 - Municipal autonomy
3. **Critical Issues Identified:**
 - Weakening of environmental protection measures
 - Reduced consultation requirements with Indigenous communities
 - Replacement of the *Endangered Species Act* with the Species Conservation Act
 - Creation of Special Economic Zones that can override municipal plans and by-laws
4. **Specific Schedule Concerns:**
 - **Schedule 1 (*Electricity Act*):** Restrictions on foreign-sourced renewable energy equipment could hamper local greenhouse gas reduction efforts
 - **Schedule 2/10 (*Endangered Species Act*/*Species Conservation Act*):** Weakening species protection threatens biodiversity and ecosystem services worth an estimated \$731 million annually in Halton

- **Schedule 7 (*Ontario Heritage Act*):** Exemptions from archaeological assessments risk damaging Indigenous relationships and reconciliation efforts
- **Schedule 9 (*Special Economic Zones Act*):** Potential for provincial override of municipal planning, zoning, and environmental protections

5. **Requests to Province:**

- Defer implementation of Schedules 2 and 10 pending review
- Preserve science-based decision-making in species classification
- Retain municipal planning authority regarding Special Economic Zones
- Re-establish robust protections for species at risk
- Ensure transparent consultation with municipalities before enacting policies

The Town of Oakville expresses its commitment to responsible growth management while acknowledging the importance of economic development, but argues these goals should not compromise sustainability, biodiversity, and municipal planning authority.

Memo

To: Province of Ontario, Environmental Registry of Ontario (ERO)
 ERO 025-0418, heritage.consultation@ontario.ca
 ERO 025-0391, SpecialEconomicZones@Ontario.ca
 ERO 025-0396, EAmmodernization.mecp@ontario.ca
 ERO 025-0409, MiningActAmendments@ontario.ca
 ERO 025-0380, ESAReg@ontario.ca

From: Town of Oakville, Submitting Departments - Corporate Strategy and
 Government Relations, Economic Development and Planning & Development

CC: Town of Oakville, Executive Leadership Team

Date: May 17, 2025

Subject: Bill 5 – *Protect Ontario by Unleashing our Economy Act, 2025*

On April 17, 2025, the Honourable Stephen Lecce, Minister of Energy and Mines, introduced Bill 5, *Protect Ontario by Unleashing our Economy Act, 2025*. The Bill proposes a suite of legislative reforms intended to stimulate economic growth and streamline development processes across Ontario. It includes 10 schedules that either amend or introduce new legislation in areas such as energy procurement, species protection, land development, and procurement regulation.

While the stated intent of the Bill is to enable faster and more efficient delivery of critical infrastructure and housing, Town staff have identified several schedules that may have significant implications for municipal responsibilities, as they relate to environmental protection, land use planning, and species at risk by:

- Expediting provincial permitting processes for mining and infrastructure projects.
- Reducing environmental assessment obligations and protections for ecologically sensitive areas and species.
- Circumventing consultation requirements with Indigenous communities.
- Restricting foreign investment in Ontario's energy sector.
- Replacing the *Endangered Species Act* with the *Species Conservation Act, 2025*, which has implications to species at risk and their habitats.

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

- Establishing Special Economic Zones that override municipal plans, policies, and by-laws.

This memo summarises the proposed changes and outlines comments on their potential impact on the Town of Oakville.

[Schedule 1](#) - *Electricity Act*, 1998
[Schedule 2](#) - *Endangered Species Act*, 2007
[Schedule 3](#) - *Environmental Assessment Act*
[Schedule 4](#) - *Environmental Protection Act*
[Schedule 5](#) - *Mining Act*
[Schedule 6](#) - *Ontario Energy Board Act*, 1998
[Schedule 7](#) - *Ontario Heritage Act*
[Schedule 8](#) - *Rebuilding Ontario Place Act*, 2023
[Schedule 9](#) - *Special Economic Zones Act*, 2025
[Schedule 10](#) - *Species Conservation Act*, 2025

Summary of Proposed Provincial Amendments and Staff Comments

The Town's Official Plan has been prepared in accordance with provincial requirements and serves as the main planning document for the Town. The Official Plan is founded on the urban structure which aims to protect natural heritage, open space and cultural heritage; maintain established areas; and direct development to strategic growth areas and intensification corridors supported by public transit.

Natural heritage protection is a key foundation of the Official Plan, one that Bill 5 threatens by weakening or deregulating several existing environmental protections.

[Schedule 1](#) - *Electricity Act*, 1998

Summary of Proposed Changes

- New directives may now allow the imposition of requirements or restrictions in procurement based on the origin of goods or services.
- These directives would apply to the Independent Electricity System Operator, Ontario Power Generation and/or subsidiaries.
- Through these requirements, other countries may become ineligible to undertake activities related to the province's electrical system.

Comments to the Province

Broad access to renewable energy equipment is not available. As an example, China produces most of the solar panels, wind turbines, and control systems used in renewable energy production. This includes equipment in Oakville used by the

municipality, utility companies and private entities. Singling out goods coming from China may restrict renewable projects until alternative local sources are developed.

These restrictions would impact district and renewable energy projects in Oakville and, in turn, negatively affect the Town's greenhouse gas reduction efforts.

Schedule 2 - Endangered Species Act, 2007

Summary of Proposed Changes

- This act is amended in the interim and then will be replaced by the *Species Conservation Act, 2025*.
- Mandatory regulations and requirements of the act applying to species at risk would now be at the discretion of the Lieutenant Governor in Council.
- Greater flexibility is provided for issuing permits.
- The definition of habitat would be narrowed to include only specific dwelling places essential for breeding, rearing, staging, wintering, or hibernation. Broader survival areas are not included.
- Some enforcement powers and administrative requirements are eliminated.
- The Species Conservation Action Agency would be wound up with assets transferred to the Crown.

Comments to the Province

The Auditor General of Ontario found that the number of species at risk in Ontario increased from 2009-2020 by 22%. Ongoing biodiversity loss will impact the value and function of essential ecosystem services that contribute to resource production, drinking water protection, natural hazard safety, and ecosystem health. In Halton alone, these services are worth an estimated \$731 million per year.

The proposed changes in Schedule 2 would alter Ontario's framework for protecting species at risk by replacing the *Endangered Species Act* with the *Species Conservation Act, 2025*. This shift introduces several provisions with direct implications for Oakville. The implications from the legislation changes are broad:

- It will undermine the Town's ability to proactively protect natural areas and species within its jurisdiction. It also jeopardizes long-term biodiversity goals outlined in the *Oakville Strategy for Biodiversity (OSB)*.
- Key areas that are currently protected by the Town's Official Plan may lose their designation, limiting the Town's ability to enforce protections. This change would also disrupt current local recovery projects involving partnerships with Conservation Authorities.
- Reduced scientific integrity of biodiversity assessments, affecting how the town designates and safeguards critical habitats.

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

- The Town may be forced to accommodate development without sufficient off-setting measures, placing added pressure on remaining natural heritage areas.
- Introducing further reform without reviewing past impacts may worsen biodiversity outcomes locally and provincially.

Staff have concerns that the effects of previous amendments to the *Endangered Species Act* have not been reviewed and that the proposed changes associated with Bill 5 are premature. These latest changes may have the effect of further lessening protection for species and adding to the continued decline of biodiversity in Oakville and on the broader landscape.

Schedule 3 - *Environmental Assessment Act*

Summary of Proposed Changes

- Agreement regarding the Eagle's Nest mining project is terminated.
- Specific activities at the Chatham-Kent waste site are exempt from Part II.3 Projects in the act.

Comments to the Province

Staff have not identified concerns with this section of the proposed legislation.

Schedule 4 - *Environmental Protection Act*

Summary of Proposed Changes

- Repeal fees with respect to Environmental Activity and Sector Registry.

Comments to the Province

Staff have not identified concerns with this section of the proposed legislation.

Schedule 5 - *Mining Act*

Summary of Proposed Changes

- The purpose of act now includes alignment with protection of Ontario's economy.
- Minister gains power to suspend mining lands administration for national mineral supply chain protection.
- New integrated permitting team authorized for designated mining projects.
- Legal actions related to these changes are barred.

Comments to the Province

Staff have not identified concerns with this section of the proposed legislation.

Schedule 6 - Ontario Energy Board Act, 1998

Summary of Proposed Changes

- Procurement restrictions imposed on gas and energy companies based on the origin of goods/services.
- Legal immunity provisions like those in the *Electricity Act*.

Comments to the Province

Staff have not identified concerns with this section of the proposed legislation.

Schedule 7 - Ontario Heritage Act

Summary of Proposed Changes

- Expanded powers for artifact/archaeological site inspections and seizures.
- Minister may exempt properties from archaeological assessment requirements.
- Legal actions are barred in relation to these new powers.
- Investigation and enforcement capabilities expanded, including warrants and orders.

Comments to the Province

Archaeological assessments are an essential step in the land use planning process and are integral to Indigenous self-determination. Truth and Reconciliation and archaeology are intertwined concepts. Archaeology can offer a tangible connection to Indigenous history, culture, and connection to the land, which is crucial for reconciliation efforts. Indigenous monitors are required to be on-site for Stage 3 and 4 archaeological assessments according to the Province's Standards and Guidelines for Consultant Archaeologists (2011). This process is crucial for reconciliation efforts, which should not only be a municipal priority, but a provincial one as well.

The proposed amendment's provincial priorities are vague. If development can go forward without requiring an archaeological assessment in areas of archaeological potential under the Town's (once the Region's) Archaeological Management Plan, it could:

- Cause lasting damage with Indigenous communities.
- Ignore our provincial and municipal responsibilities to Truth and Reconciliation.
- Cause more sites, burials, and artifacts to be found out of context and potentially damaged during the work as opposed to before, which was a protective framework.
- Allow for portions of Oakville's physical history to go unrecorded and unknown.

Staff recommend changes to the proposed amendment regarding archaeological assessment exemption. Staff are of the opinion that, due to the early nature of archaeological assessments in development projects, which are conducted before any other required work for permits, they neither slow nor inhibit development of provincial

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

priorities. The importance of archaeological assessments and Indigenous participation is a government responsibility for Truth and Reconciliation. Indigenous engagement outweighs the need for accelerated development timelines.

Schedule 8 - *Rebuilding Ontario Place Act, 2023*

Summary of Proposed Changes

- Environmental Bill of Rights, 1993 does not apply to instruments related to the Ontario Place Redevelopment Project.

Comments to the Province

This would exempt the Therme Group from the requirements of the Environmental Bill of Rights. Staff see this type of exemption as a concerning precedent.

