

## REPORT

### Planning and Development Council

Meeting Date: May 4, 2026

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**FROM:** Corporate Strategy and Government Relations Department  
Planning and Development Department

**DATE:** April 28, 2026

**SUBJECT:** Recent Legislative Updates – Bills 97, 98, 100, and 105

**LOCATION:** Town-wide

**WARD:** Town-wide

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#### RECOMMENDATION

1. That the staff comments included in the report “Recent Legislative Updates – Bill 97, 98, 100, and 105” be submitted to the Environmental Registry of Ontario per the respective postings.
2. That the report titled “Recent Legislative Updates – Bills 97, 98, 100, and 105” dated April 28, 2026 be forwarded to the Ministry of Municipal Affairs and Housing, Halton Area MPPs, City of Burlington, Town of Halton Hills, Town of Milton, Conservation Halton and Credit Valley Conservation.

#### KEY FACTS

The following are key points for consideration with respect to this report:

- This report is provided to Council for information regarding recent legislative updates which include Bill 97, Bill 98, Bill 100, and Bill 105.
- Since the Ontario legislature returned on March 23, 2026, the Province has introduced several omnibus bills and standalone bills affecting municipal and regional operations, governance, and autonomy.
- The various legislative changes proposed by the Province, and currently awaiting Royal Assent, reflect a consistent theme of reshaping the role of municipalities in Ontario, characterized by centralization of Provincial authority, reduced local discretion, “streamlined” municipal processes, and a shift of risk and responsibility downward to municipalities.

- Bill 97 is an omnibus bill that was announced following the release of the 2026 provincial budget and affects 17 statutes, including the *Conservation Authorities Act*.
- Bill 98 is an omnibus bill that affects nine statutes related to municipal planning, development, infrastructure and transportation, affecting how municipalities plan, fund, approve, service, and regulate growth.
- Bill 98 reduces local autonomy and further constrains municipal planning tools by standardizing official plans, limiting site plan control and eliminating locally-directed environmental and development standards, weakening municipalities' capacity to manage growth impacts, protect natural heritage, and achieve higher-quality development outcomes.
- Bill 100 makes significant changes to regional councils in Ontario, including Halton Region, that range from authorizing the Province to appoint the Regional Chairs, assigning Strong Chair Powers to the appointed Regional Chair, and imposing weighted voting.
- Bill 105 is an omnibus bill affecting several statutes related to employment standards, labour, and workplace safety legislation, as well as the *Environmental Assessment Act*.
- This report contains Town staff comments on 16 Environmental Registry of Ontario (ERO) postings related to the recent omnibus bills, presented in Appendix A.
- The comments provided in this report are based on a preliminary review of information by Town staff.
- At the federal level, the government announced the Canada-Ontario Partnership to Build, a new agreement committing \$8.8 billion in infrastructure funding over 10 years to support municipalities to reduce development charges by 30 to 50 per cent.

## BACKGROUND

This report provides information and commentary on recent legislative updates including Bill 97 – *Plan to Protect Ontario Act, Budget Measures*, Bill 98 – *Building Homes and Improving Transportation and Infrastructure Act*, Bill 100 – *Better Regional Governance Act*, and Bill 105 – *Protecting Ontario's Workers and Economic Resilience Act*.

The report also provides information regarding the Canada-Ontario Partnership to Build announced on March 30, 2026, meant to boost housing supply for Canadians by reducing costs to builders and home buyers.

The Province is accepting comments on the various legislative updates that have been announced through the Environmental Registry of Ontario (ERO), detailed below. Staff have reviewed the ERO and Ontario Regulatory Registry (ORR) postings relevant to the Town and have provided detailed comments in Appendix A.

