



COUNCIL INFORMATION PACKAGE

Friday, September 6, 2024

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August 30, 2024

Doug Ford
Premier of Ontario

Sent via email: premier@ontario.ca

Dear Honourable Doug Ford:

Please be advised that Brantford City Council at its meeting held August 27, 2024 adopted the following:

12.2.4 Legislative Amendments to Improve Municipal Codes of Conduct and Enforcement

WHEREAS all Ontarians deserve and expect a safe and respectful workplace; and

WHEREAS municipal governments, as the democratic institutions most directly engaged with Ontarians, need respectful discourse; and

WHEREAS several incidents in recent years of abuse and workplace harassment have occurred amongst members of municipal councils; and

WHEREAS these incidents seriously and negatively affect the people involved and lower public perceptions of local governments; and

WHEREAS municipal Codes of Conduct are helpful tools to set expectations of Council members' behaviour; and

WHEREAS legislation would hold both accountable and protect all municipal offices; and

WHEREAS municipal governments do not have the necessary tools to adequately enforce compliance with municipal Codes of Conduct and support appropriate accountability when it comes to perpetrating violence and harassment in the workplace; and

WHEREAS the fundamental underlying principle of broadening diversity, equity and inclusion in politics rests on the assumption the workplace is safe; and

WHEREAS government legislation would require Councillors to comply with the workplace violence and harassment policies, establish a process for removing individuals in substantiated cases of egregious violence or harassment, as well as

prevent officials whose seats have been vacated for such reasons from seeking immediate or subsequent re-election; and

WHEREAS the aforementioned elements are consistent with previously developed legislation, as well as current legislation tabled (Bill 207, Municipal Accountability and Integrity Act, 2024).

NOW THEREFORE BE IT RESOLVED:

- A. THAT the Corporation of the City of Brantford supports the call of the Association of Municipalities of Ontario (AMO), Rural Ontario Municipal Association (ROMA), Ontario Municipal Administrators Association (OMAA), Association of Municipal Managers, Clerks and Treasurers of Ontario (AMCTO), and more than 207 municipalities, for the Government of Ontario to introduce legislation to strengthen municipal Codes of Conduct and compliance with them in consultation with municipal governments; and
- B. THAT the legislation encompasses:
- i. Updating municipal Codes of Conduct to account for workplace safety and harassment;
 - ii. Creating a flexible administrative penalty regime, adapted to the local economic and financial circumstances of municipalities across Ontario;
 - iii. Increasing training of municipal Integrity Commissioners to enhance consistency of investigations and recommendations across the province;
 - iv. Amending the Municipal Act, 2001 to require the establishment of a Board of Integrity Commissioners;
 - v. Amending both, the Municipal Act, 2001, and the City of Toronto Act, 2006, to allow a Commissioner of the Board of Integrity Commissioners to make an application for judicial review to vacate a member's seat and impose prescribed penalties if the Commissioner is of the opinion that the member has made certain contraventions of the Code of Conduct;
 - vi. Adding provisions to both Acts to allow the Commissioner to seek confirmation of certain determinations from a judge of the Superior Court;
 - vii. Introducing provisions to prohibit a member who has been removed from office from running in the election for the remainder of the term and the subsequent term; and
- C. THAT a copy of this resolution BE FORWARDED to the Premier of Ontario, Doug Ford; Minister of Municipal Affairs and Housing, Paul Calandra; Attorney General, Doug Downey; Charmaine Williams, Associate Minister of Women's

Social and Economic Opportunity; Will Bouma, Member of Provincial Parliament; Larry Brock, Member of Parliament; the Association of Municipalities of Ontario (AMO); and Ontario municipalities.

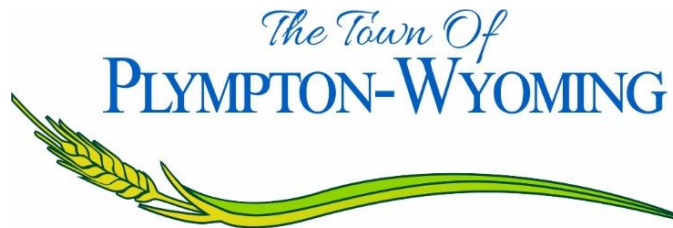
I trust this information is of assistance.

Yours truly,



Chris Gauthier
City Clerk, cgauthier@brantford.ca

cc Minister of Municipal Affairs and Housing, Paul Calandra
Attorney General, Doug Downey
Charmaine Williams, Associate Minister of Women's Social and Economic Opportunity
Will Bouma, Member of Provincial Parliament
Larry Brock, Member of Parliament
Association of Municipalities of Ontario (AMO)
Ontario municipalities



Justin Trudeau
justin.trudeau@parl.gc.ca
(sent via e-mail)

August 30th, 2024

Re: The Canada Community-Building Fund

Please be advised that the Council of the Town of Plympton-Wyoming, at its Regular Council meeting on August 28th, 2024, passed the following motion supporting the resolution from the City of Quinte West regarding the Canada Community-Building Fund.

Motion #16

Moved by Councillor Kristen Rodrigues

Seconded by Councillor Mike Vasey

That Council support correspondence item 'i' from the City of Quinte West regarding the Canada Community-Building Fund.

Carried.

If you have any questions regarding the above motion, please do not hesitate to contact me by phone or email at eflynn@plympton-wyoming.ca.