Schedule 9 - *Special Economic Zones Act, 2025*

Summary of Proposed Changes

- Enables designation of Special Economic Zones (SEZ) and trusted proponents/projects.
- Projects in these zones may be exempted from or subject to modified legal and regulatory requirements.
- Legal protection and extinguishment of related causes of action.
- This act empowers the provincial government, Lieutenant Governor in Council, to designate specific geographic areas as SEZ through regulation, which would allow trusted proponents (designated by the Minister) to be exempt from permitting and regulation.
- This power also includes exemption or modifications from by-laws or other instruments of a municipality or local board meaning the town would not be able to legally challenge decisions made in the SEZ.

Comments to the Province

This tool is intended to be used within the Ring of Fire in the James Bay Lowlands of Northern Ontario. Even though much of this area is not covered by municipal by-laws, the proposed changes are explicitly included in the new provisions.

Staff are concerned that these new powers could be used in other areas, like Oakville, to overrule zoning, diminish natural environment and biodiversity protections, dilute transit supportive development and affect long-term municipal planning.

Staff are also concerned that the creation of SEZ in select areas of the province may create a landscape of competitive advantages versus disadvantages. This creates a risk of uneven development and economic areas that are disconnected from local economies.

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

Oakville's planning efforts, including intensification targets, transit-oriented development, and natural heritage preservation could be compromised by unilateral decisions made by the province or its delegated proponents. This undermines local democracy and the Town's ability to uphold community interests, climate commitments, and complete community design standards. Any Ontario municipality may be exposed to unanticipated development that by-passes environmental, cultural, and infrastructure planning frameworks, with long-term consequences for livability and resilience.

Schedule 10 - Species Conservation Act, 2025

Summary of Proposed Changes

- Replaces the Endangered Species Act, 2007.
- Continues the Committee on the Status of Species at Risk in Ontario's role in species classification.
- Restricts harmful activities unless permitted or registered.
- Introduces a new conservation registry and compliance mechanisms.
- Powers to enforce, suspend, or revoke permits are clarified and strengthened.

Comments to the Province

The proposed *Species Conservation Act* introduces a registration-first approach to projects that may impact species at risk and will now only require registration with the Ministry of the Environment, Conservation and Parks (MECP) whereas previously it required a permit.

Staff are concerned that this new process may permit harmful works to proceed within Oakville. This could occur immediately after registering and without an understanding of the negative impacts it may have on species, biodiversity, environment or people. If provincial protections are removed, and federal oversight is limited or reactive, critical habitats may be lost or degraded before any enforcement action is taken.

While promoting voluntary conservation through habitat restoration is well-intentioned, it is not a substitute for enforceable protections. Reliance on voluntary measures may result in inconsistent application and limited effectiveness in rapidly urbanising contexts like Oakville.

Conclusion and Request for Continued Dialogue

Bill 5 introduces sweeping changes that shift the balance toward economic expediency at the potential cost of environmental protection and municipal autonomy. Staff recognise the importance of accelerating housing and infrastructure delivery; however, these goals should be pursued without compromising long-term sustainability, biodiversity, and community planning objectives.

The Town of Oakville is committed to responsible growth management, environmental protection, and sustainable community development. Bill 5 proposes significant changes that challenge these commitments. While economic development is a shared priority, it should not come at the expense of biodiversity, municipal planning authority, or transparent governance.

Staff request that the Province:

- Defer implementation of Schedule 2 and 10 changes pending a review of past ESA amendments.
- Preserve the role of science-based decision-making in species classification.
- Retains municipal authority over planning and environmental protection regarding SEZs.
- Re-establish robust protections and recovery strategies for species at risk.
- Ensures full and transparent consultation with municipalities before enacting policies that impact local ecosystems and governance.

The Town of Oakville remains intent on collaborative governance and urges the Province to maintain open dialogue with municipalities. On-going consultation is essential to ensure that local strategies and Official Plans remain effective and aligned with provincial priorities.

NOVÆ RES URBIS

GREATER TORONTO & HAMILTON AREA

WEDNESDAY,
MAY 14, 2025

Vol. 28
No. 20

2 MAJOR INFRASTRUCTURE,
MINOR OVERSIGHT?

Province's Proposed
Bill 5 Raises Envi-
ronmental Protection
Concerns

6 FILLING IN THE GAPS

Georgina Housing
Needs Assessment
Finds Gaps in Afford-
able, Purpose-Built
Rental

■ PROPOSED REDEVELOPMENT WOULD BRING HOMES, PARKS, POTENTIALLY A SCHOOL TO MARKHAM MALL SITE

INTENSIFICATION AT A HUMAN SCALE

Matt Durnan

A massive mall redevelopment project proposed for the site of Markham's largest shopping centre would bring significant new housing to the area while adding three new public parks, substantial community amenity space, and potentially, a new school, creating a new transit-

oriented community within one of the city's protected major transit station areas (PMTSA).

At a special meeting on May 6, Markham city council adopted **CF (Cadillac Fairview) Markville Nominee's** official plan amendment application for a site at 5000 Highway 7, the location of Markville

Mall. CF Markville Nominee is proposing to develop a four-phased mixed-use community that would transform the Markville mall site by bringing 17 new buildings to it, ranging in height from six to 39 storeys, while retaining the existing mall building at the centre of the site.

The roughly 28.2-hectare

site is located at the northwest corner of Highway 7 and McCowan Road and currently accommodates Markville Mall, an automobile dealership, two restaurants, and several surface parking lots associated with these businesses. The parking lots surrounding the

CONTINUED PAGE 8 ■

Concept site plan for CF Markville Nominee's proposed redevelopment of the Markville Mall site at 5000 Highway 7 in Markham. This redevelopment proposal would retain the existing mall but demolish existing parking lots on the north, west, and south areas of the site to bring 17 new buildings to it, accommodating as many as 4,500 new residential units. The buildings would be both mixed-use and residential and would range in height from six storeys at the northwest of the site to 39 storeys at the southeast. Three new public parks are proposed for the site, along with new roads and pedestrian networks, and potentially, a new school.

PLANNING CONSULTANT: MALONE GIVEN PARSONS
SOURCE: CITY OF MARKHAM



UPCOMING DATES

MAY

14 Barrie Council, 7:00 p.m.

Brampton Council, 9:30 a.m.

Durham Region Committee of the Whole, 9:30 a.m.

Georgina Public Planning Meeting, 7:00 p.m. - CANCELLED

Innisfil Council, 7:00 p.m.

Mississauga Council, 9:30 a.m.

Richmond Hill Council, 9:30 a.m.

Whitby Public Meeting, 7:00 p.m.

20 Ajax Council, 1:00 p.m.

Aurora Public Planning, 7:00 p.m.

Burlington Council, 9:30 a.m.

Caledon Council, 7:00 p.m.

Markham Planning Public Meeting, 7:00 p.m.

Oakville Planning & Development Council, 6:30 p.m.

21 Brampton Committee of Council, 9:30 a.m.

East Gwillimbury Committee of the Whole Council, 2:00 p.m.

East Gwillimbury Council, 6:00 p.m.

Halton Regional Council, 9:30 a.m.

Hamilton General Issues Committee, 9:30 a.m.



PROVINCE'S PROPOSED BILL 5 RAISES FIRST NATIONS CONSULTATION, ENVIRONMENTAL PROTECTION CONCERNS

MAJOR INFRASTRUCTURE, MINOR OVERSIGHT?



Lana Hall

A proposed provincial bill designed to strengthen Ontario's economic development in the wake of recent U.S. tariffs has highlighted tensions between the province's desire to increase its economic power and sovereignty and what some organizations believe is a growing lack of protection for the province's natural resources.

On April 17, the **Province of Ontario** introduced *Bill 5, Protect Ontario by Unleashing Our Economy Act, 2025*, which aims to "cut red tape and duplicative processes" surrounding major infrastructure, mining and resource development projects throughout Ontario. A press release accompanying the proposed bill says these measures will help unlock economic opportunities associated with Ontario's

"abundant supply of critical minerals."

Among several proposed policies, the new legislation would permit the Province to create "special economic zones," where certain projects deemed to be of provincial importance, such as the development of housing or infrastructure, would have streamlined requirements, including accelerated permitting. It would also use a new permitting model to reduce government review time on mining projects throughout the province.

The press release accompanying the bill's introduction notes that the province would continue to

fulfill requirements to consult with Indigenous communities, many of which are disproportionately impacted by large-scale resource extraction projects, although the bill does not specify how the province would fulfill those requirements.

The Bill would also repeal the *Endangered Species Act*, replacing it with something called the *Species Conservation Act*, which removes certain species-related protections from some projects, including a requirement for certain habitat conditions to be satisfied before some development permits can be issued.

CONTINUED PAGE 3

The powers contemplated under this bill are essentially emergency powers that allow the government to circumvent the rule of the law...

- Anaïs Bussi res McNicoll

NRU PUBLISHING STAFF

Ian A.R. Graham, Publisher
iang@nrupublishing.com
Ext. 222

Irena Kohn, Editor
irenak@nrupublishing.com
Ext. 223

Matt Durnan, Senior Reporter
mattd@nrupublishing.com
Ext. 225

Lana Hall, Senior Reporter,
lanah@nrupublishing.com
Ext. 226

Peter Pantalone,
Planning Researcher
peterp@nrupublishing.com

Jeff Payette
Design/Layout
jeffp@nrupublishing.com
Ext. 228

Samantha Lum
Sales and Circulation
samanthal@nrupublishing.com
Ext. 224

NRU PUBLISHING INC

SALES/SUBSCRIPTIONS
circ@nrupublishing.com

Annual subscription rate is \$468 +HST (ON).

Complimentary trial subscriptions are available.

Advertising rates available upon request.

Novae Res Urbis Greater Toronto & Hamilton Area is published 50 times a year and is not to be reproduced, recirculated or redistributed by any means or medium without the express written consent of the publisher.

Corporate Address
NRU Publishing Inc.
41 Roxborough Street East
Toronto, ON
M4W 1V5

Mailing Address
NRU Publishing Inc.
P.O. Box 75016
20 Bloor St. E. RPO
Toronto, ON M4W 3T3

ISSN 1918-7548

INFRASTRUCTURE OVERSIGHT?

■ CONTINUED FROM PAGE 2

Of particular concern to some organizations is Schedule 9 of the proposed bill, which would allow the province's Minister of **Economic Development, Job Creation and Trade** to exempt "trusted proponents" and designated projects within the proposed special economic zones from having to comply with certain review processes. As proposed, the bill does not specify how those proponents or their projects would be determined, essentially leaving those decisions to the provincial cabinet's discretion. The proposed bill would remove the need for comprehensive environmental assessments from the Eagle's Nest mining project within Northern Ontario's Ring of Fire, for example, as well as for the redevelopment of Ontario Place.

Canadian Civil Liberties Association (CCLA) director of fundamental freedoms **Anaïs Bussi res McNicoll** is concerned that this lack of definition would enable select corporations to circumvent various protection laws surrounding their projects, including environmental laws, labour laws, health and safety laws and municipal by-laws. She says granting this kind of authority to the provincial

cabinet has its place, but should be used sparingly and temporarily.