<a href="#">ERO #026-0300</a>	Proposed <i>Planning Act, City of Toronto Act, 2006, Building Code Act, 1992 and Municipal Act, 2001 Changes</i> (Schedules 1, 2 and 7 of Bill 98, the <i>Building Homes and Improving Transportation Infrastructure Act, 2026</i> )
<a href="#">ERO #026-0301</a>	Proposed amendments to the <i>Water and Wastewater Public Corporations Act, 2025</i> and consequential amendment to the <i>Safe Drinking Water Act, 2002</i>
<a href="#">ERO #026-0302</a>	Communal drinking water and wastewater system municipal consent requirements
<a href="#">ERO #026-0304</a>	Draft Projection Methodology Guideline (PMG) to support the implementation of the Provincial Planning Statement, 2024 (PPS, 2024)
<a href="#">ERO #026-0305</a>	Proposed Changes to Various Regulations Under the Planning Act to Facilitate the Electronic Submission of Information and Materials to Approval Authorities and Allow Notices to be Given Electronically to the Province
<a href="#">ERO #026-0309</a>	Proposed Regulation to Prohibit Mandatory Enhanced Development Standards as a Condition of Land Division Approvals
<a href="#">ERO #026-0310</a>	Proposal to reform site plan control under the <i>Planning Act</i> and the <i>City of Toronto Act, 2006</i>
<a href="#">ERO #026-0311</a>	Proposed Regulatory Approach to Establish a Minimum Residential Lot Size in Urban Areas
<a href="#">ERO #026-0312</a>	Proposed Changes to Support Standardizing of Parkland Requirements Under the <i>Planning Act</i>
<a href="#">ERO #026-0313</a>	Streamlining the information and material that planning authorities can require as part of a complete application
<a href="#">ERO #026-0314</a>	Proposed Changes to Various Regulations Under the <i>Planning Act</i> and the <i>City of Toronto Act, 2006</i> to Specify Additional “Prescribed Professions” for the Purposes of a Complete Application
<a href="#">ERO #026-0315</a>	Consultation on upper-tier Official Plans, secondary plans, and site and area-specific policies
<a href="#">ERO #026-0229</a>	2026 Proposal to revoke the Parkway Belt West Plan, 1978
<a href="#">ERO #026-0230</a>	2026 Proposal to Revoke the five MZOs associated with the PBWP
<a href="#">ERO #026-0347</a>	Proposal to identify and protect a corridor of land for future electricity infrastructure within and adjacent to the Parkway Belt West Plan Lands

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<a href="#">ERO #026-0415</a>	Proposal to amend the <i>Environmental Assessment Act</i> by removing certain steps from the comprehensive environmental assessment process. A response to this ERO is not included in Appendix A.
<a href="#">ERO #026-0419</a>	Consulting municipalities with a potential interest in locally implementing the water and wastewater public corporation service delivery model. Staff are currently analyzing this ERO opportunity to determine the impact, and if appropriate, will prepare a response. A response to this ERO is not included in Appendix A.
<a href="#">ERO #026-0426</a>	Proposal to amend the <i>Planning Act</i> to streamline approvals for K-12 publicly funded schools
<a href="#">ORR #26-MMAH026</a>	Proposed regulatory amendments to O.Reg. 530/22 to update Strong Mayor designation, election year rules, and support regional governance changes. A response to this ORR is not included in Appendix A.
<a href="#">ORR #26-MMAH010</a>	Proposed amendments to the <i>Municipal Act</i> , 2001, and <i>Municipal Elections Act</i> , 1996 to strengthen upper-tier municipal governance. A response to this ORR is not included in Appendix A.

## COMMENTS

### 1. **Bill 97, Plan to Protect Ontario Act (Budget Measures), 2026**

Bill 97 is an omnibus bill with 17 schedules that was introduced on March 26, 2026 accompanying the provincial budget, *A Plan to Protect Ontario*. This bill includes information related to the consolidation of Conservation Authorities in Ontario. Bill 97 received Royal Assent on April 24, 2026.

Staff provided a memo to Council through [the Council Information Package on November 3, 2025](#) with more details about the proposed changes to the *Conservation Authorities Act* and consolidation. Staff submitted comments through an ERO posting when the consolidation was initially announced and commenting period was between November 7, 2025 and December 22, 2025. There are currently no opportunities to provide further comments to the Province through ERO postings related to this bill.

### **Schedule 3 – Conservation Authorities Act**

#### Summary of Proposed Changes:

This schedule consolidates the existing 36 Conservation Authorities (CAs) into nine new Regional Conservation Authorities (RCAs) administered by the Ontario Provincial Conservation Authority (OPCA). This schedule provides amendments to the section of the *Conservation Authorities Act* requiring 70% of municipality's appointees to be from Members of Council and now provides more flexibility in composition. The amendments require that one or more watershed council needs to be established for each RCA to provide subject matter expertise in the area.

