

## **TOWN OF HALTON HILLS – GENERAL INFORMATION PACKAGE**

### **COUNCIL MEETING – JANUARY 17, 2022**

#### **ADVISORY/SPECIAL COMMITTEES AND BOARD MEETING MINUTES**

<b>PAGE</b>	<b>COMMITTEE/BOARD</b>	<b>MEETING DATE</b>
3-5	Committee of Adjustment	December 1, 2021
6-9	Tourism	November 25, 2021
10-12	Active Transportation	November 23, 2021
13-21	Georgetown BIA	November 9, 2021

#### **GENERAL CORRESPONDENCE**

<b>PAGE</b>	<b>INFORMATION</b>
22-26	Ministry of Municipal Affairs and Housing – Correspondence received from the Honourable Minister Steve Clark regarding Bill 13, the <i>Supporting People and Businesses Act, 2021</i> and Bill 276, the <i>Supporting Recovery and Competitiveness Act, 2021</i> .
27-52	Township of Scugog – Correspondence received from the Region of Durham regarding Bus Stop Dead End Roads (December 8, 2021)
53-55	AMO – WatchFile (December 23, 2021)
56-58	AMO – WatchFile (December 16, 2021)
59-60	AMO – WatchFile (December 9, 2021)

#### **PASSED RESOLUTIONS**

<b>PAGE</b>	<b>INFORMATION</b>
61-93	HALTON REGION – Resolution passed at its Council meeting held on December 15, 2021, regarding 2022 Budget and Business Plan and Disposition of the 2021 Surplus.
94-99	HALTON REGION – Resolution passed at its Council meeting held on December 15, 2021, regarding Interim Regional Property Tax Requisition for 2022.

## **PASSED RESOLUTIONS CONTINUED**

<b>PAGE</b>	<b>INFORMATION</b>
100-106	HALTON REGION – Resolution passed at its Council meeting held on December 15, 2021, regarding Rural Broadband Equipment Attachment Agreement.
107-127	HALTON REGION – Resolution passed at its Council meeting held on December 15, 2021, regarding Milton Education Village Regional Official Plan Amendment Application – Initiation Report.
128-129	HALTON REGION – Resolution passed at its Council meeting held on November 17, 2021, regarding Affordable Child Care in Halton.
130-135	CREDIT VALLEY CONSERVATION– Resolution passed at its Board of Directors meeting held on December 10, 2021, regarding GTA West Highway and Transit Corridor Study.
136-137	TAY VALLEY TOWNSHIP – Resolution passed at its Council meeting held on December 14, 2021, regarding Province-wide Assessment Update.



## **COMMITTEE OF ADJUSTMENT MINUTES**

Minutes of the Committee of Adjustment hearing held on **December 1, 2021**, at 6 p.m. via Zoom.

Members Present: Todd Jenney (Chair), Jane Watson, Lloyd Hillier, Neal Panchuk, Thomas Hill

Staff Present: Jeff Markowiak, Director of Development Review  
Greg Macdonald, Senior Planner  
Niloo Hodjati, Secretary-Treasurer, Committee of Adjustment & Consent Official

### **1. CALL TO ORDER**

### **2. DISCLOSURE OF PECUNIARY/CONFLICT OF INTEREST**

Neal Panchuk declared a pecuniary interest as his lawyer, Bert Arnold was representing D13VAR21.036H – Auciello and D13VAR21.037H – Auciello. He did not participate in the discussion or vote for either application.

### **3. APPLICATIONS HEARD**

The order was altered to address a deferral.

When an application is approved, the Committee considered the requested variance(s) to:

1. Meet the intent and purpose of the Official Plan,
2. Meet the intent and purpose of the Zoning By-law,
3. Be desirable for the appropriate use of the land, building or structure, and
4. Be minor in nature.

#### **d) Minor Variance D13VAR21.038H – Shahiraj**

**Location:** 13161 22 Side Road, Town of Halton Hills (Henderson's Corners), Regional Municipality of Halton

**Purpose:** Requesting relief from Zoning By-law 2010-0050, as amended,

1. To reduce the interior side yard setback from the minimum 4.5 m to permit a 3 m interior side yard setback (north-east).

**To accommodate a proposed new dwelling.**

**Owner(s):** Rupinder & Sukhraj Shahiraj, **Agent:** Cosimo Mazzaferro

The Secretary-Treasurer noted that a Hydrogeological study is required, and as such, Town staff are recommending that the decision for this application be deferred. The agent had concurred.

It was MOVED by Todd Jenney, SECONDED, and CARRIED

THAT the decision for the subject application be deferred.

**a) Minor Variance D13VAR21.014H – Younis**

**Location:** 12121 Eighth Line, Town of Halton Hills (Glen Williams), Regional Municipality of Halton

**Purpose:** Requesting relief from Zoning By-law 2010-0050, as amended,

1. To increase the maximum permitted lot coverage from 15% (198.5 sq m) to permit a lot coverage of 19.23% (254.49 sqm).

**To accommodate a proposed new dwelling.**

**Owner(s):** Muhammad Younis, **Agent:** Steve Hamelin Design Studio, Laura Page

The Town Planner referenced received public objections, and noted no staff objections to approval, subject to condition. Stephen Closs (GSAI) was present on behalf of the owner and agent, and spoke to the application.