"The powers contemplated under this bill are essentially emergency powers that allow the government to circumvent the rule of the law..." Bussi res McNicoll tells *NRU*. "Such powers are sometimes necessary in times of crisis, for instance, during a pandemic or a war. But they should be the democratic exception, and they should come with checks and balances, all of which are absent from Bill 5."

For its part, the Province says the new legislation is an urgent attempt to strengthen the province's economy and resource development amid growing trade tensions with the U.S, which requires drastic measures.

"When it comes to protecting our province and country's economic sovereignty from President Trump's attacks, it cannot be business as usual," said Province of Ontario **Energy and Mines Minister Stephen Lecce** in a statement.

"We are unveiling a bold plan that ensures Canada is self-reliant, economically independent, and seizing every opportunity to grow our economy and stand on our own two feet." A technical briefing accompanying the bill notes that it can take up to 15 years to get a new mining project built in Ontario, with up to 32 different approvals required across four provincial ministries.

Environmental Defence executive director **Tim Gray**, however, believes the bill, which has been widely protested by environmental and Indigenous advocacy groups, will make the province's economic development efforts more challenging to undertake. At a press conference held on May 12 outside the Legislative Assembly of Ontario, Gray said the bill's "attack on the constitution" will attract legal challenges, increase public opposition, and further damage the provincial government's relationships with Indigenous communities, which is required to negotiate many of the mining projects referenced in the bill. When asked if he thought sections of the bill could be re-written to make it more viable,

Gray said the bill should be "reconsidered" in its entirety.

"This bill is so fundamentally flawed I don't see how you could amend it," said Gray.

For more information about Bill 5 *Protect Ontario by Unleashing Our Economy Act, 2025*, please visit the Legislative Assembly of Ontario website [here](#). 🌻

We are unveiling a bold plan that ensures Canada is self-reliant, economically independent, and seizing every opportunity to grow our economy and stand on our own two feet.

- Stephen Lecce

CHANGING LANDSCAPE



Matt Durnan

A high-rise mixed-use development proposed for a site just north of Vaughan Metropolitan Centre (VMC) would bring significant new housing along with a new hotel to what has long been an employment area, but is now on the verge of a transformation to a more pedestrian-focused complete community.

At its April 1 meeting, Vaughan committee of the whole received a staff information report on **MPAR Developments'** official plan and zoning by-law amendment applications for a site at 60 Talman Court. MPAR is proposing to develop a mixed-use building on the site, comprising two towers standing 50 and 55 storeys sharing a four-storey podium that would accommodate a new hotel.

Currently, the site accommodates a single-storey light-industrial building containing both warehousing and office uses, and is surrounded by a number of low-density office and industrial buildings. The existing industrial building at 60 Talman Court would be demolished to make way for the new mixed-use development.

The proposal would bring two mixed-use towers to the site containing a total of 933

residential units, along with a hotel containing around 200 hotel rooms within the shared podium. MPAR is also proposing to dedicate nearly 500 square metres of space for public parks on the site.

Currently, MPAR has two projects on the go in the Talman Court area, which is located a stone's throw north of Vaughan Metropolitan Centre, the city's largest urban growth area. Now, the developer has submitted an official plan amendment application for the site at 60 Talman Court

that would redesignate the site from "Employment Area" to "Primary Centres" and from "General Employment" to "High-Rise Mixed-Use Area".

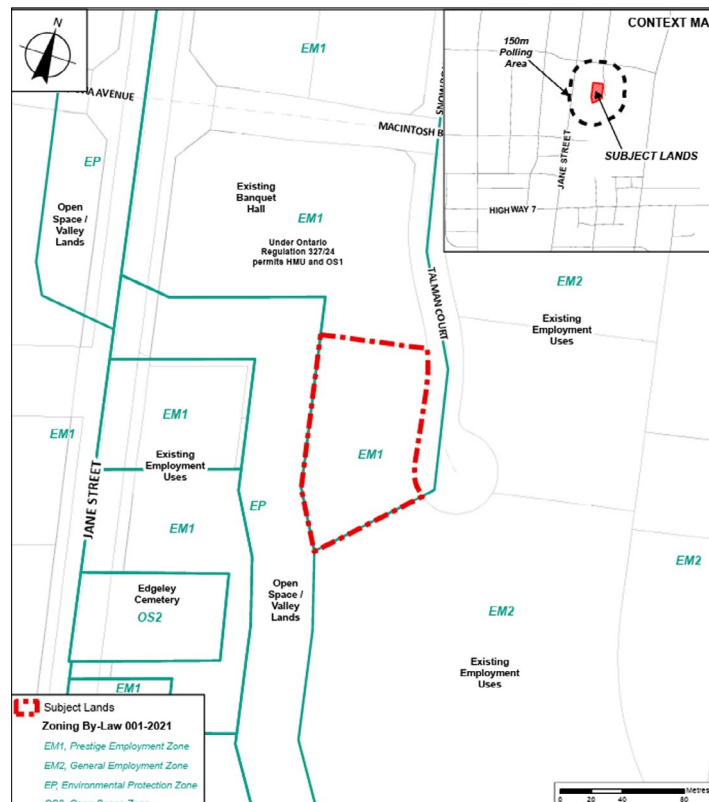
In December of 2023, MPAR applied to the City of Vaughan to convert the zoning for a site nearby at 8083 Jane Street through the federal Community Infrastructure & Housing Accelerator (CIHA). That proposal sought to transform the Jane Street site containing a conference centre and events facility into a mixed-use community by developing

two towers standing 50 and 60 storeys, The existing conference centre would be demolished and replaced with a new events centre (*See* *Supporting Expedited Approval*, *Novae Res Urbis GTHA*, Wednesday, January 3, 2024).

"This application (at 60 Talman Court) is really just an extension of that conversion that we were granted at 8083 Jane Street, but this time, through a different process—with the City of Vaughan directly this time," MPAR president **Matthew Rossetto** told *NRU*.

"This relates to furthering the infrastructure that's being put in place in terms of the rapid transit corridor, and obviously, the proximity to Vaughan Metropolitan Centre, and by extension, the TTC

CONTINUED PAGE 5 ■



Land use map showing the location of the site at 60 Talman Court in Vaughan where MPAR Developments is proposing to develop two mixed-use towers standing 50 and 55 storeys atop a shared four-storey podium. MPAR also owns the site directly to the north at 8083 Jane Street where it is proposing to develop two mixed-use towers standing 50 and 60 storeys. Much of the area surrounding the site is designated as "Employment Area". The developer is seeking an official plan amendment to re-designate the site at 60 Talman Court as mixed-use.

SOURCE: CITY OF VAUGHAN

CHANGING LANDSCAPE

■ CONTINUED FROM PAGE 4

subway station that's there now."

Vaughan Metropolitan Centre, located just to the south of the site, has been a hotbed of development in recent years, with several significant development applications in process in the area. One of these consists of a massive master-planned community at 3131 Highway 7 that would bring 17 mixed-use buildings to the site and more than 10,000 residential units (See: *"The Vision at Centre Ice", Novae Res Urbis GTHA, Wednesday, November 6, 2024*).

While the planning vision for the VMC establishes it as Vaughan's central growth hub, the planning for the nearby areas is still coming into focus as the City works towards establishing its latest official plan.

"The City of Vaughan is currently preparing the new Vaughan Official Plan 2025, which includes understanding the land uses that co-exist along Jane Street, while maintaining the city's employment area," **City of Vaughan** staff told *NRU*.

"The land at 60 Talman Court is currently designated as an employment area in the existing Vaughan Official Plan 2010. The development application is currently under review. A part of this exercise is assessing and evaluating the application's alignment with current land use policies."

The developer is treating both its 8083 Jane Street application and its 60 Talman Court application as "separate, but together", and with the sites neighbouring one another (Jane Street to the north, Talman to the south), there are opportunities to create new pedestrian connections through the area and to introduce a new public realm experience.

"We are certainly looking to combine the green space that's being provided at both the Talman and Jane Street sites, and we're going to essentially create a phasing plan for what is now

seven acres [between the two sites]," Rossetto said.

"We're providing 'whole communities' here in a sense that we're providing residents a combination of outdoor amenity space and pedestrian connections and walkways to engage the public."

MPAR is also currently proposing a mix of housing tenures on the Talman Court site, with one of the towers planned as a market condominium development and the other as a purpose-built rental tower.

A **Marriott**-licensed hotel proposed for the podium that would join the two towers would also accommodate a range of tenures, from high-end hotel stays to extended stay, with a restaurant component proposed to be attached to the hotel.

"We (MPAR) have been developing in Vaughan for more

than 30 years, and the landscape here has changed dramatically in that time," Rossetto said.

"This is just the beginning of what is an extremely unique time. There's no other place in the province or in the country that there is a brand new city centre to this extent, that is being built before our very eyes, and that's what has attracted us to continue to be part of this as well."

Vaughan committee of the whole received planning staff's information report on the proposed development on April 1, and the application is expected to be brought to city council for a final decision at a future meeting.

Rossetto is hopeful that once approved, the developer will be able to proceed to the site plan application phase, with an eye to getting construction underway by late-2026. 🌱

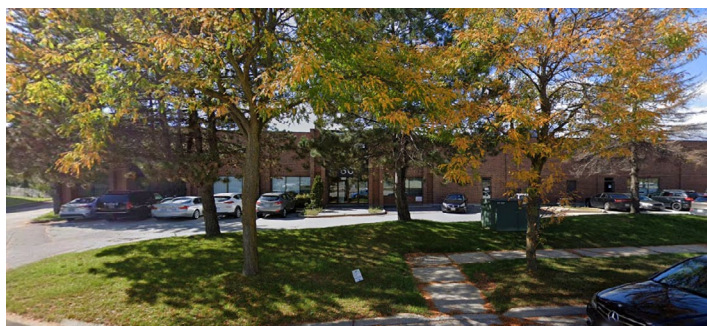


Photo image showing the site at 60 Talman Court as it appears today. MPAR Developments is proposing to develop two mixed-use towers standing 50 and 55 storeys atop a shared four-storey podium. Currently, the site accommodates a single-storey light industrial building containing warehouse and office uses. The existing building on the site would be demolished to make way for the new mixed-use development.

SOURCE: GOOGLE



Rendering of MPAR Developments' proposed two-tower mixed-use development for 60 Talman Court in Vaughan. The proposed development would bring two towers standing 50 and 55 storeys atop a shared four-storey podium. The towers would accommodate a total of 933 new residential units, while the four-storey podium of the building would accommodate a new hotel that would bring 200 new hotel rooms to the area.