The Province identified a final transition date of February 1, 2027, or later. A transition committee will be created within 90 days of approval of the Act and require representatives from the predecessor CAs and the OPCA. Once established, the RCA will assume responsibilities related to permitting, planning, and management.

#### Town Impact:

Amendments consolidate Conservation Halton, Credit Valley, Hamilton, and Niagara Peninsula Conservation Authorities to form the Western Lake Ontario Regional Conservation Authority (WLOORCA). Members of Council may be assigned to participate in the transition committee. As the WLOORCA will assume all responsibilities of Conservation Halton once the transition is complete, it is not expected that this will have a significant impact on Town operations. Throughout the transition process, the Town will continue to engage in any opportunities presented by the Province.

### **2. Bill 98 - Building Homes and Improving Transportation Infrastructure Act, 2026**

On March 30, 2026 the Province introduced Bill 98, the *Building Homes and Improving Transportation Infrastructure Act, 2026*. It is an omnibus bill that proposes amendments to multiple statutes, including the *Planning Act*, *Building Code Act, 1992*, and *Municipal Act, 2001*. It is intended to build on [Bill 17](#), the *Protect Ontario by Building Faster and Smarter Act*, and [Bill 60](#), the *Fighting Delays, Building Faster Act*.

In total, eight statutes have proposed changes, and one new statute is introduced:

[Schedule 1](#) – *Building Code Act, 1992*

[Schedule 2](#) – *City of Toronto Act, 2006*

[Schedule 3](#) – *Development Charges Act, 1997*

[Schedule 4](#) – *Fare Alignment and Seamless Transit Act, 2026*

[Schedule 5](#) – *Metrolinx Act, 2006*

[Schedule 6](#) – *Municipal Act, 2001*

[Schedule 7](#) – *Planning Act*

[Schedule 8](#) – *Safe Drinking Water Act, 2002*

[Schedule 9](#) – *Water and Wastewater Public Corporations Act, 2025*

Bill 98 reduces local autonomy and shifts greater financial risk and administrative burden onto municipalities, while restricting the municipal tools traditionally used to manage growth.

Under Bill 98, there are several additional proposed changes not referenced in the schedule changes. These are outlined in EROs and, through these postings, the Province proposes regulations that would further restrict site plan control, prohibit enhanced development standards, standardize parkland dedication, streamline complete application requirements, and set minimum residential lot sizes, all of which can significantly reduce municipal discretion and procedural leverage beyond what is visible in the bill itself.

These ERO-only changes are particularly important because they can be implemented or amended by regulation, rather than legislation. This allows major shifts in land use planning practice, environmental protection and cost recovery to occur with limited transparency and minimal opportunities for public input. Appendix A contains Town comments on 16 Bill 98-related EROs relevant to Oakville. Each ERO response includes a summary of the proposed changes, Town impacts, and comments to the Province.

Bill 98 is currently at second reading (as of this report). Summaries of each proposed Bill 98 Schedule change and the associated impact on the Town are provided below.

### **Schedule 1 – *Building Code Act, 1992***

#### Summary of Proposed Changes:

Restricts municipalities' ability to impose any additional requirements (i.e. environmental or green building requirements/standards) outside of the Ontario Building Code. It also establishes a third-party advisory body to identify where rules can be streamlined and modernized within the Ontario Build Code.

#### Town Impact:

The proposed removal of municipal authority to require mandatory enhanced development and green building standards through zoning or site plan control will affect the Town's sustainability and urban design objectives. Existing Town policies and practices related to sustainable design, low impact development beyond health and safety requirements, and green building measures will require review or adjustment to ensure compliance. The Town may need to place greater reliance on voluntary programs, incentives, and education, rather than regulatory requirements, to achieve sustainability goals and objectives.

## **Schedule 2 – *City of Toronto Act, 2006***

### Summary of Proposed Changes:

Removes references to “sustainable design” and removes the ability of the City of Toronto to require owners of land to provide electric vehicle supply equipment for off-street parking lots, as well as prevent the City from imposing requirements on landowners related to locally developed environmental standards or protections.