It was MOVED by Thomas Hill, SECONDED, and CARRIED

THAT the application be approved, subject to condition.

**b) Minor Variance D13VAR21.036H – Auciello**

**Location:** 14 Gamble Street, Town of Halton Hills (Glen Williams), Regional Municipality of Halton

**Purpose:** Requesting relief from Zoning By-law 2010-0050, as amended,

1. To increase the maximum permitted lot coverage from 15% (133.1 sq m) to permit a lot coverage of 28.5% (252.6 sq m).



**To accommodate a proposed new dwelling.**

**Owner(s):** Brittany Auciello, **Agent:** Herbert Arnold, Arnold Foster LLP

The Town Planner noted no staff objections to approval, subject to condition. The agent was present and spoke to the application.

It was MOVED by Todd Jenney, SECONDED, and CARRIED

THAT the application be approved, subject to condition.

**c) Minor Variance D13VAR21.037H – Auciello**

**Location:** 17 Gamble Street, Town of Halton Hills (Glen Williams), Regional Municipality of Halton

**Purpose:** Requesting relief from Zoning By-law 2010-0050, as amended,

1. To increase the maximum permitted lot coverage from 15% (183.3 sq m) to permit a lot coverage of 24.5% (299.4 sq m).

**To accommodate a proposed new dwelling.**

**Owner(s):** Amanda Auciello, **Agent:** Herbert Arnold, Arnold Foster LLP

The Town Planner noted no staff objections to approval, subject to condition. The agent was present and spoke to the application.

It was MOVED by Todd Jenney, SECONDED, and CARRIED

THAT the application be approved, subject to conditions.

**4. ADJOURNMENT**

Adjourned at approximately 6:25 p.m.



**MINUTES OF THE  
TOURISM ADVISORY COMMITTEE MEETING  
NOVEMBER 25, 2021**

Minutes of the Tourism Advisory Committee meeting held on Thursday,  
November 25, 2021 at 2:00 p.m. Via Zoom

**MEMBERS PRESENT:** Councillor A. Lawlor, Chair, C. Bower, K. Gastle, M. Frazer (left at 3:20 p.m.), G. Coman, C. Thibeault, S. Mazhari

**REGRETS:** L. Bengtson, P. Rowe

**STAFF PRESENT:** A. Graham, Economic Development and Tourism Officer; E. Kaiser, Manager of Economic Development and Innovation; M. Lawr, Deputy Clerk – Legislation

---

**1. CALL TO ORDER**

Councilor A. Lawlor, Chair called the meeting to order 2:01 p.m.

**2. DISCLOSURE OF PECUNIARY/CONFLICT OF INTEREST**

There were no disclosures of pecuniary/conflict of interest.

**3. RECEIPT OF PREVIOUS MINUTES**

There were no minutes to be received as the August 19, 2021 Tourism Advisory Committee meeting did not have quorum and no recommendations or decisions were made.

#### **4. SCHEDULED ITEMS FOR DISCUSSION**

##### **a. Update on Tourism Strategy Process**

###### **1. Review priority action items identified in May 2021**

A. Graham provided a review of priority action items to the committee and reviewed what the committee has accomplished since being established in 2019. A. Graham outlined the committee's main goals and objectives.

###### **2. A. Graham to provide update on 2021 projects and next steps**

A. Graham provided an update to the committee of 2021 projects, how the Town has worked with local businesses and next steps for the coming year. After reviewing projects from 2021, the committee discussed projects and concepts to focus on for 2022. The committee identified that they would like to work on more promotion through the Ontario Culinary Tourism Alliance.

G. Coman discussed the growing movie industry in Halton Hills and the opportunities it can bring for tourism. A. Graham advised that film operators have been contacted for the Town to receive permissions to promote movies and tv shows that have been filmed here. A. Graham would like to promote film locations through the Visit Halton Hills website.

A. Graham reviewed the Digital Main Street programs and advised that grants conclude on November 30<sup>th</sup> and the program is running until February 2022. M. Frazer inquired about the Digital Took Kit project and suggested ensuring that it is an easy template to fill in so that local business owners can quickly set it up for their business.

A. Graham presented statistics from the Visit Halton Hills webpage. K. Gastle suggested looking into further details of the analytics to see if users are using both the activities page as well as the restaurants page. G. Coman suggested that since the restaurants page received a lot of traffic, another way to increase promotion of local restaurants could be by contacting the Bruce Trail Conservancy as they are working to come out with an app where local restaurants and tourism aspects will be included. A. Graham will continue to work on analyzing tourism statistics and bringing them forward to the committee. In 2022, A. Graham will continue to work on getting statistics specific to Halton Hills, as right now what is available includes all of Halton Region.

**b. Priority Items Feedback**

**1. Committee recommendations for next steps and priority actions**

C. Bower suggested that a great tourism promotion opportunity is through hockey tournaments and other sporting events since it brings people into town. M. Frazer suggested having some tourism information included in an email that can be sent out to organizations associated with sporting events. E. Kaiser suggested working with internal Town staff who scheduled the facility rentals and bookings to include local tourism information in their confirmation emails that get sent out to the organization or person booking or renting the facilities. Councillor A. Lawlor suggested working on a strategy that identifies sports tourism as a focus. A. Graham will work on developing a marketing strategy for businesses and visitors and included sports tournament attendees as a target market.