Sincerely,

Ella Flynn
Executive Assistant – Deputy Clerk
Town of Plympton-Wyoming

Cc: Donna Herridge, Executive Director, MFOA donna@mfoa.on.ca
Colin Best, President, AMO amopresident@amo.on.ca
Marilyn Gladu, MP, Sarnia-Lambton marilyn.gladu@parl.gc.ca
Hon. Chrystia Freeland, Deputy Prime Minister and Minister of Finance
chrystia.freeland@parl.gc.ca
All Ontario Municipalities

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Virginia LaTour, Deputy City Clerk

August 15, 2024

The Right Honourable Justin Trudeau
Office of the Prime Minister
80 Wellington Street
Ottawa, ON K1A 0A2
Via Email - justin.trudeau@parl.gc.ca

RE: Notice of Motion – Councillor Stedall – The Canada Community-Building Fund

Dear Prime Minister:

This letter will serve to advise that at a meeting of City of Quinte West Council held on August 14, 2024 Council passed the following resolution:

Motion No 24-366 – Notice of Motion - Councillor Stedall - The Canada Community-Building Fund
Moved by Councillor Stedall
Seconded by Councillor McCue

Whereas the City of Quinte West is entering into an agreement to receive Canada Community-Building Funds, which is administered by the Association of Ontario Municipalities of Ontario (AMO) on behalf of the Federal government;

And whereas the funding allocations are less that 2% year over year for the next 5 years;

And whereas the amounts allocated in the past 5 years were less than 2% year over year;

And whereas non-residential construction price inflation has risen by 29% since the end of 2020 and municipalities are facing soaring costs for infrastructure projects without a corresponding growth in revenue;

And whereas there is a requirement for municipalities to complete an asset management plan and a housing needs analysis;

And whereas both of these plans show the large funding gap between infrastructure and housing needs and funds available from property taxation;

And whereas The City of Quinte West has over \$1.5 billion in core infrastructure assets and, like other municipalities, its infrastructure is aging and in need of upgrades and replacement;

And whereas The City's Asset Management Plan requires \$37 million annually to maintain existing assets which, based on current available funding, is resulting in an annual infrastructure deficit of over \$17.1 million;

And whereas municipalities are facing a gap in federal infrastructure funding as the 10-year Investing in Canada Infrastructure Program has come to an end;

Now therefore be it resolved that the City of Quinte West calls on the Federal Government to provide a supplement to the allocations provided to municipalities under the AMO CBBF agreement for 2024 - 2028 for the same amount that was allocated, effectively doubling the allocation for those years;

And further that this resolution be forwarded to MFOA, AMO, MP Ryan Williams, and Federal Finance Minister Chrystia Freeland, and all Municipalities in Ontario.
Carried

We trust that you will give favourable consideration to this request.

Yours Truly,

CITY OF QUINTE WEST

A handwritten signature in black ink, appearing to read 'Virginia LaTour', with a large circular flourish on the left side.

Virginia LaTour,
Deputy City Clerk

cc: Donna Herridge, Executive Director, MFOA
Colin Best, President, AMO
Ryan Williams, MP, Bay of Quinte
Hon. Chrystia Freeland, Deputy Prime Minister and Minister of Finance
All Municipalities of Ontario



Office of the Mayor

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August 30, 2024

Hon. Doug Ford
Premier
Premier's Office
Room 281
Legislative Building, Queen's Park
Toronto, ON M7A 1A1

Dear Premier Ford:

Re: Resolution regarding a request for the Province to support family physicians

Orillia City Council at its meeting held August 12, 2024, adopted the following resolution:

“THAT, further to the correspondence dated July 31, 2024 from the City of Toronto regarding a resolution with respect to a request for the Province to support family physicians, the following supporting resolution be passed:

“BE IT RESOLVED THAT the Council for the Corporation of the City of Orillia hereby supports the resolution passed by the City of Toronto on June 26, 2024 with respect to a request for the Province to support family physicians;

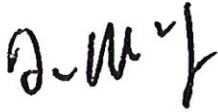
AND FURTHER THAT a copy of this resolution be sent to the Honourable Doug Ford, Premier of Ontario; the Honourable Sylvia Jones, Minister of Health; the Honourable Jill Dunlop, Member of Provincial Parliament for Simcoe-North; the Association of Municipalities of Ontario; and all Ontario municipalities.”

The above is for your consideration. If you require any additional information, please let me know.



Resolution regarding a request for the Province to support family physicians
August 30, 2024
Page 2 of 2

Sincerely,

A handwritten signature in black ink, appearing to read 'D. McIsaac'.

Don McIsaac
Mayor

DM:rb

Copy to: Honourable Sylvia Jones, Deputy Premier of Ontario
Honourable Jill Dunlop, Minister of Education, and Member of Provincial Parliament for
Simcoe-North
Association of Municipalities of Ontario
All Ontario Municipalities

NOVÆ RES URBIS

GREATER TORONTO & HAMILTON AREA

WEDNESDAY,
SEPTEMBER 4, 2024

Vol. 27
No. 35

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- 4 **RESIDENTIAL RISING**
Proposed Mixed-Use Building Would Bring Significant Housing to Stoney Creek

GREY COUNTY EXPLORING OPTIONS FOR MOVING PLANNING SERVICES FOR LOWER-TIER MUNICIPALITIES UNDER ONE ROOF

CONSOLIDATING SERVICES?

Matt Durnan

Grey County is currently exploring the potential to change its planning services model in an effort to minimize duplication and redundancies and optimize the delivery of planning services across the County's nine lower-tier member municipalities, while improving the ability to attract and retain professional planners.

On August 8, all nine Grey County member municipalities – **Township of Georgian Bluffs, City of Owen Sound, Municipality of Meaford, Town of the Blue Mountains, Township of Chatsworth, Municipality of Grey Highlands, Municipality of West Grey, Town of Hanover, and Township of Southgate**— met to discuss the potential for a shared planning services model that would see all local planning departments moved under the umbrella of Grey County planning.

"We are a two-tier municipal

government and we have nine member municipalities. Grey provides some planning services and other services have been delegated to our member municipalities," Grey County director of planning **Scott Taylor** told *NRU*.