### Town Impact:

No direct impact to the Town of Oakville.

## **Schedule 3 – *Development Charges Act, 1997***

### Summary of Proposed Changes

Exempts non-profit retirement homes from paying Development Charges (DCs), with the intention of improving viability and stimulating construction by reducing upfront costs.

### Town Impact:

These amendments will increase the funding required to service these developments from the Town’s and Region’s own revenue sources (including property taxes, fees and charges, etc.) which will need to increase to fund the servicing of these builds. Over the last 10 years, Halton Region has provided \$65 million in regional funds to create new assisted and supportive housing, augmented by \$22 million in DC revenue. To-date, the Province has not announced any funding programs that will fully address and make up for the provincially mandated reduction in DCs municipalities are no longer able to collect and use to pay for growth.

## **Schedule 4 – *Fare Alignment and Seamless Transit Act, 2026***

### Summary of Proposed Changes:

Authorizes the Minister of Transportation to:

- Establish One Fare, including setting fare prices and categories, eligibility for discounts, establishing fare transfer policies between prescribed systems such as free transfers, requiring participation in unified fare payment systems like PRESTO, and determining how fares will be apportioned among prescribed transit systems within a geographic zone;
- Designates new and existing routes as "priority routes" (including routes that cross municipal boundaries, setting service standards, and prescribing requirements for service integration such as requiring a prescribed transit system to provide service outside its primary service area); and
- Requires prescribed specialized transit systems to participate in a unified trip booking system approved by the Minister and provide specialized

transportation services outside of its primary service area without requiring a person with a disability to transfer to a different transportation system.

Town Impact:

Depending on the implementation of this Act, Oakville may be added to the One Fare system providing free transfers to and from the TTC and other participating transit agencies. Additionally, the fare prices and categories set by the Province will impact the operating budget of Oakville Transit. At this time, the Town is awaiting further details about the implementation of this Act, and will provide additional details to Council as the legislation evolves should it receive Royal Assent.

**Schedule 5 – *Metrolinx Act, 2006***

Summary of Proposed Changes:

Creates a voluntary streamlined compliance reporting process for Metrolinx when a proposed construction or demolition is submitted to a municipality, that does not override existing building permit processes, but requires municipalities to provide Metrolinx with a report that includes:

- 1) Assessment of whether the proposal would contravene the Ontario Building Code
- 2) Assessment of the applicability of the *Architects Act* or *Professional Engineers Act*
- 3) Assessment of whether every person who prepared the relevant building documents had the correct qualifications under the Ontario Building Code
- 4) Any other prescribed information (as prescribed by the Minister of Transportation, including additional exemptions to applicable law and specific timelines for municipal inspections, reports)

Town Impact:

These amendments are not expected to have an impact on the Town.

**Schedule 6 – *Municipal Act, 2001***

Summary of Proposed Changes

Narrows municipal authority in specific service and regulatory areas, with the stated objective of reducing development barriers and improving consistency with provincial housing and infrastructure priorities.

Town Impact:

The changes would enable greater privately-owned communal or shared water and wastewater systems

## **Schedule 7 – Planning Act**

### Summary of Proposed Changes:

Introduction of a standardized Official Plan structure, with the intention to simplify, standardize, and make municipal planning frameworks more development permissive across Ontario. Municipalities would be required to adopt a provincially prescribed Official Plan framework, including a standardized table of contents, list of schedules, and land-use designation structure.

### Town Impact:

The standardized approach limits municipalities' ability to include locally specific policies, overlays, or frameworks not aligned with the prescribed structure. As a result, this limits the ability of a municipality to respond to local conditions, including established community character, servicing constraints, and planned growth patterns. The Town will need to review its existing Official Plans, Secondary Plan, and site-specific policies for conformity. Significant restructuring will be required to align with the new standardized structure, with anticipated operational and resourcing implications.

The proposed changes reinforce a shift toward centralized provincial control over land-use planning, prioritizing alignment with provincial housing supply and growth objectives over context-specific municipal policy. Significant regulatory details, including prescribed designations and transition rules, remain forthcoming, creating uncertainty about the scope of implications.