SOURCE: CITY OF VAUGHAN
ARCHITECT: SVN ARCHITECTS + PLANNERS

FILLING IN THE GAPS



Lana Hall

The Town of Georgina is the latest municipality in southern Ontario to conduct a Housing Needs Assessment, which ultimately concluded that the town's supply of affordable and purpose-built rental housing has not kept pace with the demand for it, which is likely to continue growing as Ontarians flee larger urban centres in search of a lower cost of living.

On May 7, the Town of Georgina released the findings of its Housing Needs Assessment (HNA), designed to evaluate housing affordability and accessibility within the town and guide local housing policy and infrastructure investments as necessary. The assessment comes following the federal government's requirement that all communities with more than 30,000 residents must provide a HNA to be eligible for some federal funding programs, such as the Housing Accelerator Fund (HAF) and the Canada Community Building Fund (CCBF).

Georgina's assessment found that housing affordability is the most significant housing challenge in the town, affecting 23.5 per cent of local households. Of this group, renters experience this challenge the most

acutely, with 40.4 per cent reporting unaffordable housing conditions, compared to 19.6 per cent of homeowners. Part of this affordability problem stems from rental market pressures. Georgina has a shortage of purpose-built rental housing and lengthy wait times for subsidized rental units, leading to higher demand and limited options for low-income renters, according to the assessment.

Like many communities outside of large urban centres, Georgina's existing housing stock consists of predominantly single-detached homes, accounting for more than 83 per cent of all residential units. To accommodate anticipated growth, Georgina needs between 3,473 and 5,481 new units to be constructed, according to the needs assessment, including around 1,577 new apartment units, 1,494 new townhouses, and 3,771 new single-detached homes, according to the HNA's calculations.

"A lot of Georgina's housing stock was built during periods where home ownership was more strongly promoted and rental development was less common," says **Vink Consulting** principal **Cassandra Vink**, who consulted on Georgina's HNA.

"So a lot of the growth that happened since the 1980s aligns more with policy and market shifts that favoured single-detached homes rather than rental."

Vink says this is compounded by recent migration trends, which have seen more people moving from larger municipalities like Toronto, Aurora, and Newmarket to Georgina, in search of more affordable home ownership or rental options.

"People for sure have been seeking more single-detached homes, but I think it has also now increased the demand for rental housing," says Vink. "Likewise, it has also become known as more of a retirement destination, which is also increasing the demand for senior-friendly housing, which can include rental."

Increasingly, Vink says, Georgina is also seeing a larger number of seasonal workers, who might be looking for more affordable or temporary housing options.

Town of Georgina development services manager **Denis Beaulieu** tells *NRU* that a combination of logistical and economic challenges has also contributed to a deficit in purpose-built rental developments that would accommodate those shifting

demographics. The first is limitations in water and wastewater infrastructure in the town that would support more residential and commercial development. Water and wastewater facilities in Georgina are owned and operated by **York Region**, which is experiencing rapid growth in most of its municipalities.

"There's just a lot of pressure and demand on those limited resources at a regional level," says Beaulieu. "We have a lot of developments that have been approved in years past that have yet to break ground for whatever reason—economics, market conditions—but they're essentially holding onto a significant amount of servicing capacity that can't be given to any other development."

The second is a combination of forces not unique to Georgina that make it challenging to manage and finance any kind of development in the current market. These forces include land prices, high materials or labour costs, financing limitations and timeline uncertainty associated with municipal development application approval processes.

"Anecdotally, at least what we're hearing from those

CONTINUED PAGE 7 ■

IN BRIEF

[Oakville uptown core growth area review public information meeting postponed](#)

The **Town of Oakville** has postponed the Uptown Core Growth Area Review public meeting previously scheduled for May 14 from 6 to 8 pm at Oakville town hall until the end of June. The public open house on the South Oakville Residential Zoning By-law Review, scheduled concurrently for the same time and place, will proceed as scheduled.

[East Gwillimbury developing climate adaptation plan](#)

The **Town of East Gwillimbury** is developing a climate adaptation plan in response to impacts of changing weather

patterns. Town staff are defining actions that can be undertaken to mitigate future possible impacts of a changing climate on the town. Members of the public are invited to participate in an online survey on the Town's developing climate adaptation plan by visiting the Town website [here](#). To register to participate in a virtual community consultation session on East Gwillimbury's climate adaptation plan occurring online on Thursday, May 15 from 7 pm to 8:30 pm, please email environment@eastgwillimbury.ca.


[Welland undertaking ward boundary and council composition review](#)

The **City of Welland** has retained StrategyCorp to undertake a third-party

council composition and ward boundary review to determine how effectively existing ward boundaries represent Welland residents and to explore new options for redrawing the boundaries of the city's six wards. Members of the public are invited to participate in an online survey on the ward boundary review by visiting the City of Welland website [here](#) until Sunday, May 25.

[Brampton developing invasive species management strategy](#)

The **City of Brampton** is developing its first ever invasive species management strategy to protect its urban forests and natural heritage system by identifying and managing harmful invasive species. Brampton residents, community groups and

stakeholders are invited to participate in an online survey to provide ideas and input on what the City's priorities and challenges in managing invasive species in Brampton might be. To participate in the City of Brampton Invasive Species Management Strategy Community Survey, please visit the City website [here](#) until August 29. To learn more about invasive species in Brampton, please visit the City website [here](#). 

FILLING IN THE GAPS

■ CONTINUED FROM PAGE 6

landowners, those developers, those builders, is that market conditions and economic conditions are playing a huge factor in their ability to actually deliver the product," says Beaulieu.

The Town has a number of initiatives in place that could

help solve some of the deficits identified in the HNA. These include a financial incentive program for homeowners to develop additional residential units (ARUs) on their properties, a system for targeting priority servicing allocation for rental or

affordable housing projects, and an ongoing review to determine whether any Town-owned land could be used for rental or deeply affordable housing. The Town is also considering amending its zoning policies to facilitate higher-density development, and attempting to streamline development application approvals through a development tracking system and by delegating some approval authority to Town staff instead of council.

"One of the numerous

things that we're trying to tackle, at least so far as we can have some sort of influence over this, is to reduce the overall cost and get [developers] to a point where it makes sense financially so they can move forward," says Beaulieu. 

HUMAN SCALE INTENSIFICATION

CONTINUED FROM PAGE 1

mall structure to the north, west, and south would be demolished to enable redevelopment with 17 new buildings, both mixed-use and residential, that would accommodate as many as 4,500 new residential units.

Cadillac Fairview has been considering the site for redevelopment for some time, with its original application submission deemed complete by Markham planning staff in June of 2023. The proposal has gone through some substantial changes over the past nearly two years, with the developer submitting a revised application to the City in April of 2025.

“This is the largest shopping centre that we have in Markham. We don’t have a policy, per se, on mall redevelopment but there is

provincial policy that looks at utilizing properties like this for intensification that have under-utilized parking areas,” **City of Markham** mayor **Frank Scarpitti** told *NRU*.

“Markville Mall is one of Cadillac’s successful properties, and it’s a very active and successful mall. I don’t know that I would say it’s under-utilized but I’d say it certainly provides an opportunity to find efficiency in the land that is surrounding the mall. This is one of the largest land holdings and is part of the Markville secondary plan review that we’re doing, and this is a significant piece of that plan, so the opportunity here is

huge.”

The proposed redevelopment of the site has gone through some significant revisions since Cadillac Fairview’s original 2023 submission, notably with respect to proposed building heights and how the development would interact with uses surrounding the site.

The revisions process was a somewhat lengthy one, in part due to the fact that concurrently, Markham has been in the midst of reviewing its Markville secondary plan, which will guide how development will occur in this area of the city.

“In my opinion, Cadillac Fairview has been a very open and patient corporate citizen throughout this entire process, but I think they are also eager to see an end to this process,” **Malone Given Parsons** principal **Lincoln Lo**

told members of Markham development services committee during a special meeting on April 22.

“There has been a lot of careful consideration of locating the tallest buildings away from the existing community, and there’s an understanding that the proposed heights and density and land use program is very much in line with other key development areas in the city. As a planner that is based in Markham, I have had many projects in all of those key areas, and I can say that I don’t think this development is out of place with anything that has been reviewed or approved in those other areas. This proposes good planning. It represents a high-density mixed-use development in an identified intensification area, in a key development area, in a

CONTINUED PAGE 9

Aerial image showing the location of the site at 5000 Highway 7 in Markham where CF Markville Nominee is proposing a massive mixed-use development that would bring 17 new buildings to the site. The site is currently occupied by Markville Mall, a Cadillac Fairview property. The developer is proposing to retain the existing mall but to demolish the surface parking lots on the north, west and south areas of the site to make way for the new mixed-use and residential buildings that would bring as many as 4,500 new residential units to the site.

SOURCE: CITY OF MARKHAM



HUMAN SCALE INTENSIFICATION

■ CONTINUED FROM PAGE 8

PMTSA, and is a stone's throw from a huge regional mall. If high-density is not a fit here, then I'm not really sure where in the city it would be a fit."

Mayor Scarpitti has been more than hands-on when it comes to the redevelopment proposal and has led a push for a number of revisions that start with a reduction in building heights from the initially proposed 45-storey maximum height down to a maximum of 39 storeys.

Additionally, Cadillac Fairview's initial proposal included a large above-ground parking structure to be located along Highway 7 at the south end of the site where the greatest building heights are proposed. That parking structure has been removed in the revised plan and replaced with a 15-storey residential building.

"You can dress these (parking structures) up nowadays, but it becomes kind of sterile as far as the interface with Highway 7, so that has been removed and replaced with a 15-storey residential building," Scarpitti said.

"In our latest round of discussions, I said that this building is 15 storeys top to bottom but we need to make it more human scale. This latest revision introduces stepbacks

at eight storeys so that this isn't just a slab building. So it's creating a much better urban landscape along Highway 7."

The focus on "human scale" and a better urban landscape is evident throughout the proposal, with the developer proposing the smallest of the buildings for the northwest of the site, fronting Bullock Drive, across the road from which is a low-rise residential neighbourhood. One of the three new public parks proposed for the site would be located to the east of three six-storey buildings here, directly across the road from the low-rise residential neighbourhood.

On the opposite side of the site, at the southeast corner, the largest of the buildings are proposed, standing 37 and 39 storeys in height. Mayor Scarpitti pushed to have these two buildings serve as a "gateway" or "entrance" into the site.

"I think it's critically important that this not only be integrated, but also not be just for the people who live there. So when you walk by or drive by or take transit, this is a place where you want to stop and be part of the community, even if the mall wasn't there," Scarpitti said.

"From that corner, right across from Highway 7, that

was a major change that I wanted; to create a beautiful entrance and boulevard. With the introduction of podiums and having a bigger boulevard with potential restaurants and creating this wonderful entrance into not only the mall, but the future residential community, it gives a real strong sense of place."