C. Thibeault recommended hosting a tourism industry event in 2022 in order to network with surrounding municipalities and tourism-oriented organizations.

**2. Impact assessment – How to know if progress is being made?**

**c. Review 2022 meeting schedule**

The committee approved the 2022 meeting schedule.

**5. COMMITTEE MEMBER UPDATES**

C. Thibeault advised that there is funding available for retroactive projects through FedDev Tourism Relief Fund Grants and sent the committee the link to access this information. C. Thibeault advised that you can apply for more than one project so different departments of the Town could apply. A. Graham noted that the Town's Economic Development department has applied for this, but she will pass this information along to the Recreation and Parks department to look into applying in regards to the addition to the Town's trail systems.

S. Mazhari advised that the Halton Region is hosting the third annual Cycling Summit event on Wednesday December 8<sup>th</sup>. The Region will also be hosting a Farm to Retail 10-week bootcamp in 2022 and S. Mazhari will bring more information to the committee when available.

**6. ITEMS TO BE SCHEDULED FOR NEXT MEETING**

Discussion of a new tag line for Town tourism events and advertising.

**7. ADJOURNMENT**

The meeting adjourned at 4:05 p.m.



**MINUTES OF THE  
ACTIVE TRANSPORTATION COMMITTEE**

**NOVEMBER 23, 2021**

Minutes of the Active Transportation Committee meeting held on  
Tuesday November 23, 2021 Via Zoom

Members Present: Councillor J. Fogal, Chair, Councillor W. Farrow-Reed, A. Stiehl,  
A. Sommer, G. Price-Jones, C. Lenz, R. Hendry

Regrets: Councillor C. Somerville, A. Welter, S. Suprina, K. Willard

Staff Present: I. Drewnitski, Transportation Planning Technologist; M. Taylor,  
Senior Landscape Architect; Melissa Lawr, Deputy Clerk -  
Legislation

---

**1. CALL TO ORDER**

Councillor J. Fogal called the meeting to order at 7:02 p.m.

**2. DISCLOSURE OF PECUNIARY/CONFLICT OF INTEREST**

There were no disclosures of pecuniary/conflict of interest.

**3. RECEIPT OF PREVIOUS MINUTES**

Recommendation No. ACT-2021-0010

THAT the Minutes of the Active Transportation Committee Meeting held on  
September 28, 2021 be received.

**CARRIED**

#### **4. SCHEDULED ITEMS FOR DISCUSSION**

##### **a. 2021 Project Review - I. Drewnitski and M. Taylor**

I. Drewnitski and M. Taylor provided a presentation regarding 2021 Project Review for Active Transportation initiatives. The project areas included Eighth Line, Sinclair Avenue, Barber Drive, Maple Avenue, Guelph Street, the Fairy Lake Dam deck, Hungry Hollow Trails – Maple Avenue to Park Avenue and West Branch Drive park to Main Street.

##### **b. Hungry Hollow Trails - Dogs off leash**

Councillor J. Fogal advised that this has been brought to Enforcement staff's attention. M. Taylor advised that adding 'dogs on leash' and 'poop and scoop' signage below all standard signage that is currently installed has been discussed and the target is to have signage up by the end of the year.

##### **c. Donation from Epic Tour**

Councillor J. Fogal advised that Epic Tour has provided the Town with a donation as a thank you to Bike It committee members for volunteering their time to run a pit stop for the Epic Tour. The Active Transportation committee and Bike It sub-committee will use the donation towards their work plan to help with cycling initiatives.

#### **5. SUB-COMMITTEES AND WORKING GROUPS**

##### **a. Bike It Committee**

Recommendation No. ACT-2021-0011

THAT the following Bike It Sub-Committee meeting minutes be received by the Active Transportation Committee:

1. Bike It Committee minutes dated September 16, 2021.
2. Bike It Committee minutes dated October 14, 2021.

**CARRIED**

**6. CLOSED SESSION**

NIL

**7. COMMITTEE MEMBER ITEMS**

A. Stiehl inquired about snow removal/maintenance of boardwalks during winter. Councillor J. Fogal advised that the Town does not have the capacity to do that type of maintenance at this time.

A. Stiehl inquired about the crosswalk at Dale Gate in Georgetown, where the Remax is, across from mall as there does not seem to be enough room and may cause an accessibility issue. I Drewnitski to review this and bring forward to the next meeting.

Councillor J. Fogal brought forward the concept of a feasibility study for a bike share program in Halton Hills that is looking to be initiated. Councillor J. Fogal raised concern for this type of program. The committee supported this concern and believes it would be too costly to run this type of program in Halton Hills.

The committee approved the 2022 Active Transportation Advisory Committee calendar meeting schedule.

**8. ITEMS TO BE SCHEDULED FOR NEXT MEETING**

Multi use path on Eighth Line that has 'Slow' painted on it, I. Drewnitski to bring forward reasoning behind this marking to the next meeting.

**9. ADJOURNMENT**

The meeting adjourned at 7:53 p.m.





**7. Manager's Report – Yaw**

***Attached***

- The Manager's Report was received.