## **Schedule 8 – Safe Drinking Water Act, 2002**

### Summary of Proposed Changes

The proposed changes support alternative drinking water servicing models, particularly for housing developments using private or communal systems. The changes are intended to remove perceived barriers to development. Municipal approval of private systems would be mandatory if provincially prescribed criteria and conditions are met.

### Town Impact:

The Town of Oakville is concerned with the proposed legislation as the changes conflict with both the Provincial Planning Statement (PPS), 2024 and the Town of Oakville's Official Plans, and for their potential to introduce unsustainable water systems.

## **Schedule 9 – *Water and Wastewater Public Corporations Act, 2025***

### Summary of Proposed Changes:

The proposed changes prohibit private ownership in any new Water and Wastewater Public Corporation and support the continuation of services and existing contracts during transfers. The amendments further prohibit the transfer of long-term municipal water and wastewater debt to a Water and Wastewater Public Corporation.

### Town Impact:

Bill 60 received Royal Assent on November 27, 2025. It amended the *Municipal Act, 2001* to transfer jurisdiction over water and wastewater from Peel Region to the lower-tier municipalities of Mississauga, Brampton and Caledon. The new public corporation will be jointly owned by the lower-tier municipalities.

Water and wastewater services and infrastructure are currently under the jurisdiction of Halton Region. Under the *Water and Wastewater Public Corporations Act, 2025*, the Minister of Municipal Affairs and Housing (MMAH) can designate a corporation as a water and wastewater public corporation on behalf of a lower-tier municipality. The water and wastewater public corporation must be incorporated under the *Business Corporations Act, 1990*.

If the intent of the proposed changes through Bill 98 is to enable the transfer of water and wastewater from other upper-tier municipalities such as Halton Region, water and wastewater would become the jurisdiction of the relevant lower-tier municipalities. The Town of Oakville is concerned that the proposed changes have the potential for significant impacts to the Town including reduced decision-making powers, increased administrative burden and associated costs, complications around ownership and asset management, increased financial burden, and higher debt costs on the Town if additional debt affects Halton Region's credit ratings.

### **Additional proposed changes related to Bill 98**

#### Parkway Belt West Plan

Under the policy umbrella of Bill 98, the Province has proposed changes related to the Parkway Belt West Plan. The Province includes enabling provisions within Bill 98 to remove duplicative and outdated provincial planning instruments, and the revocation of the Parkway Belt West Plan is being pursued through a separate regulatory and policy process. Town staff have provided comments contained in Appendix A related to:

- ERO #026-0229 - 2026 Proposal to revoke the Parkway Belt West Plan, 1978
- ERO #026-0230 - 2026 Proposal to Revoke the five MZOs associated with the PBWP

- ERO #026-0347 - Proposal to identify and protect a corridor of land for future electricity infrastructure within and adjacent to the Parkway Belt West Plan Lands

#### Streamlined Municipal Planning Approvals for Publicly Funded K-12 Schools

In alignment with Bill 98 legislative reform, the Province is proposing a new regulation under the *Planning Act* to streamline municipal planning approvals for publicly funded K-12 schools. This includes exemptions from, or limits on, site plan controls and other local approvals. Town staff have provided comments contained in Appendix A on:

- ERO 026-0426 - Proposal to amend the *Planning Act* to streamline approvals for K-12 publicly funded schools.

### **3. Bill 100 – Better Regional Governance Act, 2026**

On April 2, 2026 the Province of Ontario introduced the *Better Regional Governance Act, 2026*, with two schedules changing the ways regional governments function in Ontario's seven fastest growing regions.

Bill 100 is currently at second reading (as of this report). Summaries of each Schedule and the associated impact on the Town are provided below.