Located within a PMTSA, the proposed development will be transit-oriented, with access to the future bus rapid transit (BRT) corridor planned along Highway 7, with connections to the Stouffville GO rail line and local bus transit.

Overall, Scarpitti says he is pleased with the revisions that Cadillac Fairview has made to its proposal, and is optimistic that this project could serve as a benchmark for mall developments not only in the GTHA, but across Canada and beyond.

"There's a lot that we have now that provides a very strong foundation and I've made it very clear to Cadillac Fairview that I want this to be the best redevelopment of a shopping

centre anywhere in North America," Scarpitti said. "With this latest iteration, I've fought for some of these changes to be made, and to their credit, they have incorporated some nice things. With these additions and revisions, it lays a good foundation for this to be one of the best redevelopments of a shopping centre in North America, given the context of what we have. We're fortunate to have Cadillac Fairview, who has a reputation they want to keep intact, and they have agreed that they want this to be a great example of that." 🌱



GWD
Gagnon Walker Domes
PROFESSIONAL PLANNERS

Project Management
Feasibility Studies
Pre-Application Consultation
Official Plan and Zoning By-laws

Site Design & Site Plan Approval
Plans of Subdivision
Land Division & Minor Variances
Ontario Land Tribunal

CONTACT US

7685 Hurontario Street, Suite 501 Brampton, Ontario L6W 0B4
Toll Free: 1 (855) 771-7266
www.gwdplanners.com

COMMITTEE AGENDAS



DURHAM

Approval recommended for Courtice subdivision

At its May 12 meeting, **Clarington** Planning & Development Committee considered a [staff report](#) recommending approval of rezoning and draft plan of subdivision applications by **Tribute (Prestonvale) Limited** for 1246 Prestonvale Road. The applicant proposes to develop the 31.63-hectare Prestonvale Road site with 274 single-detached dwellings and 128 street townhouses. The proposed subdivision also includes a part block for a future school, a park, two stormwater management ponds, and streets.

Clarington Waterfront Strategy update

At its May 12 meeting, **Clarington** Planning & Development Committee considered a [staff report](#) providing an update on the first comprehensive Waterfront Strategy update since 1992. The updated strategy aims to guide recreation, environmental protection, and land development along the municipality's 34-kilometre Lake Ontario shoreline. Since 1992, public ownership of

waterfront lands has increased from just three per cent to over 30 per cent. The new Waterfront Strategy will create a strategic framework for managing the waterfront over the next 25-30 years.

Courtice Waterfront and Energy Park Secondary Plan proposed

At its May 12 meeting, **Clarington** Planning & Development Committee considered a [statutory public meeting report](#) regarding a proposed new Courtice Waterfront and Energy Park Secondary Plan. The proposed secondary plan would establish a new waterfront community in Clarington featuring a waterfront park west of Courtice Shores Drive, and a protected employment area east of Courtice Shores Drive. The secondary plan has been revised from a previous version presented to council in June 2022 to respond to provincial policy changes and shifts in the local context.

Soper Springs Secondary Plan proposed

At its May 12 meeting, **Clarington** Planning & Development Committee considered a [statutory public meeting report](#) regarding a proposed new Soper Springs Secondary Plan. The proposed secondary plan area is 184 hectares in size, generally

bounded by the Bowmanville urban boundary to the north, Liberty Street North to the west, Concession Road 3 to the south, and Lambs Road to the east. The secondary plan would guide the development of a compact, complete, connected, and walkable community in Bowmanville that is interconnected with the natural environment.



HALTON

Burlington preferred ward boundary option recommended

At its May 12 meeting, **Burlington** Committee of the Whole considered a [staff report](#) recommending that council approve ward boundary Final Option 1 as recommended by the City's consultant **Watson & Associates Economists** as part of the [2024/2025 Council Composition and Ward Boundary Review](#). The recommended Final Option 1 is described as a "minimal change" option that provides a ward boundary map that is familiar to residents while also addressing some shortfalls of the existing ward boundary design.

Bronte Creek Meadows OPA recommended

At its May 12 meeting,

Burlington Committee of the Whole considered a [staff report](#) recommending approval of a City-initiated official plan amendment (OPA) to implement policy outcomes from the Bronte Creek Meadows Area-Specific Planning Project. The proposed OPA applies to lands south of Upper Middle Road, west of Burloak Drive, north of Mainway, and east of Sheldon Creek, lands which are under the ownership of a single landowner. The OPA would establish a community structure based on protected natural heritage features and organized into districts, accommodating a multi-modal transportation network and a mix of residential and non-residential uses. Approximately 16,000 new residents, 9,000 new housing units, and 3,600 new jobs are contemplated for the area at full build-out.

Downtown Burlington tower proposed

At its May 12 meeting, **Burlington** Committee of the Whole considered a [statutory public meeting report](#) regarding official plan and zoning by-law amendment applications by **Old Lakeshore Development Inc.** for 2083 Old Lakeshore Road. The applicant proposes to develop a 27-storey mixed-use building containing 418 square metres

CONTINUED PAGE 11 ■

COMMITTEE AGENDAS

■ CONTINUED FROM PAGE 10

of retail space at grade and 196 residential units above. Burlington city council has already approved two other tall building applications by Old Lakeshore within the block to the east of this development site, and the developer has proposed a fourth tall building for the site immediately to the west. Staff are continuing to process Old Lakeshore's applications for the site at 2083 Lakeshore Road, which shall involve a determination of potential streetscape enhancements to Lakeshore Road to implement the design principles and guidelines of the Burlington downtown streetscape design.

Approval recommended for amended Downtown Burlington development

At its May 12 meeting, **Burlington** Committee of the Whole considered a [staff report](#) recommending approval of a rezoning application by **409 Brant Street Limited** for 401-413 Brant Street, 444-450 John Street, and 2002-2012 James Street. The site was previously approved for an 18-storey mixed-use development. The applicant proposes minor revisions to the previous approval, including reduced parking standards and parking

space dimensions, a minor increase to overall building height, and reduced setbacks to the parking structure.



PEEL

Approval recommended for Bramalea townhouses

At its May 12 meeting, **Brampton** Planning & Development Committee considered a [staff report](#) recommending approval of official plan and zoning by-law amendment applications by **2391057 Ontario Inc.** for 0 Father Tobin Road and 10819 & 10833 Bramalea Road. The applicant proposes to develop six blocks of three-storey stacked and back-to-back townhouses, totalling 131 dwelling units.

Approval recommended for 2-tower development near Brampton GO

At its May 12 meeting, **Brampton** Planning & Development Committee considered [staff report](#) recommending approval of applications by **Amdev Property Group** to amend the Downtown Brampton

Secondary Plan, and for a zoning by-law amendment for 17-29 Mill Street North and 53 Nelson Street West. The applicant proposes to develop two towers of 45 and 48 storeys, containing 834 square metres of non-residential space and 915 residential units.

Approval recommended for Downtown Brampton tower

At its May 12 meeting, **Brampton** Planning & Development Committee considered a [staff report](#) recommending approval of applications by **Blackthorn Development Corporation** to amend the Downtown Brampton Secondary Plan and for a zoning by-law amendment for 55-65 Park Street. The applicant proposes to develop a 30-storey residential tower containing 240 dwelling units.

New Brampton comprehensive zoning by-law proposed

At its May 12 meeting, **Brampton** Planning & Development Committee considered a [staff report](#) presenting information about the City's proposed new Comprehensive Zoning By-law, which would apply City-wide except for the lands in the Brampton GO Major Transit Station Area and the Main Street North Development Permit System area.



YORK

Approval recommended for Jefferson subdivision

At its May 7 meeting, **Richmond Hill** Committee of the Whole considered a [staff report](#) recommending approval of rezoning and draft plan of subdivision applications by **Jefferson Heights Estates Ltd.** for 12, 24 & 36 Beech Avenue and 319 Harris Avenue. The applicant proposes the development of 14 semi-detached dwellings and 37 townhouses, as well as blocks for open space and environmental protection. 🌱

OLT NEWS

SETTLEMENT APPROVED FOR HAMILTON MOUNTAIN DEVELOPMENT

In a May 7 decision, OLT Member **Kurtis Smith** allowed an appeal, in part, by **Zest (Town Square) Developments Inc.** and **Zest Communities Inc.** against the **City of Hamilton's** failure to make a decision on its official plan and zoning by-law amendment applications for 393 Rymal Road West.

In July 2020, Zest submitted official plan and zoning by-law amendment applications to the City of Hamilton to facilitate the intensification of underutilized areas of the existing St. Elizabeth's Village community. The proposal would have accommodated 1,251 new residential units, including a 200-bed addition to the existing retirement home on the site and a mix of new townhouses and mid- and high-rise buildings ranging

from four to 12 storeys.

In May 2023, Zest withdrew its official plan amendment application, and scoped its development proposal to a 4.26-hectare area in the northeastern corner of the site. A revised proposal for this block sought to develop 430 dwelling units in the form of townhouses and four-to-six-storey buildings, as well as 2,024 square metres of retail and office space fronting onto Rymal Road West.

The City did not make a decision on Zest's rezoning application and in June 2024, the developer appealed to the OLT. Subsequently, Zest and the City reached a settlement of the appeals based on the 430-unit development concept Zest had submitted as a revision in May 2023. The Tribunal held a settlement hearing and heard evidence from planner **Sarah Knoll (GSP Group)** in support of the proposed development.

The Tribunal accepted Knoll's uncontested planning evidence and allowed the appeal, in part, approving the zoning by-law amendment in the form attached to the decision.

Solicitors involved in this decision were **Isaiah Banach** and **Jessica Chen (Dentons)** representing Zest (Town Square) Developments Inc. and Zest Communities Inc. and **Melanie Benedict** and **Patrick MacDonald** representing the City of Hamilton. [See OLT Case No. [OLT-24-000663](#).] 🌸

HAVE A STORY TIP OR
IDEA RELATED TO YOUR
MUNICIPALITY?

Send an email to pressrelease@nrupublishing.com



The FCC Canada logo, with "FCC" in a large, bold, sans-serif font and "Canada" in a smaller font below it.

125 YEARS
UNITED TO YOU

WE ARE HIRING

FCC Canada, Ltd. is looking for a Senior Permits, Licenses, Approvals, and Agreements Coordinator to be assigned in Pope Tunnel Underground Stations project. Apply now and contribute to building a better, faster, and more connected Toronto!

Qualifications: Minimum of 8-10 years of work-related experience. Sound knowledge of regulatory requirements, third-party permits, and approval processes, as well as environmental and property approvals pertinent to large projects.