**8. Business Arising**

**a) Holiday Market 2021 update**

- The schedules for vendors have been done. Yaw is contacting vendors to confirm that they are attending the Holiday Market and their assigned dates.
- The first three Saturdays, the Town's ActiveEasy will be running activities in The Plaza on Church Street to help activate the space.
- The ice sculpture demonstration and installation will take place in front of the metallic tree on November 20th. If the weather is cold enough, the sculpture should last for a week.
- There will also be a wood carving demonstration. The date is not yet confirmed.
- December 11:
  - Vendors to be placed in the parking lot and on Main Street South.
  - Santa's Float (Lions Club)
  - Free hot dogs (Lions Club)
  - Santa (Lions Club)
  - Holiday décor fixtures that are Instagram-friendly, to be placed throughout the Downtown.
  - Full road closure on Main Street South.
  - Horse and wagon rides.
- **Action: The BIA will notify and communicate with BIA members of what is going on for the Holiday Market dates.**
- **Action: Gather feedback from BIA members during and after Holiday Market. Did it help having the event drawn out over 4 dates or is it better having one main event? Estimate crowd attendance for each date. Survey how the event impacts the businesses within the BIA. What are the gains and losses? The test is road closure vs. no road closure. Find out the impacts on the day and after the Holiday Market dates, if businesses are seeing more traffic and sales.**

**b) Holiday lighting and décor update**

- Additional lighting décor and candy canes will be added to the existing Holiday lighting collection.
- The lighting fixtures from last year are being checked to make sure that they are still working.
- The lights and décor will hopefully be installed next week by Quality Trees Services.
- The new banners will go up next week.
- The aim is to have the Downtown looking festive for November 20<sup>th</sup>, the first Holiday Market date.
- The Holiday Storefront contest will kick off at the start of December and conclude on the last date of the Holiday Market, December 11<sup>th</sup>. Winners will be announced the following week.

**c) Location for future in-person DGBIA board meetings**

- Knox Presbyterian can accommodate the BIA for its board meetings on the second Tuesday of every month. These meetings can take place in the basement. Rev. Steve

Boose would like to know if the BIA is seeking to use or rent the space? He is seeking feedback from his own Church committee as well.

- We are looking for a hybrid format, so that those who can't attend physically can connect via Zoom/virtual meeting.
- **Action: Beverley will research the rules for in-person meetings, proof of vaccination requirements, and current COVID rules and protocols for meetings and meeting spaces. She will send the information to Yaw. In-person meetings will not take place for the remainder of this year.**

#### **9. Council Update – Councillor Jane Fogal**

- The McGibbon project is requesting additional changes: 44 more units, the parking ratio per unit be reduced, and the commercial area be reduced. Throughout the construction process, we need to focus on the pedestrian experience: ease, comfort and safety of the walkways and sidewalks, so our patrons can safely move throughout the Downtown especially considering additional vehicular traffic with construction workers and heavy industry vehicles.

#### **10. Committee Updates**

##### **a) Marketing Committee – Suzanne**

- Suzanne and Yaw continue to have monthly meetings with Metroland, and the results from the marketing done via Metroland have been very positive, with far above click-through rates in comparison to the industry average.
- **Action: A marketing report will be presented to the board in the January board meeting.**

#### **11. New Business**

##### **a) Grant Thornton bookkeeping fee increase - Cindy**

- Grant Thornton doubled its bookkeeping fees, to be in line with the industry standards.
- In the past, the BIA Manager did the bookkeeping. The treasurer took over the responsibility when the first Interim BIA Manager was installed in 2018.
- **Action: Ask for bookkeeping quotes from Downtown Georgetown bookkeepers.**
- **Action: Reach out to Kathleen Boose for a bookkeeping quote.**
- **Action: Find a bookkeeping firm to retain for the BIA.**

##### **b) Memorandum of Understanding (MoU) between DGBIA and ToHH**

- The Town of Halton Hills requests a MoU document outlining the responsibilities of the Town and of the BIA for maintenance and projects in the Downtown. They would also like us to outline a timeline of long-term projects, etc. The BIA needs to decide if it needs a sub-committee for this particular effort.
- **Action: Reach out to other BIAs and OBIAA and find out how others accomplished their MoUs with their municipalities. What were their processes, documents, expectations and flexibilities?**

##### **c) Mayor's Annual Luncheon 2021**

It takes place Tuesday, December 14, 2021, 11:30 A.M.

- **Action: Board members to let Nikki know if they would like to go to the luncheon.**