#### **Schedule 1 – Municipal Act, 2001**

##### Summary of Proposed Changes

The Minister of Municipal Affairs and Housing would, by order, appoint, remove, and replace a head of council ("Strong Chairs") for the upper-tier municipalities of Halton, Durham, Muskoka, Niagara, Peel, Waterloo, and York, as well as the Warden of Simcoe County. If the Minister does not appoint the head of council, the council shall appoint the head of council within 60 days of a vacancy. Simcoe and Niagara Councils will be reduced from 32 members to 17 and 13, respectively. Strong Chair Powers would be similar to Strong Mayor Powers in that they include directing staff, appointing/dismissing the Chief Administrative Officer (CAO), determining organizational structure of the municipality and hire/dismiss division heads, appoint to local boards, create local committees, prepare the proposed budget for Council's consideration, and use veto powers related to the proposed budget, subject to the some override of veto powers by two-thirds of Council. Additional powers would be included for items related to prescribed provincial priorities inclusive of requiring certain matters and by-laws to be considered at Council meetings and veto powers over by-laws. Prescribed provincial priorities currently include building 1.5 million homes by December 31, 2031, and constructing and maintaining transit, roads, utilities, and servicing infrastructure to support housing.

The Minister would also be able to set weighted voting rules for these municipalities following the 2026 election, where council members may carry different voting weights based on factors such as population or number of electors.

#### Town Impact

These amendments affect the composition of various regional councils in Ontario. Currently, the Chair of Halton Region is elected directly by the voters. With these amendments, the Chair will be appointed by the Province. The legislation also affects the decision-making authority of Halton Regional Council where the Chair will now have strong chair powers. The Mayor and seven Oakville Regional Councillors sit on the Halton Regional Council. The change in authority of the Chair may lead to directives being made by the strong chair that directly impact the Town of Oakville. Should weighted voting rules be implemented in Halton Region based on population size or other factors, it may reduce the amount of influence Oakville Regional Councillors or the Mayor have in regional decisions.

### **Schedule 2 – *Municipal Elections Act, 1996***

#### Summary of Proposed Changes

A candidate who files a nomination for head of Council in the 2026 election (for upper-tier municipalities Durham, Halton, Muskoka, Niagara, Peel, Simcoe, Waterloo, and York) on or before the day Bill 100 receives Royal Assent would be deemed withdrawn.

#### Town Impact:

If any nominations for head of Halton Regional Council were made prior to Bill 100 receiving Royal Assent, they would be deemed as withdrawn. Together with Schedule 1, this amendment would remove the election process for the position of Chair of Regional Council as it would now be appointed by the Province.

### **4. Bill 105 – *Protecting Ontario’s Workers and Economic Resilience Act, 2026***

On April 20, 2026 the Province introduced the *Protecting Ontario’s Workers and Economic Resilience Act, 2026*, with several schedules impacting the Town of Oakville. Bill 105 is currently at second reading (as of this report). Summaries of relevant Schedules and the associated impact on the Town are provided below.

### **Schedule 1 – *Employment Standards Act, 2000***

#### Summary of Proposed Changes

Employers can no longer require an employee to pay for a work uniform, unless they were to lose or damage (beyond normal wear and tear) or refuse to return it after the conclusion of their employment.

### Town Impact

Staff are currently analyzing the impacts of the proposed changes to the *Employment Standards Act*. It is likely that the amendments will have an impact on several Town departments, however, the impact will be determined when additional details are available about the scope of the laundering.

## **Schedule 2 – *Environmental Assessment Act***

### Summary of Proposed Changes

These amendments aim to improve overall timelines and allow the Ministry to focus on technical review and issue resolution through the following process amendments:

- Removes requirements to publish and consult on a Ministry Review;
- Removes the opportunity for the public to request a hearing before the Ontario Land Tribunal, while maintaining the Minister's authority to refer an application or matter related to an application to the Tribunal for a hearing and decision on their own initiative;
- Removes the requirement for Cabinet approval for the Minister's decision on the application for approval to proceed, while providing the Minister discretion to refer an application to Cabinet for decision.

This schedule also amends the Act to allow for references to approved Class EAs to be set out in the regulations instead of in the Act, provided that only one proponent needs to apply for approval, provide discretion for the Minister to change the deadline for deciding an application or referring an application to Cabinet or Tribunal for decision, provide a streamlined EA can be limited to specific environmental impacts (ex. archaeological resources), remove exemptions for certain Class EAs that are expected to be revoked over time, and update outdated references.