"In terms of our member municipalities, there's a wide breadth of planning teams at the municipal level. In some cases, for our very small

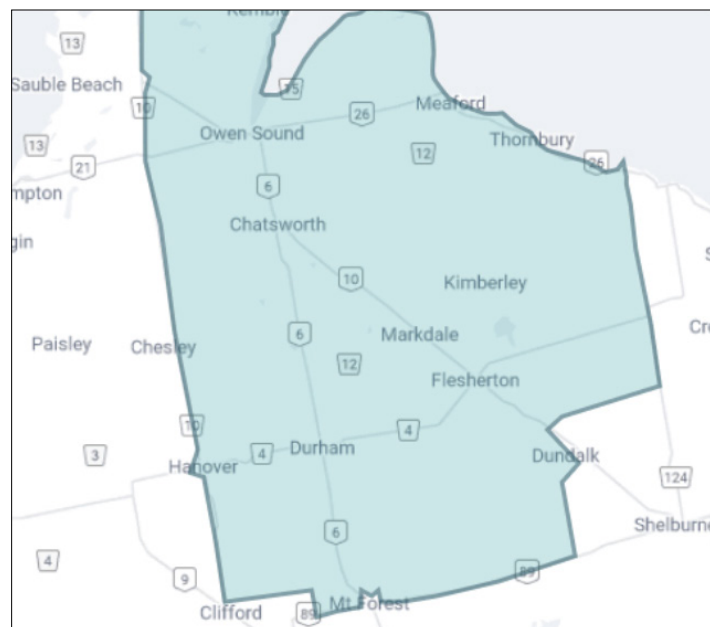
municipalities, they don't have any full-time planners on staff and they use a contract planner a day or two a week. On the opposite end of the spectrum, we have some of our larger municipalities that would have multiple planners on staff."

Grey County has seen an uptick in development applications over the past five-plus years, pre-dating the COVID-19 pandemic, and like

many parts of the province, Grey County is seeing a shortage of planners.

Unlike larger municipalities like those in the GTHA however, it's far more difficult for smaller rural centres

CONTINUED PAGE 6



Map of Grey County showing the location of its nine member municipalities. The County is exploring the potential to move to a shared planning services model, where the County would be in charge of planning services for all nine of its member municipalities. Currently, Owen Sound is the only member municipality that handles all of its planning services in-house. Grey County is the planning authority for the other eight member municipalities on draft plan of subdivision, plan of condominium and official plan amendment applications. Smaller planning applications like zoning by-law amendments and minor variances are handled in-house by local lower-tier municipal planning staff and/or external planning consultants contracted by the municipality. Grey County is exploring a shared services model where all planning services for all member municipalities would be handled by the County.

SOURCE: GREY COUNTY

UPCOMING DATES

SEPTEMBER

- 4 Brampton Committee of Council, 9:30 a.m.
Hamilton General Issues Committee, 9:30 a.m.
Mississauga General Committee, 9:30 a.m.
Richmond Hill Committee of the Whole, 9:30 a.m.
- 5 York Region Committee of the Whole, 9:00 a.m.
- 6 Hamilton Planning Committee, 9:30 a.m.
- 9 Ajax General Government Committee, 1:00 p.m.
Brampton Planning & Development Committee, 7:00 p.m.
Brock Committee of the Whole, 10:00 a.m.
Burlington Committee of the Whole, 9:30 a.m.
Clarington General Government Committee, 9:30 a.m.
King Council, 6:00 p.m.
Markham General Committee, 9:30 a.m.
Milton Council, 7:00 p.m.
Newmarket Committee of the Whole, 1:00 p.m.
Oakville Planning & Development Council, 6:30 p.m.
Oshawa Economic & Development Services Committee, 9:30 a.m.
Scugog General Purpose & Administration Committee, 1:30 p.m.
Uxbridge Council, 10:00 a.m.
Whitby Public Meeting, 7:00 p.m.



REPORT COMPARES COMPLETE STREETS AND VISION ZERO'S EMPHASIS ON THE NEED FOR ROAD DIETING

CHANGING COURSE ON ROAD DESIGN



Lana Hall

A research paper supported by the **Centre for Active Transportation (TCAT)** comparing the role of “road diets” in achieving both Complete Streets and Vision Zero strategies has determined that both strategies emphasize the road diet tool, meaning municipal planners may benefit from more dialogue about the relationship between these two strategies.

In “Road Diets in Complete Streets and Vision Zero: A Comparative Analysis,” recent **Toronto Metropolitan University** Master of Planning graduate and former TCAT research intern **Alex Hanes** examines the two road planning approaches—Complete Streets and Vision Zero—and the role that road diets play in each. ‘Road dieting’ is a tool that reduces vehicle space on certain parts of the roads—reducing a

four-lane roadway to a two-lane roadway, for example—to leave more space for bicycle routes or pedestrian pathways. Ultimately, the paper concludes that both Complete Streets and Vision Zero road design strategies place a moderate level of importance on road dieting, suggesting that municipal planners could benefit from more conversation about how this tool could benefit both strategies, which are ultimately working towards very similar goals.

Complete Streets and Vision Zero are both road planning approaches that have been adopted by some but not all Ontario municipalities. The complete streets approach to planning and designing streets focuses on ensuring safe access for all road users, including pedestrians, cyclists, transit riders and drivers. The goal of Vision Zero, on the other hand,

is to eliminate all traffic-related fatalities and severe injuries. Though both strategies share some best practices, Vision Zero seeks to prioritize safety above all other transportation goals, while Complete Streets aims to prioritize road users whose access needs have traditionally been overlooked, such as cyclists and pedestrians. Road diets, when applied correctly, can help work towards both these outcomes.

Over the course of his research, Hanes surveyed 24 municipal planners in Ontario, asking them questions to determine a) how important road diets were in achieving the objectives of each strategy and b) how Complete Streets and Vision Zero differed in the importance they assign to road diets. While most survey respondents agreed

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CHANGING COURSE ON ROAD DESIGN

CONTINUED FROM PAGE 2

that road diets are applicable to both Complete Streets and Vision Zero goals, informant groups differed slightly in how they viewed its ideal mode. Complete Streets planners who were surveyed agreed unanimously that moderately urban, moderately dense environments were appropriate locations to consider road diets, whereas only 85 per cent of Vision Zero planners agreed with that. By contrast, 100 per cent of Vision Zero planner respondents agreed that highly urban, high-density, environments represented the most appropriate contexts for road diets. Based on the answers, says Hanes, it seems the Complete Streets strategy recognizes the need for road diets to re-prioritize road space, while Vision Zero values road diets as a tool to allocate space for safety infrastructure.

But despite these small differences, says Hanes, the two strategies are ultimately working towards similar safety and access goals and planners working on either Complete Streets or Vision Zero projects could be sharing resources and best practices for road dieting.