#### **12. Meeting Adjournment:**

**Motion: To Adjourn**

**Motion Moved By: Ted Flanagan Second: Cindy Robinson**

***Meeting adjourned at 9:58 AM***

**Next Meeting – Tuesday, December 14, 2021 @ 9:00 AM.**

<b><u>ACTIONABLE ITEMS</u></b>	<b><u>STATUS</u></b>
Manager to contact local service clubs (and organizations like Cadets, Guides, Scouts, etc.) to ask if they can help out at events (e.g. manning barricades during car show, etc.) in return for a donation/payment to their organization.	On hold due to COVID Will resume when large events resume
Request Silvercreek Commercial to purchase and install brackets for the hanging baskets onto the McGibbon. Come to some sort of agreement e.g. if you purchase three, we will assist and purchase another 3. Also request brackets for the front of the BIA office for hanging baskets.	Pending - target May 2021
Find grants to assist the BIA with Beautification projects including lighting in Downtown, Directional Signage, Retaining wall and sidewalk on Back Street.	In progress
The BIA Manager to find out the budget the Town will provide to assist the BIA's beautification projects.	In progress
Yaw to collect all the unpaid invoices from Town's Public Works. E.g. snow clearing.	In progress
Strategic Planning Committee to create a formal plan from the current Strategic Plan's working document for Board approval at the February meeting that can then be shared with members and the Town.	In progress
Yaw to draft a document that outlines the procedures for how to elect for an Executive Board position including timeframe, variances for new term elections vs mid-term elections.	In progress
Staff will document all procedures for events and operations of the BIA office.	In progress
Staff to reformat the Strategic Plan formal document for easier printing capabilities.	In progress
Board members to please submit their ideas and wish list for the Downtown (2021) via email to Yaw. E.g. lit arches into the Downtown area, event like "Taste of the Downtown", virtual events model like a wine and cheese tasting (i.e. collect your cheese tray and wine and then join store online via Zoom and learn about how to pair wine with cheese etc.), interview the businesses in the Downtown on Facebook Live videos, etc. Look at examples from other towns and cities.	In progress
Yaw to look at the events calendars from other BIAs for additional ideas for the Downtown.	In progress
BIA to investigate about pop-up parkettes and other ways to encourage people to come and stay in the Downtown. Find out how to use grants to cover costs such as closing streets on Friday and Saturday evenings for restaurants and other businesses, staffing the barricades, etc. The area around Knox Church may be a good spot for a pop-up parkette. Councillor Jane Fogal offered to assist. Ideas and research will be discussed in the next marketing committee meeting.	In progress

**Downtown Georgetown BIA  
Board Meeting Minutes – November 09, 2021 meeting  
To be approved on December 14, 2021 – 9:00 AM Start**

Jamie to bring restaurants' feedback about Downtown Drive-Through Taste event to the next Marketing Committee meeting.	Pending
For documents that the BIA must keep (e.g. board minutes), approach Mark Row (Esqueusing Historical Society) to store our documents in a closed collection, or ask Valerie Petryniak if the Town be willing to keep and archive the BIA's documents.	Pending
The BIA to create marketing brochures, literature of the Downtown (great place to work and build a business). Scout for high level players.	Pending
Find out what Amico is planning to do in terms of beautification of the McGibbon, particularly on the Mill Street side.	Pending
Yaw to remind the Town that the BIA must be at the table too for Heritage Downtown discussions and committees.	In Progress
The BIA to start working on developing these welcome baskets: costs, what is in it, approaching Downtown businesses to participate, find out from Amico the timeframe when residents will move into the buildings.	In Progress
Have Downtown businesses share the BIA promotions on their own networks.	Pending
Yaw to forward details of the Town's focus groups (CIP updating) to the board members so they may join and participate.	
Board members to send ideas to Yaw how to make sure businesses don't feel left out in print promotions, due to only 12 half pages available. How do we select the 12 businesses to be given the half page ads?	
BIA staff keep the Board updated with how much is outstanding and not cashed in as gift cards on the BIA's financial books.	
Find out and explain why rent is already above 50% paid. Seek explanation from treasurer.	
The Town will supply itemized quotes (summary of costs, key points) to the BIA board so that they can determine which project will move forward. So far, of the \$20,000 budgeted (\$10,000 from the Town, \$10,000 from the BIA), approximately \$12,500 was spent on investigations/research done by the Town so far. This leaves \$7,000 to complete a project.	
Yaw to research and find out all the options and possibilities to activate the Downtown during the Holiday Market, to attract people to visit and shop in the businesses in the area. i.e. horse and carriage rides, other forms of entertainment, vendors in front of the McGibbon, Dini's vendors in front of her business, etc.	
Yaw to investigate how to make Halloween 2022 a bigger event with activations, entertainment and activities and have BIA members participate with in-store promotions etc.	
Yaw to confirm protocols in place for AGM, with BIA members listing their names and their Downtown business when being admitted into the meeting.	
Yaw and Jamie to touch base to find guest speakers for the upcoming AGM.	
Yaw to set up a review with the Strategic Planning Committee of how the BIA is doing according to its existing Strategic Plan. Also, research and find out if we need to hire a contractor for our next Strategic Plan, how much it will cost the BIA, what to budget for the contractor for Budget	

**Downtown Georgetown BIA  
Board Meeting Minutes – November 09, 2021 meeting  
To be approved on December 14, 2021 – 9:00 AM Start**