Send your application to:
tc.canada@fccco.com
careers@pncjv.ca

A wide-angle architectural rendering of a modern, multi-story building with a glass facade and a large, curved, metallic-looking structure. People are walking on the sidewalk in front of the building, and a white car is parked on the street. The sky is blue with some clouds.

www.fccco.com

PEOPLE

Prime Minister **Mark Carney** swore in his new cabinet yesterday in a ceremony at Rideau Hall, comprising 28 ministers and 10 secretaries of state. The new GTHA-based appointees are as follows:

- Markham—Thornhill member of parliament (MP) **Tim Hodgson** is appointed Minister of **Energy and Natural Resources**;
- Brampton Centre MP **Shafqat Ali** is appointed president of the **Treasury Board**;
- Oakville East MP **Anita Anand** is appointed Minister of **Foreign Affairs**;
- Brampton East MP **Maninder Sidhu** is appointed Minister of **International Trade**;
- Mississauga—Streetsville MP **Rechie Valdez** is appointed Minister of **Women and Gender Equality** and secretary of state for small business and tourism;
- Brampton North—Caledon MP **Ruby Sahota** is appointed secretary of state for combatting crime;

- Burlington North—Milton West MP **Adam van Koeverden** is appointed secretary of state for sport.


Toronto-based appointees to cabinet will be noted in this Friday's Toronto Edition.

City of Cambridge city manager **David Calder** has announced that he will be stepping down from the role, effective September 1, 2025. Calder has served as Cambridge city manager since September 2019.

The **County of Prince Edward** has appointed **Adam Goheen** as its interim chief administrative officer (CAO) following the April 30 departure of previous Prince Edward County CAO **Marcia Wallace**, who served in the role for five years. Goheen, who joined the County in July 2020 as director of operational services, was appointed Prince Edward County director of housing in January 2024. Goheen will serve in the interim CAO role until a permanent CAO has been hired.

The Parson Centre for Progressive Policy, based in Ottawa, has appointed former member of parliament for Oakville North—Burlington and former **Town of Oakville** councillor **Pam Damoff** as its new chief executive officer (CEO). The Pearson Centre is a national think tank that promotes centrist and progressive public policy that combines social responsibility with economic success.

The Transportation Association of Canada (TAC) announced the 2025 winners of its volunteer recognition and young professional awards. Among this year's winners were two individuals who do work in the GTHA. **City of Hamilton** director of transportation and parking **Brian Hollingworth** was recognized by TAC with a 2025 distinguished service award in appreciation of his more than 20 years of tangible contributions to TAC's mission and the Canadian transportation sector. Prior to his tenure since 2018 with the City of Hamilton,

Hollingworth worked for **IBI Group** for over two decades in Toronto, where he was among the first transportation consultants to integrate sustainability into transportation master plans, area plans, parking studies, and development proposals, a practice that is standard now, but was heralded as novel, even controversial, in early days. **Parsons** AI & innovation lead for North American infrastructure **Daniel Weng** was awarded a TAC grant for young innovators in transportation. Weng's co-leadership developing a new transportation data plan and governance framework for the **City of Mississauga** demonstrated his talent for systems applications and design thinking to support organizational transformation. 

Ministry of Transportation**Ministère des Transports**

Office of Assistant
Deputy Minister
Transportation Infrastructure
Management Division

Bureau du sous-ministre adjoint

Division de la gestion de
l'infrastructure de transport

7th Floor, Suite 700
777 Bay Street
Toronto ON M7A 1Z8

7^e étage, bureau 700
777, rue Bay
Toronto ON M7A 1Z8

Tel: 416-327-8790

Tél : 416-327-8790

May 12, 2025

Jane Clohecy
Chief Administrative Officer
Town of Oakville
1225 Trafalgar Road
Oakville, ON L6H 0H3
jane.clohecy@oakville.ca

Dear Jane Clohecy:

Thank you for your letters about the on-going request to revisit the need for a transit station in the Neyagawa Boulevard and Highway 407 area in Oakville. The Ministry of Transportation (MTO) has considered the requests and would like to provide the following comments.

MTO undertook a review after initial data and information was provided by the Town of Oakville (the Town) in the fall of 2024. After an internal assessment and in consideration of the current status of the 407 Transitway project, the ministry has re-confirmed the 2020 Environmental Assessment decision that a future transit station along the Highway 407 corridor at the Neyagawa partial interchange is not warranted.

As you are aware, Metrolinx is developing the 2051 Regional Transit Plan (RTP) and is also looking at the "East-West High-Order Transit Corridor," which is a conceptual project included in *Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe* ([Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe | ontario.ca](https://www.ontario.ca/government/publications/connecting-the-ggh-a-transportation-plan-for-the-greater-golden-horseshoe)).

.../2

This East-West High-Order Transit Corridor is part of the province's 2051 transit network vision, and it includes a higher-order transit route adjacent to the Highway 407 corridor through Halton and Oakville. With this on-going planning work, combined with the detailed technical work completed during the 407 Transitway Environmental Assessment (EA), the ministry is of the view that the current assessment showing stations at Bronte Road and Trafalgar Road as adequate to service a fully developed Neyagawa Urban Core based on all ridership potential for the overall Oakville and Highway 407 areas.

MTO continues to support all future development outside the designated transit corridor, protected under the Public Transportation and Highway Improvement Act (PTHIA). In addition, I would like to note that the ministry, as a commenting agency for land use planning applications under the Planning Act, welcomes pre-consultation with our staff who can provide support as part of the municipal land use planning and land development review process.

The 407 Transitway team is currently working to schedule a meeting with project staff at the Town of Oakville to discuss this further and answer questions the Town may have. If you have any further questions, please contact Malvika Rudra, Director of the Major Infrastructure Projects Branch, at Malvika.Rudra@ontario.ca, or (289) 407-7693.

Sincerely,



Eric Doidge
Assistant Deputy Minister

c: Alain Beaulieu, Chief Engineer
Malvika Rudra, Director, Major Infrastructure Projects Branch

Town Clerks

From: AMO Education <events@amo.on.ca>
Sent: Wednesday, May 14, 2025 4:00 PM
To: Town Clerks
Subject: [EXTERNAL] New Workshop: Trauma and Violence Informed Decision Making for Elected Officials

Follow Up Flag: Follow up
Flag Status: Completed



Trauma and Violence Informed Decision Making for Elected Officials

AMO Education is pleased to be offering this new workshop to support members in facing challenging and complex issues impacting communities.

Addressing issues such as domestic violence, homelessness, mental health, addiction, accidents, and more requires insight and understanding of the core principles of trauma and violence informed (TVI) decision-making.

Why would this insight matter to municipal elected officials? Decision making with understanding leads to policy making that prioritizes the emotional, physical and cultural safety of those affected by traumatic events and circumstances including constituents, municipal staff, and you.

This two-part workshop will cover the basics of TVI, and challenge attendees to think about key issues relating to municipal decision-making contexts. Attendees will work on specific cases where TVI thinking and strategies can be applied in examples such as civic space planning, assessing municipal housing bylaws and policies, and safe community initiatives.

[Register today.](#)

Workshop Dates: May 28 & June 5 | 10:00 AM - 1:00 PM (ET)

- **\$415 +HST** (Individual registration only. For group rates, contact events@amo.on.ca)
- **Cancellation Fee: \$75 +HST**

Contact: events@amo.on.ca

2025 Membership Special Offering

AMO has grown its education offerings, recognizing this, for 2025 we are offering half price registration fees for all workshops above the first two registration. If you are eligible contact Lora Tigno at ltigno@amo.on.ca

Inquires: events@amo.on.ca

*Disclaimer: The Association of Municipalities of Ontario (AMO) is unable to provide any warranty regarding the accuracy or completeness of third-party submissions. Distribution of these items does not imply an endorsement of the views, information or services mentioned.

Association of Municipalities of Ontario

To unsubscribe, please| [Opt Out](#)

155 University Ave Suite 800 | Toronto, ON M5H 3B7 CA

Town Clerks

From: AMO Watchfile <amo@amo.on.ca>
Sent: Thursday, May 15, 2025 10:01 AM
To: Town Clerks
Subject: [EXTERNAL] AMO Watchfile - May 15, 2025



May 15, 2025

In This Issue:

- AMO releases *Engaging Youth in Local Democracy* report.
- AMO resources to support your classroom engagement.
- New Health and Safety Water Stream fund.
- Nominations open for Medal of Distinction in Public Administration.
- One spot remaining for AMO Rural Healthy Democracy Forum!
- AMO 2025 Conference - Ontario's premier municipal event.
- MMAH has opened its Request for Delegations for AMO 2025 - Now open.
- Showcase your innovation - Submit your projects for the PJ Marshall Awards.
- Before you know it, it's August! AMO 2025 Conference trade show selling out fast!
- Teeny Tiny Summits 2025 - Don't miss these important community building events.
- Virtual Net-Zero Workshop is one month away.
- RailCan proximity survey live until June 1.
- Humber Polytechnic Emergency Management Symposium - June 6, Toronto.
- Ontario Bike Summit.
- Net-Zero Communities Accelerator Program coming to Ontario.
- Careers.

AMO Matters

Improving the health of local democracies requires a renewed focus on engaging young people in our communities. Through AMO's Healthy Democracy Project and in partnership with Apathy is Boring, we've developed a new [Engaging Youth in Local Democracy](#) resource that will help you learn how to better engage youth in your communities with actionable strategies and tactics for elected officials, municipalities, and public sector organizations.

[AMO's Municipal Rep Day program](#) provides AMO's members with a set of resources they can use when visiting classrooms in their communities. Resources and guides for teachers and elected officials can support a productive and engaging visit with students and help ignite interest in local government with future voters and community leaders.

Provincial Matters

Intake is open for Ontario's new Health and Safety Water Stream fund to help municipalities and First Nations build, repair and expand aging water infrastructure. [Apply now!](#)

Nominations are open for the Lieutenant Governor's Medal of Distinction in Public Administration, Ontario's highest honour for public service. [Nominate a colleague](#) from your municipality by June 27,

Education Opportunities

Partnering with the Rural Ontario Municipal Association (ROMA), AMO's Rural Healthy Democracy Forum will bring together municipal and sector leaders, academics and experts for insightful discussions on the state of democracy in rural Ontario. [Register today](#) for the only remaining spot!

AMO's 2025 Annual Conference is back in Ottawa. In this unprecedented time, coming together with municipal, provincial and key sector partners is more important than ever. [Register for AMO 2025](#) and [book your accommodations today](#).

Delegation meetings with Cabinet Ministers are a key feature of the AMO Conference experience. These meetings are a unique opportunity for your council to engage with Ministers, Parliamentary Assistants and senior Ontario Government officials on local matters that impact your municipality. [Request your delegation meetings now](#). A reminder that the Ministry of Municipal Affairs and Housing is your contact for the delegation meetings.