“I think it does show that

there is more room for the consideration of road diets,” study author Hanes told *NRU*. “The results of one of the survey questions ... showed pretty widespread agreement among both [Complete Streets and Vision Zero planners], that yes, the goals of both movements would be better achieved with greater amounts of road dieting.”

But getting communities on board with road diets, as part of either strategy, has been an uphill battle. The benefits of road dieting are well-proven—the **US Federal Highway Administration** (FHWA) has referred to them as a “policy and program area that promotes safety for all users” for example—but previous TCAT research has shown some “cultural resistance” to the idea.

“Even just thinking about

it as a ‘road diet’ makes it sound like we’re having to do something special, something radically different, which is sort of true because it is a departure from how we’ve been planning roads for hundreds of years, but it definitely frames everything that comes after that as abnormal,” says TCAT director **David Simor**.

Part of that resistance, says Simor, may come from the way municipalities solicit feedback on road dieting.

“... You mail out a consultation notice through the mail and you have a 7pm town hall, usually at a building that’s only accessible by car, and the only folks who can attend are folks who have a 9-5 job,” he told *NRU*. “Everything around the engagement process for who gets to weigh in on projects around road diets is geared towards elevating the voices of people who benefit most from car-centric infrastructure. So as a result, it kind of seems like, ‘Oh every time a road diet comes up, there’s so much opposition.’”

This uneven level of engagement could be why some

planners Hanes interviewed felt road dieting was more of a “niche” tool than planning literature might suggest. Better communication, both within municipal planning divisions and with the public, could help determine just how effective road dieting is and which strategies would benefit from implementing it on their way to achieving road safety goals, says Hanes.

“It would be very helpful for planners to know precisely what public opinion is on the use of road diets,” he says. “... [They could look] at how road diets could help achieve both [Vision Zero road safety and Complete Streets] goals effectively and how many goals could be achieved through their usage.”

For access to the full report “Road Diets in Complete Streets and Vision Zero: A Comparative Analysis”, please visit the TCAT website [here](#). 🌱



Illustration of a “Complete Streets conversion,” demonstrating a four-lane roadway converted into a three-lane roadway to make space for all road users, including cyclists and pedestrians. Re-allocating vehicle space on a roadway is often referred to as a “road diet,” a tool that can be used to achieve the goals of both Complete Streets and Vision Zero strategies. In a recent paper, recent Toronto Metropolitan University Master of Planning graduate and former TCAT research intern Alex Hanes examines the two road planning approaches and the role that road diets play in each. Ultimately, his report concludes that both strategies moderately emphasize road diets and that municipal planners may benefit from engaging in more dialogue about the possibilities of strengthening this synergistic relationship.

SOURCE: NATIONAL COMPLETE STREETS COALITION

RESIDENTIAL RISING



Matt Durnan

A mixed-use development proposed for a site in Stoney Creek would transform an existing low-rise residential neighbourhood by demolishing four single-family homes and bringing a nine-storey mixed-use building to an evolving part of the city of Hamilton.

At its August 16 meeting, **City of Hamilton** council approved **SS Stoney Creek Inc's** zoning by-law and official plan amendment applications for a site at 196, 198, 200 and 202 Upper Mount Albion Road in the community of Stoney Creek. The approvals permit the development of a nine-storey mixed-use building that will bring 232 new residential units to the neighbourhood, with commercial uses at grade.

The roughly 0.6-hectare site currently accommodates four single-detached homes in an area that is characterized predominantly by big box retail and commercial uses.

Directly to the west of the site across Upper Mount Albion Road is a large commercial plaza that includes **Best Buy**, **Pro Hockey Life** and **Indigo** stores along with a large surface parking lot. To the south of the site on the opposite side of Artfrank Street is a **Cineplex**

movie theatre and its associated large parking lot.

“East of this site is currently vacant, but they actually also have development approval for townhomes and apartment buildings there,” **NPG Planning Solutions** senior planner **Jeremy Tran** told *NRU*.

“To the west and south, there are a bunch of commercial uses and some pretty huge parking lots there. And then immediately to the north of

us, there is another detached dwelling”

Moving further north across Lincoln M. Alexander Parkway is a low-rise single-family residential neighbourhood.

The lands at 196-202 Upper Mount Albion Road are located within Hamilton’s West Mountain (Heritage Green) secondary plan area and within a special policy area that permits the development of mid-rise apartment buildings of

up to nine storeys in height.

“The vision of this secondary plan for this whole area is to become a mixed-use, pedestrian-friendly and transit-supportive urban centre over time. So with this proposed development, we’re proposing a mixed-use apartment building with ground floor commercial uses,” Tran said.

“This mixed-use building is definitely bringing the subject lands into more conformity

CONTINUED PAGE 5 ■



Above: Aerial image showing the location of a site at 196-202 Upper Mount Albion Road in Stoney Creek where SS Stoney Creek Inc. is proposing to develop a nine-storey mixed-use building. The site currently accommodates four single-detached homes that would be demolished as part of the proposed redevelopment. The new building would bring 232 residential units to the site, with commercial space at grade.

SOURCE: CITY OF HAMILTON



Below: Photo looking south along Upper Mount Albion Road in Stoney Creek where SS Stoney Creek Inc. is proposing to develop a nine-storey mixed-use building. The east side of the road at 196-202 Upper Mount Albion Road currently accommodates four single-detached homes that would be demolished as part of the proposed redevelopment. Across the road, to the west of the site, sits a large big box commercial plaza. The proposed development would include road widening on Upper Mount Albion Road and the addition of a sidewalk to improve pedestrian access.

SOURCE: CITY OF HAMILTON

RESIDENTIAL RISING

CONTINUED FROM PAGE 4

with the vision of the secondary plan, being a mixed-use development. We have a building of nine storeys, so right at that upper limit of the secondary plan.”

The applicant was required to file an official plan amendment to amend the West Mountain secondary plan to permit a maximum density of 460 dwelling units per hectare, as SS Stoney Creek Inc is seeking to develop a fairly compact building at nine storeys and accommodating 232 new units. The previous permissions under the secondary plan only allowed for densities of 50-99 units per hectare.