2023. Yaw to find out what other BIAs are doing for their Strategic Plans, how much did they spend on contractors and professionals, etc.	
Yaw to research what other Farmers Markets are charging their vendors and what they offer to their vendors. E.g. insurance. A Farmers Market Committee meeting will be called, and Yaw will present his research and data. Decisions will be made where the additional funding will go. E.g. marketing of the Farmers Market.	
Yaw to investigate the possibility of hosting BIA board meetings in the basement of Knox Presbyterian Church. A Zoom link will be made available to board members not able to attend in-person. Yaw to confirm if there is wi-fi access in the basement.	
Strategic Planning Committee to go through the Main Street Re-imagined handbook methodically, and go onto the street to see the experiences through the visitor's eyes.	
Share the Main Street Re-imagined handbook with the Town so that we are all on the same page.	
Strategic Planning Committee to review and update the Strategic Planning documents in January 2022. They are to be reformatted before the January meeting. After review and update, the documents need to be submitted to the Town.	
Create a Strategic Plan folder to consolidate and fill with resources that committee members can access and review.	Ongoing.
The BIA will notify and communicate with BIA members of what is going on for the Holiday Market dates.	
Gather feedback from BIA members during and after Holiday Market. Did it help having the event drawn out over 4 dates or is it better having one main event? Estimate crowd attendance for each date. Survey how the event impacts the businesses within the BIA. What are the gains and losses? The test is road closure vs. no road closure. Find out the impacts on the day and after the Holiday Market dates, if businesses are seeing more traffic and sales.	
Beverley will research the rules for in-person meetings, proof of vaccination requirements, and current COVID rules and protocols for meetings and meeting spaces. She will send the information to Yaw. In-person meetings will not take place for the remainder of this year.	
A marketing report will be presented to the board in the January board meeting.	
Ask for bookkeeping quotes from Downtown Georgetown bookkeepers.	
Reach out to Kathleen Boose for a bookkeeping quote.	
Find a bookkeeping firm to retain for the BIA.	
Reach out to other BIAs and OBIAA and find out how others accomplished their MoUs with their municipalities. What were their processes, documents, expectations and flexibilities?	
Board members to let Nikki know if they would like to go to the luncheon.	Completed.



## Downtown Georgetown BIA Manager's Report November 2021

### **A. Beautification**

#### **a. Public Art**

- Administration has begun exploring options for public art pieces in the downtown during the holiday season. The art pieces will add to and complement the BIA's holiday lighting fixtures which are planned to be installed by November 20.

#### **b. Welcoming place from Front & Back Lots**

- Administration has been in contact with the Town about its 'Under Wraps' program which involves transforming the aesthetics of utility boxes into public art pieces. The goal is to have several utility boxes in the downtown included in next year's rendition of the program.

### **B. Economic Development**

#### **a. Advocate for Impactful Investments**

- The DGBIA is partnering with the Town of Halton Hills, Acton BIA and Halton Hills Chamber of Commerce to revamp a town-wide "shop local" campaign. The campaign will include print, digital and social media with uniform messaging across platforms. Businesses will be encouraged and educated on the various way they can participate and take advantage of the various marketing opportunities.

#### **b. Maintain good relationships with stakeholders (municipality, region & community groups)**

- The BIA Manager has remained in constant communication with the Town of Halton Hills, providing feedback on business sentiments through the pandemic and provincial restrictions. Recent communications with the Town have centered on the Façade Improvement Program and the changes for 2021. Communications have also centered on partnerships with the DGBIA to host programs for the Holiday Market and holiday-themed events.

### **C. Support Membership Success (support small Business Success)**

#### **a. Market & communicate the BIA's message to the members & community**

- The website and bi-weekly e-newsletter continue to be a source of up-to-date news and information for the Downtown businesses and their patrons.

- In partnership with Metroland, DGBIA businesses will be featured in a monthly half-page paid story at no cost to them. Operating as part of the BIA's larger marketing partnership with Metroland, the monthly insert in the paper is targeted to feature business stories or flyers from individual businesses. The Metroland writers have consulted with the DGBIA and various businesses to create the sector-themed stories.

#### **b. Promote a prosperous mix of retail & service**

- Through the Metroland partnership, administration has been heavily marketing the DGBIA gift certificates for the holiday season. The push, which involves print and digital advertising, is meant to support the variety of participating downtown establishments and encouraging holiday shopping in the downtown. The impact of these marketing efforts continue to be evaluated on monthly basis through meetings with representatives from Metroland.

#### **c. Advocate on behalf of businesses on all levels of government**

- The BIA Manager has regularly participated in Ontario BIA Association (OBIAA) 'Best Practices Calls' where representatives from various levels of government have been present to discuss legislations and grants relating to small businesses. Recent discussions centered on in-person BIA Board meetings and general trends across BIAs

#### **d. Offer events that directly support and promote the overall economic health of the BIA members**

- The DGBIA successfully ran its Holiday Window Decorating Contest. Several businesses and members of the public participated in the contest which engaged the community through the Halloween festivities.
- Administration successfully ran this year's Holiday Market which is set to run on four consecutive Saturdays during the holiday season; November 20, 27, December 4 and 11. For the first three Saturdays the event will take place on Church Street and in the Church Street Parking Lot, with Main Street remaining open to vehicular traffic. In partnership with the Town of Halton Hills, there will be activities taking place at the Cultural Centre Plaza for the first three Saturdays. On December 11, the event will take place on Main Street between Church Street and James St. and in the Church Street Parking Lot. The December 11 market will also involve activities and attractions such as horse-drawn carriage, Santa's float, and Santa.



**e. Establish relationships with business owners to ensure open dialogue and ongoing support.**

- The BIA Manager has continued regular communication with business owners through emails and phone calls. Recent communications have centered around the DGBIA upcoming events and how businesses can participate and benefit from them. Several businesses were recently solicited for feedback on the plans for the December 11 Holiday Market.