The Peter J. Marshall Municipal Innovation Award celebrates municipal governments in Ontario showcasing innovation in approaches to services, facilities, and infrastructure better for Ontarians. View full details [here](#).

Connect with over 3,000 of Ontario's municipal leaders representing Ontario's 444 municipalities and a \$68 billion sector at the AMO 2025 Conference in Ottawa this August. Click [here](#) to download the Exhibitor Package and [here](#) for the Sponsorship Package. Limited space available.

ROMA in partnership with the Minister of Rural Affairs, are happy to share the 2025 Teeny Tiny Summit line-up. These compelling events are designed with innovation in mind for Ontario's rural communities. Registration and information is available for the Summit in [Strathroy-Caradoc - June 18](#).

LAS

LAS' virtual net zero workshop is only a month away. Mark June 18 in your calendar to discover how you can cut energy costs, boost savings and incorporate low carbon initiatives in your municipal buildings. [Register today](#).

Municipal Wire*

The Railway Association of Canada is asking municipalities to [complete a survey](#) on the modernization of the proximity guidelines of land close to railway operations. More information on the [RailCan website](#).

Join [Humber Polytechnic Broadcast-Broadband Convergence B²C Lab](#) in a one-day free informational symposium on June 6 to present emerging emergency communications technologies using the ATSC 3.0 broadcast communications system. There are new solutions using broadcast that can bolster risk mitigation strategies for municipalities while offering enhanced capabilities. [Register today!](#)

The [Ontario Bike Summit](#), Canada's largest cycling and active transportation conference, will be in Windsor from May 27-29. Be inspired by success stories including enhancing infrastructure and design, citizen safety and economic development.

Small and mid-sized Ontario municipalities are invited to [submit an expression of interest](#) to participate in Quest Canada's Net-Zero Communities Accelerator program by June 13.

Careers

[Two Senior Advisor Roles - Association of Municipalities of Ontario \(AMO\)](#). Closing Date: May 23, 2025.

[Manager, Parks and Outdoor Recreation - City of Kingston](#). Closing Date: May 14, 2025.

[Manager, Affordable Housing - City of Kingston](#). Closing Date: June 1, 2025.

[Chief Administrative Officer - Town of Kapuskasing](#). Closing Date: June 2, 2025.

[Manager of Communications - City of Orillia](#). Closing Date: May 30, 2025.

About AMO

AMO is a non-profit organization representing almost all of Ontario's 444 municipal governments. AMO supports strong and effective municipal government in Ontario and promotes the value of municipal government as a vital and essential component of Ontario's and Canada's political system. Follow [@AMOPolicy](#) on Twitter!

AMO Contacts

[AMO Watchfile](#) Tel: 416.971.9856

[Conferences/Events](#)

[Policy and Funding Programs](#)

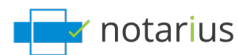
[LAS Local Authority Services](#)

[MEPCO Municipal Employer Pension Centre of Ontario](#)

[ONE Investment](#)

[Media Inquiries](#)

[Municipal Wire, Career/Employment and Council Resolution Distributions](#)



*Disclaimer: The Association of Municipalities of Ontario (AMO) is unable to provide any warranty regarding the accuracy or completeness of third-party submissions. Distribution of these items does not imply an endorsement of the views, information or services mentioned.

Association of Municipalities of Ontario (AMO)

To unsubscribe, please [Opt Out](#)

155 University Ave Suite 800 | Toronto, ON M5H 3B7 CA

This email was sent to townclerk@oakville.ca.

To continue receiving our emails, add us to your address book.

Town Clerks

From: AMO Education <events@amo.on.ca>
Sent: Thursday, May 15, 2025 1:01 PM
To: Town Clerks
Subject: [EXTERNAL] AMO Strategic Leadership Workshops

Follow Up Flag: Follow up
Flag Status: Completed



Revitalize Your Leadership

Elected municipal officials are facing many pressures, including: provincial interventions, lack of council cohesion, concerns about ethical behaviour, the challenges of municipal stewardship, relations with municipal staff, the demands placed upon you by constituents – and more!

The pressure is real and we are here to support you with these two important leadership workshops:

1. Strategic Thinking, Planning, and Leading, June 4, 10:00am – 1:00pm

This workshop will explore various aspects of leadership and actions you can utilize to support you in your demanding role, including tactics and strategies on:

- Stewardship
- Strategic Planning
- Fiscal Sustainability

[Register for Strategic Thinking, Planning and Leading today.](#)

2. The Value of Community Engagement: Insights and Approaches, June 25, 10:00am – 1:00pm

This important workshop will help you demystify and better communicate a number of key municipal responsibilities to your community. Budget and strategic planning are great internal exercises, but there can be significant fallout if your constituents and community members don't understand their purpose or what goes into developing local plans and strategies. This session explores the importance of and options to

community engagement and how your leadership is the key ingredient to meaningful and impactful community engagement.

[Register for Community Engagement today.](#)

Workshop Information:

1. Strategic Thinking, Planning and Leading: June 4, 10:00am - 1:00pm
2. The Value of Community Engagement: Insights and Approaches, June 25, 10:00am – 1:00pm

- \$485 +HST per session (Individual registration only. For group rates, contact events@amo.on.ca)
- \$75 +HST cancellation fee

Contact: events@amo.on.ca

Inquires: events@amo.on.ca

*Disclaimer: The Association of Municipalities of Ontario (AMO) is unable to provide any warranty regarding the accuracy or completeness of third-party submissions. Distribution of these items does not imply an endorsement of the views, information or services mentioned.

Association of Municipalities of Ontario

To unsubscribe, please| [Opt Out](#)

155 University Ave Suite 800 | Toronto, ON M5H 3B7 CA

Town Clerks

From: AMO Policy <policy@amo.on.ca>
Sent: Thursday, May 15, 2025 6:07 PM
To: Town Clerks
Subject: [EXTERNAL] AMO Policy Update - Provincial Budget Priorities

Follow Up Flag: Follow up
Flag Status: Completed



Policy Update - Provincial Budget Priorities

This afternoon, Ontario's Minister of Finance introduced the 2025 Ontario Budget, [A Plan to Protect Ontario](#).

Today's budget paints a challenging economic outlook for the province with much larger deficits and lower housing starts now projected over the coming years. While we're facing significant economic uncertainty, the government's plan is a solid first step in addressing the challenges posed by U.S. tariffs.

AMO has been working hard to help its members understand how the rapidly changing economic landscape will impact municipalities. We recently released a [2025 Pre-Budget Update](#) building the case for strategic investments in municipal infrastructure and social housing to stimulate the economy in the short-term and support long-term economic productivity. We look forward to working with the provincial government to bring this message to federal leaders.

We are pleased that today's budget includes some important actions for our communities, particularly through new investments in infrastructure, economic development and primary care. However, these uncertain times have only escalated the need to address long-standing municipal priorities. AMO remains committed to our urgent call to revisit the provincial-municipal fiscal framework with the provincial government.

"In the face of global economic and political uncertainty, municipalities stand united with provincial and federal governments. Today's provincial budget investments in critical water infrastructure and industries impacted by tariffs are an important first step in helping Ontario weather the current economic storm. AMO and municipalities are ready to work together to advance solutions that will save jobs in the short-term while building

enduring economic prosperity across the province” – Robin Jones, President of the Association of Municipalities of Ontario (AMO)

Budget Highlight: Responding to Trade and Tariff Uncertainty

- A new \$40M Trade-Impacted Communities Program (TICP) to help communities and local businesses disproportionately affected by the trade and tariff uncertainty
- A range of investments to diversify Ontario’s economy and support local economic development. Highlights include:
 - An additional \$600M for the Invest Ontario Fund to create jobs and attract investment
 - \$1.3B over three years to enhance and expand the Ontario Made Manufacturing Investment Tax Credit
 - \$50M over three years to create the Ontario Together Trade Fund (OTTF) to help local businesses develop new markets and re-shore critical supply chains
- Investing in skills training to improve Ontario’s labour market, including:
 - An additional \$1B over three years for the Skills Development Fund
 - \$20M to mobilize new training and support centres for laid-off workers, including those impacted by U.S. tariffs
 - An additional \$50M for the Better Jobs Ontario program, including a fast-track stream for job seekers in trade-impacted sectors

Budget Highlight: Infrastructure & Housing

- Additional \$400M through the Municipal Housing Infrastructure Program (MHIP) and the Housing Enabling Water Systems Fund (HEWSF) to build the local infrastructure needed to enable new housing
- \$50M over five years through Invest Ontario to grow capacity in modular housing construction
- Up to a further \$5B in funding to the Building Ontario Fund (BOF) to co-invest in priorities like municipal infrastructure, long-term care, energy infrastructure, and affordable housing
- Increasing annual funding for the Connecting Links Program from \$30M to \$45M to support municipalities to maintain critical road infrastructure

Other Commitments of Interest

- Reconfirming the additional \$50M increase to the Ontario Municipal Partnership Fund, bringing the total envelope to \$600M by 2026
- Confirming the previously announced \$20M over two years through the Rural Ontario Development program
- Investing in police training and equipment, including \$1B to expand and renovate two training facilities, \$57M for two new police helicopters, and \$6M through the Preventing Auto Theft Grant

- \$300M over four years to support Primary Care Teaching Clinics, increasing Primary Care Action Plan investments to \$2.1B
- Adding \$260M over three years in the Learn and Stay Grant to increase the number of health care professionals in underserved communities
- Making the cut to the Gasoline and Fuel Tax rate permanent. This should not impact the portion of the Gas Tax that is allocated to municipalities for public transit
- \$500M in a new Critical Minerals Processing Fund to provide strategic financial support for projects that will accelerate the province's critical minerals processing capacity

An online version of this Policy Update is available on the [AMO Website](#).

*Disclaimer: The Association of Municipalities of Ontario (AMO) is unable to provide any warranty regarding the accuracy or completeness of third-party submissions. Distribution of these items does not imply an endorsement of the views, information or services mentioned.