Opting for a mixed-use building that will include commercial space at grade may seem like a bit of a curious decision, given the site’s close proximity to a wide array of existing large retail outlets within walking distance.

However, the planning rationale behind including commercial space at grade within the proposed building is tied more to reinvigorating a street that has been largely car-dominated, while creating more walkable public realm with retail/commercial options for the proposed future residential development to the east of the site.

“I would definitely say that the decision to include commercial uses here doesn’t have anything to do with the [commercial] centre across the street and their future plans, because we really don’t know what they’re going to do with that parcel,” said Tran.

“But I do think that the market needs this here; also from a planning perspective, with this being a mixed-use development with commercial uses fronting the street, that’s just good urban design and good land use planning that fits right in with the secondary plan for this area.”

While focused on creating a more pedestrian-friendly environment, the applicant is still seeking a roughly 1:1 parking ratio for the site, proposing 246 vehicle parking spaces within two levels of

underground parking. This makes sense given the location of this site in the southeast part of Hamilton, which is still not the most heavily-served by local transit, causing many area residents to have to rely on automobile travel to get around.

The development team is focused on making public realm improvements as well, with plans to introduce a sidewalk on the east side of Upper Mount Albion Road where one has never existed before.

Currently the east side of the road accommodates the four single-family homes slated for demolition, with curb cuts for driveways, making the east side of the road rather inhospitable for pedestrians.

“As part of this application we’ll be providing a sidewalk right in front of the property and we need to give up three metres for road widening as well. And that will be going into the right-of-way for providing space for sidewalks, and we have a pretty huge setback area that can also be used for landscaping,” said Tran.

“On the ground floor, you’ll have the commercial uses and then, we’re providing places for people to walk, with landscaping in front. So that’s a pretty good urban environment.”

With the zoning and official plan amendment applications approved by council, the developer is eager to get to work on the site plan application phase of the proposal, and has also committed to making the necessary underground infrastructure improvements that will be required to transform the site servicing from supporting four homes to supporting more than 230.

“As part of the zoning by-law approval, the owner would need to upgrade the sanitary sewer line before construction could take place, so there is a commitment on their part, and they’re willing to do that to get this going,” Tran said.

“So we’re still in the appeal period right now, but once that’s over, it’s my understanding that the client is very eager to get going immediately on the site plan application.” 🌸



Artist’s concept of SS Stoney Creek Inc.’s proposed nine-storey mixed-use building for 196-202 Upper Mount Albion Road in Stoney Creek. The proposed development would accommodate 232 new residential units and commercial space at grade. Public realm improvements would also be included with the addition of a sidewalk and landscaped areas fronting Upper Mount Albion Road.

SOURCE: CITY OF HAMILTON
ARCHITECT: JONATHAN WEIZEL ARCHITECT

CONSOLIDATING SERVICES?

■ CONTINUED FROM PAGE 1

like Grey and its member municipalities to attract and retain professional planners.

“One of the things that might be attractive to a planner looking to work here as part of a larger team is the ability to learn from others in the organization and grow within the organization,” said Taylor.

“If you were considering going to be a single incumbent planner at a municipality, you might not see that same career path going forward, you might not see that same learning and mentoring opportunity that you might have by joining a larger planning department with a mix of skills that you can benefit from.”

Planning authority is a bit of a mixed bag in Grey County, with the county holding authority for approvals of things like draft plan of subdivision, plan of condominium and official plan amendment applications for all member municipalities with the exception of Owen Sound.

All nine member municipalities have planning authority over more minor planning decisions like site plan applications, minor variances, zoning by-law amendments and consent applications.

“For eight of our nine municipalities, [Grey] County

council is the approval authority for official plan amendments, and Owen Sound is the approval authority for theirs,” Taylor said.

This model however can create an element of overlap, as there are cases where multiple planning applications for the same file are being handled by different planning departments [at the county and the municipal levels].

“You run into some situations where you have a plan of subdivision, which is submitted to the County and then a corresponding zoning by-law amendment application which is submitted to the member municipality,” Taylor said.

“In that case, currently, the County and the municipality would be processing them in tandem and working together. Usually there’s one public meeting, but the current division [of labour] is that there are different approval authorities for those two applications.”

At this point in time, no decisions have been made as to whether or not Grey County’s member municipalities will move forward with a shared services model, but the proposed model being discussed would mean all

planning applications for Grey County member municipalities would be made directly to the County.

“We see a number of efficiencies in this model if it were to go forward, including the ability to recruit, retain and offer resiliency in our staffing teams, particularly for some of those smaller municipalities,” said Taylor.

“You know, if a municipality only has one planner and they go on leave or get another job, then you’re left without a planner. If you’re part of a bigger team then you have a little bit of built in backup there.”

There are also cost savings associated with moving to a shared services model, as a number of smaller municipalities have to pay for third-party planning services, or look to the County for assistance, particularly when it comes to more specialized areas of planning, for example to undertake hydrological or other environmental studies that may be required as part of a planning application.

“There are certain services that the County already provides on behalf of member municipalities, so one of those services is when the Province introduced Bill 23 where they took away natural heritage review responsibilities from the conservation authorities. The County took that on, on behalf of both the County and member municipalities,” Taylor said.

“So if an application has an

environmental impact study, that’s reviewed by the County planning ecologist, whether at the county or municipal level. So there is already some collaboration or centralization going on in that regard.”

Currently, Grey County planning staff and planners from its member municipalities meet roughly every two months to discuss planning matters including active or proposed development projects around the County.

Owen Sound-based land use planning consultant **Ron Davidson** is one of the planners who attends these regular meetings and is one of the few at the table who is not actually a municipal employee, but rather a private sector planner who has been contracted by Township of Chatsworth as their planner for the last 18 years.

Amid this potential reconfiguration of planning duties in Grey County, Davidson finds himself in a fairly comfortable position as a longtime professional planner who says he’s been looking to dial back his workload in the later stages of his career, stating that moving to a shared services model wouldn’t have a great deal of impact on his workload.

The same however can’t be said for some of Davidson’s fellow planners who are municipal employees. For those planners, there is a bit of trepidation over whether or not they will have jobs if the move is made to have all planning

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CONSOLIDATING SERVICES?