**Ministry of  
Municipal Affairs  
and Housing**

Office of the Minister  
777 Bay Street, 17<sup>th</sup> Floor  
Toronto ON M7A 2J3  
Tel.: 416 585-7000

**Ministère des  
Affaires municipales  
et du Logement**

Bureau du ministre  
777, rue Bay, 17<sup>e</sup> étage  
Toronto ON M7A 2J3  
Tél. : 416 585-7000



234-2022-61

Dear Head of Council:

The supply of housing in Ontario has not kept up with demand over the past decade and everyone has a role to play in fixing Ontario's housing crisis. More than ever, we need municipalities, non-profits and private industry to work with us to encourage the building of different kinds of housing – so that Ontario families have more affordable options.

To help support this important priority, I am pleased to provide you with an update on recent changes our government has made to help streamline and simplify Ontario's planning system.

**Bill 13, the *Supporting People and Businesses Act, 2021***

Schedule 19 of Bill 13, the *Supporting People and Businesses Act, 2021* came into force December 2, 2021 upon royal assent.

Changes have been made to help streamline the planning system and, in some cases, help shorten approval timelines by providing municipal councils broader authority to allow more planning decisions to be made by committees of council or staff. Municipalities can now, subject to having appropriate official plan policies, delegate decisions dealing with minor amendments to zoning by-laws, such as temporary use by-laws and the lifting of holding symbols, should they choose to.

You can find more information about these changes on the Environmental Registry of Ontario ([019-4419](https://www.ontario.ca/environmental-registry)) and the Regulatory Registry ([21-MMAH025](https://www.ontario.ca/regulatory-registry)) and some frequently asked questions are provided below.

At this time, I encourage you to review and update your existing delegation policies and consider exercising this new authority to help streamline your decision-making processes, and free up council's valuable time to focus on other more strategic matters.

**Bill 276, the *Supporting Recovery and Competitiveness Act, 2021***

As you know, we also recently made *Planning Act* changes related to control of the division of land, including subdivision control, plans of subdivision, consents and validations through Bill 276, the *Supporting Recovery and Competitiveness Act, 2021*, which received Royal Assent on June 3, 2021. I am writing to confirm that Schedule 24 of Bill 276 and associated regulations came into force on January 1, 2022.

We are proud to make these changes, which will help save time and money for those involved in the land division approval process, including municipalities, landowners, purchasers and some lease holders. Our changes will continue to protect Ontarians when they buy and sell property, while making the rules of subdivision control clearer and simpler.

.../2

Your municipality may wish to consider whether adjustments to your land division application and review processes to align with the changes would be beneficial.

More information about these changes and the feedback we received during our consultation can be found on the Environmental Registry of Ontario ([019-3495 and 019-3958](#)) and Regulatory Registry ([Proposal 21-MMAH008 and Proposal 21-MMAH015](#)). Some frequently asked questions are provided below. Any further questions about the changes to the *Planning Act* and related regulations can be directed to [ProvincialPlanning@ontario.ca](mailto:ProvincialPlanning@ontario.ca).

Sincerely,



Steve Clark  
Minister

c: Chief Administrative Officer

# FAQs

## Schedule 19 (Planning Act) to Bill 13, the Supporting People and Businesses Act, 2021

---

### What changes have been made to the Planning Act?

- Changes to the Planning Act, Municipal Act, 2001 and City of Toronto Act, 2006 provide municipalities with discretionary authority to delegate additional decisions to committees of council or municipal staff for minor amendments to zoning by-laws like:
  - Temporary use by-laws
  - Lifting of holding provisions
- Before matters may be delegated, official plan policies will need to be developed to establish the type of minor zoning by-law amendments that may be delegated, such as authorization of temporary uses, the lifting of a holding symbol, and other minor zoning by-law amendments.

### What types of “minor” amendments to a zoning by-law may be delegated?

- If a municipality would like to use this authority, official plan policies will need to be established to scope and define the types of “minor” zoning amendments that may be delegated. This could include matters like temporary use by-laws and by-laws lifting holding provisions.
- This approach is intended to allow for a locally tailored approach that reflects input from the public.

### What types of conditions could council apply when delegating its authority?

- Council will have the ability to apply conditions on the delegation of its decision(s). These conditions would be determined locally when the official plan policies and implementing by-law for the delegation are being developed.

### Will this new delegation authority alter the public meeting or appeal rights of the matters delegated?

- The delegation of additional planning matters would not alter any notice or public meeting requirements or limit appeal rights.

### What other planning decisions can be delegated?

- Under the Planning Act, municipal council can delegate the following decisions to a committee of council, staff, or, in some cases, a committee of adjustment:
  - Community planning permit system permits
  - Approval of adopted lower-tier official plan amendments
  - Plans of subdivision and condominiums
  - Consents
  - Site plan
  - Validations
- Other planning matters, such as administrative functions related to by-laws, may be delegated by council based on the delegation provisions in the Municipal Act, 2001 (or City of Toronto Act, 2006).

## **Schedule 24 (Planning Act) to Bill 276, the Supporting Recovery and Competitiveness Act, 2021**

---

### **What changes will be made to the Planning Act?**

- The changes include technical, administrative and policy changes to provisions in sections 50, 51, 53, 54, 55 and 57 of the Planning Act related to control of the division of land, as well as other housekeeping or consequential changes.
- Upon proclamation, the changes will:
  - provide new exceptions to subdivision control and part lot control (i.e., exceptions from the need for land division approval) – for example, by preventing parcels from merging with other lands in certain circumstances
  - change the plan of subdivision process – for example, by aligning the requirements for public notice, information, and public meetings with other instruments under the Act
  - change the consent application process – for example, by requiring a municipality or the Minister, where requested, to issue a certificate for the retained land in addition to providing a certificate for the lands that are subject to the consent application, and
  - make other changes regarding subdivision control and its related processes – for example, by requiring that a decision on a validation conform with the same criteria which are applicable to consents.