Association of Municipalities of Ontario

To unsubscribe, please| [Opt Out](#)

155 University Ave Suite 800 | Toronto, ON M5H 3B7 CA

May 13, 2025

To all Ontario Municipalities, AMO, ROMA and FCM:

Re: Bill 5 - Risks to your communities and support requested

As Mayor of the Municipality of Chatham-Kent, I am sharing this motion to bring to your attention the potential risks to your communities and ask for your support to oppose this approach. The following motion was approved yesterday, May 12, 2025:

“Whereas 29831 Irish School Road in the Municipality of Chatham-Kent is a property approximately 800 metres from the Town of Dresden;

And Whereas the property contain small fill areas used for historic local landfill purposes, and the property has never been properly studied or zoned for any significant landfilling use;

And Whereas the current property owners are attempting to create a new recycling and landfill facility for millions of tonnes of waste, which would result in hundreds of trucks travelling through towns and communities in the area;

And Whereas this approach has been strongly opposed by Council, the Community, neighbouring Indigenous Nations and many other voices, due to impacts to the environment, our homes, the safety of our families and children, and the fabric of our communities;

And Whereas the Provincial government has proposed Bill 5, which includes a section removing the obligation for a full Environmental Assessment for this new landfill and recycling facility;

And Whereas if this limited, historic local landfill use on the edge of Dresden can be expanded into a massive landfill and recycling facility, then this can happen anywhere;

And Whereas there are likely hundreds of properties across the Province that may have had limited, historic waste uses, which could also face this threat;

And Whereas Bill 197 established a veto for Municipalities within 3.5 kms of a new landfill, which reflected the need for local government and community approval of landfill sites;

And Whereas the approach being taken for this property disregards the importance of our rural communities, and local voices, in determining appropriate landfill sites within their communities:

Cont'd...

Now Therefore to ensure that other Municipal Councils and communities know about what is happening in Dresden, and the potential risk to their community if this approach is taken by the Province, Council requests that the Mayor's Office write a letter to all other Ontario Municipalities, AMO, ROMA and FCM:

1. Advising them of this issue and the risks to their community if a similar approach is taken for other historic landfill properties; the possibility of the Ontario government setting a precedence and
2. Requesting their support in opposing this approach and ensuring that full Environmental Assessments are required for all landfills and that municipalities have a strong voice in determining appropriate locations for landfills in their communities."

Thank you for your time and attention to this important matter.

Sincerely,



Darrin Canniff, Mayor/CEO
Municipality of Chatham-Kent

Town Clerks

From: Mary MacKenzie <mmackenzie@siouxlookout.ca>
Sent: Wednesday, May 14, 2025 1:45 PM
To: Mary MacKenzie
Subject: [EXTERNAL] Register Now for Good Roads' "Signs and Lines" course, Dryden, Ontario, May 27-29, 2025
Attachments: Information on Good Roads Signs and Lines Course, Dryden, Ontario, May 27-29, 2025.pdf
Importance: High
Follow Up Flag: Follow up
Flag Status: Completed

Hello, everyone!!!

In conjunction with Good Roads (formerly Ontario Good Roads Association (OGRA)), the Municipality of Sioux Lookout and the City of Dryden are co-hosting Good Roads' "Signs and Lines" course in Dryden, Ontario, May 27 – 29, 2025.

Details are attached. Registrations can be made through Eventbrite via the following link: <https://OGRA-Signs-and-Lines-Course.eventbrite.ca>.

If "Signs and Lines" do not fall within your area of responsibility, please feel free to forward it to the appropriate person(s) in your organization, or anyone else you feel might be interested.

If you have any questions, please do not hesitate to contact me. I realize that everyone is busy; I sincerely appreciate your time and consideration.

Come join us for some northern hospitality!!!

Best regards,

Mary L. MacKenzie, CMO(R)



Mary L. MacKenzie, CMO(R)
Special Projects Consultant
Corporate Services Department
The Corporation of the Municipality of Sioux Lookout
PO Box 158
25 Fifth Avenue
Sioux Lookout, ON P8T 1A4
807.737.2700, ext. 2215

807.737.3436 (Fax)
specialprojects@siouxlookout.ca
www.siuoxlookout.ca

This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are not the intended recipient or the person responsible for delivering the e-mail to the intended recipient, be advised that you have received this e-mail in error and that any use, dissemination, forwarding, printing, or copying of this e-mail is strictly prohibited. If you have received this e-mail in error, please immediately notify the Municipality by telephone at (807) 737-2700.

Good Roads
(formerly Ontario Good Roads Association)
“Signs and Lines” Course

Co-hosted by the Municipality of Sioux Lookout and the City of Dryden

May 27, 28 and 29, 2025 (Tuesday, Wednesday, Thursday)
Best Western Plus Dryden Hotel & Conference Centre, 349 Government Street,
Dryden, Ontario

Course Description:

This course provides practical experience in using Ontario Traffic Manuals (OTM) 1B, 5, 6 & 11. You will learn, through participation in group activities, how signs, lines and pavement markings guide drivers as they travel from their point of origin to their destination. You will return to your municipality with a thorough understanding of how these Manuals work together, plus a list of best practices to help minimize risk and defend the municipality in an insurance claim.

Course Content:

- Principles of Positive Guidance
- Influencing Driver Safety
- Sign Manufacturing & Three Speed Triangle
- Best Practices for Ordering Road Signs
- Minimum Maintenance Standards (MMS) Requirements for Signs
- Retroreflectivity & Reflective Sheeting
- Sign Management Program
- Introduction to the Ontario Traffic Manual – Appendix B – Sign Design Principles (OTM 1B)
- Regulatory Signs (OTM 5)
- Warning Signs (OTM 6)
- Pavement, Hazard and Delineation Markings (OTM 11)
- Collision Investigations

Who Should Attend?

Decision makers and individuals responsible for the selection and placement of regulatory signs, warning signs, and the pavement, hazard and delineation markings.

Course Instructor:

The course will be led by a Road Safety Specialist with extensive experience in municipal infrastructure, road safety, and traffic control measures. The Instructor is a seasoned expert and the current course director of the *Signs and Lines* program, offered annually in Guelph, Ontario.

Evaluation and Completion:

At the end of the course, participants will complete a written exam and receive a certificate of successful completion, along with equivalent Continuing Education Units (CEUs).

Course Logistics:

- A maximum of 25 participants is recommended for the course.

- The course runs for three days: Day 1 -- 9:30 – 5:30; Day 2 -- 8:30 – 4:30; and Day 3 – 8:30 – 2:30 (approx.). Day 3 includes a written skills assessment.
- Morning and afternoon coffee/refreshments and lunches will be provided.
- Dinners will be on your own and/or can be organized by the participants.
- Plastic-coil-bound copies of Ontario Traffic Manual Nos. 1B, 5, 6 and 11 will be provided for participants to use and keep, along with a workbook for participants to use during the course presentation.

Cost and What's Included:

The Registration Fee is \$1,255. This includes the course and course materials; HST; coffee/tea, etc., and lunches each day; Eventbrite administrative and other fees.

What's Not Included:

Hotel, travel/mileage, dinners.

Registration (through Eventbrite)*

To register: <https://OGRA-Signs-and-Lines-Course.eventbrite.ca>.

Registration Fee: \$1,255

*(Administrative and other Eventbrite fees are being waived.)

Hotel Reservations and Amenities:

- The host hotel is the Best Western Plus Dryden Hotel & Conference Centre, 349 Government Street, Dryden, ON.
- Includes access to hotel's recreational facilities, free wi-fi, parking, and a "Grab-N-Go" breakfast consisting of a breakfast sandwich, muffin, yogurt, fresh fruit, and a beverage; or 10% off a full-service breakfast in the restaurant.
- To reserve a room:
 - use the following link:
https://www.bestwestern.com/en_US/book/hotel-rooms.66006.html?groupId=3S7UP0Q6
 - OR call the hotel direct: 807-223-3201

Travelling to Dryden, Ontario

Since there are no scheduled flights into Dryden, here are a couple options:

Via Thunder Bay -- Participants can fly into Thunder Bay, rent a car, and drive to Dryden.

Via Sioux Lookout -- Participants can fly directly into Sioux Lookout on May 26, overnight, and catch a ride with participants from Sioux Lookout the morning of May 27. After the course on May 29, and depending on flight times, depart from Sioux Lookout May 29, or overnight in Sioux Lookout, then catch a flight out on May 30.

For Additional Information Contact:

Mary L. MacKenzie, Special Projects Consultant, Municipality of Sioux Lookout, Phone: 807-737-2700, ext. 2215; Email: mmackenzie@siouxlookout.ca.



**The Town of The Blue Mountains, Special Meeting of Council
Special Meeting of Council**

Date: Wednesday, May 14, 2025

Time: 4:28 PM

Moved by: Councillor Ardiel

Seconded by: Deputy Mayor Bordignon

WHEREAS the Town of The Blue Mountains boasts a robust agricultural sector and a thriving agritourism industry, with numerous local cideries contributing significantly to the local economy, employment, and tourism;

AND WHEREAS Ontario's craft cider industry is experiencing substantial growth, with over 60 craft cideries across the province, many of which are situated in rural communities and utilize 100% Ontario-grown apples and are 100% made in Ontario, thereby supporting local agriculture and local economies;

AND WHEREAS under the current provincial tax structure, cider is officially classified and taxed at the same rate as imported wine which results in higher markups and taxes compared to craft beer, despite cider's comparable production processes and market positioning;

AND WHEREAS this tax disparity places Ontario's craft cider producers at a competitive disadvantage compared to craft brewers, despite the fact that Ontario cider utilize 100% Ontario-grown apples and is 100% made in Ontario;

AND WHEREAS the Ontario Craft Cider Association (OCCA) has been actively advocating for a tax structure that levels the playing field between craft cider and craft beer, recognizing the potential for job creation, economic growth, and the promotion of local agriculture;

AND WHEREAS the Town acknowledges and appreciates the Province's investment in marketing and promotional support for the craft cider industry, but maintains that long-term sustainability and competitiveness for Ontario cider producers requires an adjustment to the underlying tax framework;

AND WHEREAS this motion is meant to support, not oppose, initiatives for fair taxation of the Ontario Craft Cider industry the Province of Ontario may be considering.

THEREFORE BE IT RESOLVED THAT the Council of the Town of The Blue Mountains:

1. Supports the efforts of the Ontario Craft Cider Association in advocating for a fair and equitable tax structure for Ontario-made craft cider.
2. Urges the Province of Ontario to review and amend the current tax regulations to align the tax rate of craft cider with that of craft beer, thereby fostering a more balanced and supportive environment for local cider producers.
3. Acknowledges the Province of Ontario's recent investment in marketing initiatives for the cider sector, while calling for complementary reform of the tax and markup structure that continues to disadvantage cider producers relative to other craft alcohol categories;

4. Directs the Mayor to forward this resolution to the Premier of Ontario, the Minister of Finance, the Minister of Agriculture, Food and Rural Affairs, MPP Brian Saunderson, MPP Paul Vickers and MPP Nina Tangri and the County of Grey requesting their consideration and support.
5. Directs the Mayor to forward this resolution to all municipalities in Ontario, encourages other municipalities with vested interests in agriculture and agri-tourism to adopt similar resolutions, amplifying the collective voice advocating for the prosperity of Ontario's craft cider industry.

YES: 5

NO: 0

ABSENT: 2

The motion is Carried

YES: 5

Deputy Mayor Bordignon Councillor Ardiel
Councillor Porter

Councillor Hope

Councillor Maxwell

NO: 0

ABSENT: 2

Mayor Matrosovs

Councillor McKinlay