### Town Impact:

The Town previously submitted comments to the ERO regarding the revocation of the Environmental Assessment Act and the streamlined project approval process that was proposed. These recent amendments are not expected to have an impact on the Town.

## **Schedule 9 – *Workplace Safety and Insurance Act, 1997***

### Summary of Proposed Changes

Amends the Act to allow the Workplace Safety and Insurance Board (WSIB) to pay benefits to workers injured after age 63 and allow the Board to determine whether they are working in a suitable employment or business past age 65 based on whether or not they are likely to continue working pre-injury if it were not for the injury. The Act also increases loss of earnings benefit rates from 85% to 90% of the difference between the worker's pre-injury net average earnings and the post-injury net average earnings.

### Town Impact

These amendments will have a minimal impact to the Town.

## **5. Other Legislative Updates**

On March 30, 2026, Ontario and Canada announced the *Partnership to Build Homes, Transit and Communities*, a new agreement committing \$8.8 billion in joint funding to support housing by lowering development charges and support for major transit projects, including the Waterfront East Transit and GO 2.0. Ontario is one of the first provinces to enter into this type of agreement with the federal government and, while the overall funding framework has been announced, further program details have not been released.

The partnership includes three components:

- A full HST rebate for all homebuyers in Ontario of new homes valued at up to \$1 million up to a maximum of \$130,000 (the maximum \$130,000 rebate would apply to homes valued at up to \$1.5 million), and partial HST rebates for homes valued up to \$1.85 million (maximum rebate of \$24,000).
- New investments to improve GO Transit service along existing corridors and potentially adding new lines in the GTHA.
- Priority transit projects where federal contribution agreements will be concluded within 90 days of previously announced transit projects for the GTHA.
- Development Charge (DC) reduction in municipalities to support increased housing supply.
- Housing enabling infrastructure funding cost matching for a total of \$8.8 billion over 10 years where most of the funding will be provided to support reduction of municipal DCs by up to 50 per cent. The funding will flow through the Build Communities Strong Fund's PT stream.

While information related to this partnership released to date is limited, announcements have indicated that the reduction in DCs will be between 30 per cent to 50 per cent for a period of three years for municipalities where DCs are identified by the federal and provincial governments to be cost-prohibitive to development. If Oakville is identified as a priority municipality by the other levels of government, the other levels of government will engage with the Town.

The announcements indicate that municipalities will have to support the DC reductions, so all three levels of government are supporting the increased housing supply and affordability. Development charge reductions tied to provincial and federal funding can significantly strain municipal finances, shifting infrastructure costs onto local taxpayers while municipalities remain responsible for servicing new growth

To assist municipalities in offsetting the infrastructure costs with the reduction of DCs, the federal and provincial government have created an \$8.8 billion fund over 10 years that will flow through the Build Communities Strong Fund's PT stream. While the funding is not expected to fully replace lost DC revenues, it represents a significant funding opportunity to support housing-enabling infrastructure. Municipalities will be expected to work with the Province to identify eligible projects. Information released to date says the infrastructure funded will need to be "ready to build and meet any other requirements agreed upon between Ontario and Canada".

## **CONSIDERATIONS**

### **(A) PUBLIC**

The public may provide comments on the various legislative changes including matters and regulations discussed in this report, through the related postings on the Environmental Registry of Ontario (ERO) website (<https://ero.ontario.ca>) and Ontario's Regulatory Registry (ORR) website (<https://www.ontariocanada.com/registry>).

### **(B) FINANCIAL**

There are no financial implications arising from the recommendations in this report.

### **(C) IMPACT ON OTHER DEPARTMENTS & USERS**

This report and its accompanying appendix were prepared by Staff from multiple departments.

### **(D) COUNCIL STRATEGIC PRIORITIES**

This report addresses Council's strategic priority of Accountable Government by maintaining awareness of provincial initiatives that will affect the Town and preparing relevant and timely responses in relation to those initiatives, which are available to the public in an open and transparent manner.

### **(E) CLIMATE CHANGE/ACTION**

The recommendations in this report speak to high-level issues and processes being proposed by the Province of Ontario. The implications of these changes on Town's declaration of a climate emergency are not yet known.

## **APPENDICES**

Appendix A: Town of Oakville Responses to ERO Postings

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