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services operate under Grey County's leadership.

"This doesn't impact me too much, but if this happens, Chatsworth would no longer need me as the County will be able to look after everything that I do," Davidson told *NRU*.

"Sitting around the table though during the [August 8] meeting when the County told us that they were thinking about this, some people had a look

of panic in their eyes because some of them will lose their jobs."

Davidson believes that planning service levels won't necessarily see a marked improvement if the County opts to move to a shared services model, but did note that there are situations that crop up currently where duplication of services can occur and this model would help to eliminate

those.

"You would be doing away with duplication, because a lot of times—and this is coming from local councillors during public meetings when I'm reading a report or we're going through comments from the agencies, and we'll hit a comment from the County planner who is basically saying the same thing that I'm saying. How many people do you need saying and writing the same things? Redundancy, in my mind, is the only reason we'd consider this, because I don't think the service is going to get better," Davidson said.

"When you have redundancies, you have added costs, so that of course begs the question 'Do we need this many planners?' I think there are some redundancies that don't need to exist. But then the question is do you get rid of local staff and fall under one system, or do you get rid of some of the planning staff already at the county level?"

Discussions surrounding the potential for a shared planning

services model in Grey County are still very much in their early stages, and currently there is no staffing structure or model under consideration as far as determining who would be going where with respect to both municipal and county planners and what optimum staffing levels might be.

"At this stage, we're asking each of the nine municipalities to discuss this further amongst themselves, both at the staff and council table, and to provide feedback to County staff," said Taylor.

"That feedback will inform a future staff report that will go back to Grey County council and there would be reports to consider at all nine municipal council tables. It's still early days and we're digging into it further and looking forward to receiving feedback and seeing where this goes." 🌱

HAVE A STORY TIP OR IDEA RELATED TO YOUR MUNICIPALITY?

Send an email to pressrelease@nrupublishing.com



We are hiring!

The Policy Planning Division are looking to hire the following positions:

- Planner II – Policy (2706)
- Planner II – Affordable Housing (2705)
- Planner I – Policy (2704)

For more information and to apply please visit: <https://jobs.richmondhill.ca/>

Deadline to apply is **September 6, 2024**

The Town of Ajax

We are hiring!



Currently seeking a **Temporary Full Time Planner (Policy)** to participate in and facilitate the implementation of planning projects, studies and/or initiatives.

Interested? Click here to review the detailed job description.

Application deadline: September 5, 2024 at 11:59 p.m.

ajax.ca/Careers

COMMITTEE AGENDAS



PEEL

[Approval recommended for Fairview infill dwellings](#)

At its September 3 meeting, **Mississauga** Planning & Development Committee considered a [public meeting recommendation report](#) recommending approval of a

rezoning application by **Dahab Homes Inc.** for 120 Fairview Road West. Dahab proposes to develop the lands with nine single-detached dwellings, including six dwellings on a public road and three dwellings

on a common elements condominium road. 🌱

IN BRIEF

[City of Barrie seeking feedback on third draft of zoning by-law amendment](#)

The **City of Barrie** is developing a new comprehensive zoning by-law to implement the vision of Barrie's new official plan, which was approved in May. The City is organizing three upcoming consultation events where members of the public can learn more about the most recent draft of the zoning by-law and can provide City staff with feedback.

Members of the public can attend an in-person open house on the new comprehensive zoning by-law on Tuesday, September 17 from 5:00 p.m. to 7:00 p.m. in the Barrie city hall rotunda (70 Collier Street).

Members of the public can participate in a virtual open house on the new comprehensive zoning by-law on Thursday, September 19 from 3:00 p.m. to 4:15 p.m. by registering on the Barrie Zoom platform [here](#).

Members of the public

can attend an in-person public meeting on the new comprehensive zoning by-law on Tuesday, October 1 at 6:00 p.m. in City of Barrie council chambers (70 Collier Street).

To learn more about the City of Barrie new comprehensive zoning by-law, please visit the City website [here](#).

[Conservation Halton seeking feedback on draft watershed resource management strategy](#)

Conservation Halton has completed a draft of its watershed-based resource management strategy which will help the conservation authority to carry out its mandate to protect natural systems and mitigate natural hazards and to deliver its programs and services. The draft document is informed by the latest scientific data and seeks to support the resilience and health of Halton watersheds for years to come by applying a climate

change lens to natural resource management.

The draft watershed management document is now available for public review and comment. To review the draft document, please visit the Conservation Halton website [here](#). To participate in an online survey on the draft watershed resource management strategy, please visit the surveymonkey website here and complete the online survey by Friday, September 13. For more information on the Conservation Halton draft watershed-based resource management strategy, please visit the Conservation Halton website [here](#).

[Richmond Hill hosting public information centres on micromobility strategy](#)

The **City of Richmond Hill** is in the process of developing a micromobility strategy that will guide the use of micromobility devices and cycling on sidewalks and on other on- and off-road public spaces. Developing the strategy was a recommendation of the City's transportation master plan and will be designed to address key matters including

public safety concerns, resident feedback, public education on use of micromobility devices in public places, including e-bikes and e-scooters, and enforcement of regulations or by-laws.

The City is hosting two in-person public information centres on the strategy this month. Members of the public wishing to learn more about the developing strategy and to provide input on it are invited to attend one of two information meetings. The first is scheduled for Monday, September 16 from 6:00 p.m. to 7:30 p.m. at the Bayview Hill Community Centre (114 Spadina Road, Leuschner Room). The second will take place on Wednesday, September 18 from 6:00 p.m. to 7:30 p.m. at the Oak Ridges Community Centre (12895 Bayview Avenue, program room 2).

Both sessions will also be livestreamed for those wishing to participate remotely.

To learn more about the City of Richmond Hill micromobility strategy or to access registration links to participate in one of the upcoming public information centres virtually, please visit the City website [here](#). 🌱

OLT NEWS

SETTLEMENT APPROVED FOR CHURCHVILLE SUBDIVISION

In an August 27 decision, OLT Member **Sharon Dionne** allowed appeals, in part, against the **City of Brampton's** failure to make a decision on rezoning and draft plan of subdivision applications by **Creditview 4-P Holdings Inc.** for 7614, 7624, 7650 & 7662 Creditview Road.

Also under appeal by Creditview 4-P were three planning instruments pertaining to policy and boundary revisions to the Village of Churchville Heritage Conservation District (HCD) in which the Creditview Road lands are located (the "heritage appeals").

Creditview proposes to redevelop its lands with a residential subdivision and various ancillary uses. The

Tribunal was advised that Creditview 4-P and the City of Brampton had reached a settlement that involves dismissal of the heritage appeals, dismissal of the official plan amendment appeal, and the approval of a revised zoning by-law amendment and draft plan of subdivision.

Under the terms of the settlement, Creditview 4-P would no longer seek removal of its lands from the Churchville HCD area. The lands would remain within the HCD and would be subject to its related development criteria. The existing heritage dwelling at 7624 Creditview Road would be retained within the new subdivision, which would consist of 13 single-detached dwellings (including the retained heritage dwelling) and an extension of Edmonton Street through the subdivision lands. Blocks are also proposed for a park, stormwater

management, and buffers.

Planner **Michael Gagnon** (**Gagnon Walker Domes**) and heritage planner **Kasper Koblauch** (**ERA Architects**) provided evidence on behalf of Creditview 4-P, in support of the settlement.

Based on Gagnon and Koblauch's opinion evidence, the Tribunal found the settlement proposal to be appropriate for the site and to represent good planning. The Tribunal dismissed the heritage appeals, while allowing the rezoning and draft plan of subdivision appeals, in part. Interestingly, this decision represents perhaps the first time a draft plan of subdivision has been approved within a heritage conservation district.

Solicitors involved in this decision were **Michael Cara** (**Overland**) representing Creditview 4-P Holdings Inc., **Chris Barnett** (**Osler**) representing the City of Brampton, and **Jonathan Frustaglio** (**Sutherland Law**) representing **Angelo Riccio**. [See OLT Case No. [OLT-22-003443](#).]

TRIBUNAL RULES IN FAVOUR OF CITY IN RICHMOND HILL CENTRE SECONDARY PLAN DISPUTE

In an August 27 decision, OLT Members **Kurtis Andrews**

and **Gail Ross** ordered various policies of the **City of Richmond Hill's** Official Plan Amendment 41 (OPA 41) to come into force and effect by operation of Subsection 17(36) of the *Planning Act*.

OPA 41 establishes the Richmond Hill Centre Secondary Plan for lands east and west of Yonge Street, north of Highway 407 and in the vicinity of Langstaff GO station. OPA 41 was appealed by several impacted landowners.

The City of Richmond Hill brought a motion seeking an order of the Tribunal approving various parts of OPA 41 pursuant to Subsection 17(36) of the *Planning Act*, which prohibits appeals of official plan amendments on certain specified grounds, including a prohibition against appealing policies regarding maximum densities and minimum or maximum heights on lands within a Protected Major Transit Station Area (PMTSA). Richmond Hill's OPA 41 includes lands that form part of two PMTSAs.

OPA 41 establishes limits on building heights within its boundary, not by the use of flat height caps, but rather through the application of angular

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GOT A NEW JOB? A PROMOTION?
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OLT NEWS

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planes. Appellant **1921318 Ontario Ltd.** took the position that Subsection 17(36) of the *Planning Act* speaks to appeals concerning height policies, but not angular plane policies, and thus the OPA 41 angular plane requirements remain validly appealable. The City disagreed.

The Tribunal considered evidence from planner **Leigh McGrath (Urban Strategies)** on behalf of the City, and from planner **Bruce Hall (The Planning Partnership)** on behalf of 1921318 Ontario Ltd.

The Tribunal agreed with the City of Richmond Hill on this matter of dispute and ruled that the angular plane policy in OPA 41 is unappealable by virtue of Subsection 17(36) of the *Planning Act*.

Solicitors involved in this decision were **John Alati** and **Grace O'Brien (Davies Howe)** representing 1921318 Ontario Ltd., **Jason Park (Kagan Shastri DeMelo Winer Park)** representing COLLECDEV (8868 Yonge) GP Inc., and **Raj Kehar** and **Chantal deSereville (WeirFoulds)** representing the City of Richmond Hill. [See *OLT Case No. OLT-23-001120*.]

SETTLEMENT APPROVED FOR COOKSVILLE DEVELOPMENT

In an August 28 decision, OLT Member **Carolyn Molinari** allowed appeals, in part, by **Almega Asset Management Inc.** against the **City of Mississauga's** failure to make a decision on its official plan and zoning by-law amendment applications for 60 Dundas Street East.

Almega had originally proposed to develop the Cooksville-area property with three towers of 16, 27 and 29 storeys. The original proposal contained a total of 1,138 m² of retail space, 836 m² of additional commercial space, and 1,009 residential units across the three towers.

In January 2023, Almega appealed its applications to the OLT citing a lack of decision by the City within the statutory timeframes. After engaging in Tribunal-assisted mediation, Almega submitted a revised proposal that was endorsed by Mississauga city council as the basis of a settlement of the appeals.

The settlement proposal incorporates revised tower heights of 16, 31 and 32 storeys, revised vehicular and pedestrian access, as well as the re-designation of the eastern edge of the site to 'Greenlands'

to limit uses of that area to flood control measures, stormwater management, erosion management, natural heritage features, and conservation areas.

After hearing evidence from planner **Michael Bissett (Bousfields)** in support of the settlement, the Tribunal allowed the appeals, in part, on an interim basis, subject to the fulfillment of various conditions.

Solicitors involved in this decision were **Matthew Helfand (Aird & Berlis)** representing Almega Asset Management Inc. and **Brian Duxbury** and **Katie Pfaff** representing the City of Mississauga. [See *OLT Case No. OLT-23-000393*.]

HOLLAND LANDING DEVELOPMENT APPROVED

In an August 27 decision, OLT Member **Robert Ackerman** allowed appeals by **Holland Hope General Partners Inc.** against the **Town of East Gwillimbury's** failure to make decisions on its applications for official plan and zoning by-law amendments and site plan approval for 19349, 19357, 19365 & 19399 Yonge Street.

Holland Hope proposes to develop the 0.612-hectare land assembly of Yonge Street properties with six four-storey back-to-back townhouse blocks and one five-storey apartment building, containing

a total of 103 dwelling units.

On behalf of Holland Hope, the Tribunal heard evidence from planner **Jim Kotsopoulos (JKO Planning Services Inc.)** and from transportation engineer **Darshan Soni (LMM Engineering)**. Planner **Victoria Moore** provided evidence on behalf of the Town of East Gwillimbury.

The Town of East Gwillimbury's areas of opposition to the proposal included:

- Its belief that the development is premature as there is a lack of assigned servicing capacity for the lands;
- Its belief that the proposed density at 1.3 times the lot area is excessive for the site, as it is five times the density currently permitted under the Town's official plan;
- Its belief that the proposal is of a scale that is without precedent in the Holland Landing community; and
- Its belief that the proposed development setbacks are inadequate;

Based on the evidence of Kotsopoulos and Soni, the Tribunal found that Holland Hope's proposed development is appropriate for the site and should be approved. Responding to the Town of

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OLT NEWS

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East Gwillimbury's position that the proposal represents overdevelopment, the Tribunal noted that the existing density limit dates back to 2010 and has not been revisited since, despite there having been two updated versions of the *Provincial Policy Statement*, an updated Growth Plan, and an updated York Region Official Plan, which all promote greater levels of density throughout urban areas.

The Tribunal allowed the appeals, approving the official plan and zoning by-law amendments and site plan, subject to conditions.

Solicitors involved in this decision were **Paul DeMelo (Kagan Shastri DeMelo Winer Park)** representing Holland Hope General Partners Inc. and **Laura Dean**

and student-at-law **Anastasia Jones (Aird & Berlis)** representing the Town of East Gwillimbury. [See *OLT Case No. [OLT-23-000445](#)*.]

SETTLEMENT APPROVED FOR AURORA TOWNHOUSES

In an August 28 decision, OLT Member **Tee Fung Ng** allowed appeals, in part, by **Medal Homes Inc.** against the **Town of Aurora's** failure to make a decision on its rezoning and site plan applications for 65 St. John's Sideroad.

Medal Homes had originally proposed to develop the lands with 45 three-storey townhouses. Although the developer had originally applied for an official plan amendment, one is no longer

required due to the coming into force of the policies of the new Aurora Official Plan.

Prior to the hearing, Medal Homes reached a settlement with the Town of Aurora on the basis of a revised proposal to develop 30 three-storey townhouses. The settlement proposal accommodates a minimum 30-metre buffer to the adjacent McKenzie Marsh wetland, and emergency access to the site is proposed through neighbouring 55 St. John's Sideroad, which the Town will convey to the applicant in exchange for its relinquishing of a right to access the abutting Pittypat Court.

Planner **Nick Pileggi (Macaulay Shiomi Howson)** provided evidence on behalf of Medal Homes, in support of the settlement. The Tribunal accepted Pileggi's planning evidence and allowed the appeals, in part, approving the rezoning and site plan

control applications, subject to finalization of the planning instruments and related conditions.

Solicitors involved in this decision were **Paul DeMelo (Kagan Shastri DeMelo Winer Park)** representing Medal Homes Inc. and **Patricia De Sario** representing the Town of Aurora. [See *OLT Case No. [OLT-24-000252](#)*.] 

PEOPLE

The **University of Waterloo** school of planning has appointed **Jason Thorne** as its 2024-2025 planner-in-residence. The planner-in-residence program is designed to give Waterloo planning students and professors opportunities to interact with planning professionals who are leaders in their field. Thorne, who has over 25 years of experience as a planning consultant in a range of roles in the public and non-profit sectors, currently serves as **Stantec** urban places sector lead for Canada. Prior to joining Stantec earlier this year, Thorne served 10 years leading the **City of Hamilton** planning and economic development department.

August 28, 2024

Ann-Marie Norio
Regional Clerk
Office of the Regional Clerk
1815 Sir Isaac Brock Way
Thorold, ON L2V 4T7

Sent via email: Ann-Marie.Norio@niagararegion.ca

**Re: Request for Extensions to Niagara Region Incentive Programs
Our File 35.11.2**

Dear Ms. Norio,

At its meeting held August 26, 2024, St. Catharines City Council approved the following motion:

WHEREAS the City of St. Catharines is committed to addressing the housing crisis through its unanimously passed 2023 Municipal Housing Pledge of 11,000 additional housing units; and

WHEREAS development project timelines over the last several years have been significantly impacted by housing market fluctuations, rising interest rates and construction costs, and pandemic related restrictions; and

WHEREAS Niagara Region's Smart Growth Regional Development Charges Reduction Program and Smarter Niagara Incentive Program Property Rehabilitation and Revitalization Tax Increment Grant program are set to expire on October 1st, 2024; and

WHEREAS qualifying residential developments that do not have building permits issued by October 1st, 2024, will be ineligible for Niagara Region's Smart Growth Regional Development Charges Reduction Program; and

WHEREAS redevelopment or remediation projects previously approved by City Council under the City's Community Improvement Plans cannot request a matching incentive from Niagara Region unless a complete application, including executed agreement, is submitted by October 1st, 2024, thereby severely limiting the feasibility of many developments.

THEREFORE BE IT RESOLVED that Council requests that Niagara Region extend the expiration deadline for Niagara Region's Smart Growth Regional Development Charges Reduction Program for a period of three years to October 1st, 2027; and

THEREFORE BE IT FURTHER RESOLVED that Council requests that Niagara Region extend the expiration deadline for Niagara Region's Smarter Niagara Incentive Program Property Rehabilitation and Revitalization Tax Increment Grant for a period of three years to October 1st, 2027, for projects approved by Council under the City's Community Improvement Plans on or before September 30th, 2024; and

THEREFORE BE IT FURTHER RESOLVED that this motion be circulated to all area municipalities.

If you have any questions, please contact the Office of the City Clerk at extension 1512.



Donna Delvecchio, Acting City Clerk
Legal and Clerks Services, Office of the City Clerk
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