### **What changes will be made with respect to “lot mergers”?**

- Changes will be made to the subdivision control provisions to prevent lots from merging where lands were previously owned by, or abutted land previously owned by, joint tenants and where the ownership would have otherwise merged as a result of the death of one of the joint tenants.
- Outside of a “death of a joint tenant” scenario, lot mergers will continue to occur.

### **What changes will be made to the consent application process?**

- Changes will be made to the consent application process to, for example:
  - permit a purchaser of land or the purchaser’s agent to apply for a consent
  - establish a new certificate of cancellation
  - provide for certificates to be issued in respect of retained land in addition to the lands that are subject to the consent application
  - provide for a standard two-year period during which the conditions of a consent must be satisfied, and
  - permit a consent application to be amended by an applicant prior to a decision about the consent being made by the consent-granting authority.
- Municipalities may need to modify or update certain administrative processes as a result of some of these changes.

### **What is a certificate for retained land?**

- Changes to the Planning Act will provide for a consent-granting authority to issue a certificate for the retained land (the other part of the parcel approved through the land division process) resulting from certain consents.
- This certificate will show that the retained land has “consent” status.
- An applicant will need to specify in their application whether they are requesting a retained land certificate, and if so, require that a statement from a solicitor

confirming the extend of the owner's retained land be included as part of that application.

### **What is a certificate of cancellation?**

- In some situations, the original consent granted for a parcel of land may no longer be wanted or needed. This could occur, for example, where a parcel created by consent may need to be widened to accommodate a driveway. In these cases, the original consent may need to be cancelled to ensure the revised parcel will function as a single unit.
- Changes to the Planning Act will allow owners to apply to the consent-granting authority for a certificate of cancellation for a parcel that was previously severed with a consent. The consent-granting authority may also require the owner to apply as a condition of approval.
- Once a certificate of cancellation is issued, the parcel would be treated as though the previous consent had not been given. This could mean that the parcel would merge with neighbouring lands that are owned by the same person.

### **What considerations need to be applied to validation requests?**

- A validation can be used in place of obtaining a consent to the contravening transaction (transfer or other transaction that was made in breach of the Planning Act requirements) in certain situations; for example, where the landowners at the time of the contravention are not available to sign the new transfer documents.
- The validation allows the validation authority to consider each situation on its merits and decide whether a request to validate title should be supported. The validation authority may, as a condition to issuing the validation, impose conditions as it considers appropriate.
- Bill 276 will make changes to require that a decision regarding a validation must conform with the same criteria which are applicable to consents, for example:
  - having regard to provincial interests and the land division criteria set out in the Planning Act
  - ensuring the validation is consistent with the Provincial Policy Statement and conforms, or does not conflict, with provincial plans, and
  - ensuring the validation conforms with all applicable official plans.



December 8, 2021

The Honourable Doug Ford  
Premier of Ontario  
Legislative Building, Queen's Park  
Toronto, ON M7A 1A1

Sent via email to: [premier@ontario.ca](mailto:premier@ontario.ca)

Dear Premier:

**Re: Correspondence received from the Region of Durham regarding Bus Stop Dead End Roads**

---

At the last regular General Purpose and Administration Committee meeting of the Council of the Township of Scugog held December 6, 2021, Council received and endorsed correspondence from the Region of Durham dated November 24, 2021 with respect to Bus Stop Dead End Roads. Attached please find a copy of the Region of Durham's correspondence dated November 24, 2021.

Please be advised that Committee approved the following recommendation:

**"THAT** correspondence received from the Region of Durham regarding Bus Stop Dead End Roads, be endorsed."

Please note that all recommendations made by the Committee are subject to ratification at the next Council meeting of the Township of Scugog, scheduled to take place on December 20, 2021.

Should you have any concerns, please do not hesitate to contact Carol Coleman, Director of Public Works and Infrastructure at 905-985-7346 ext. 149.

Yours truly,

A handwritten signature in black ink that reads 'Becky Jamieson'.

Becky Jamieson  
Director of Corporate Services/Municipal Clerk

Attachments: News Story Overview Safer Ontario Busing for Dead End Road Kids  
Municipal Support Letters in response to Township of Scugog Dead-End Road Resolution  
Region of Durham's correspondence dated November 24, 2021

cc: Carol Coleman, Director of Public Works and Infrastructure  
Ralph Walton, Regional Clerk/Director of Legislative Services, Region of Durham  
The Honourable Stephen Lecce, Minister of Education  
The Honourable Caroline Mulroney, Minister of Transportation  
Nadiya Viyiv, Durham Student Transportation Services  
Durham Catholic District School Board  
Durham District School Board  
Kawartha Pine Ridge District School Board  
Peterborough, Victoria, Northumberland and Clarington Catholic District School Board  
Conseil Scolaire Catholique MonAvenir  
Conseil Scolaire Viamonde  
Rod Phillips, MPP Ajax  
Lindsey Park, MPP Durham  
Laurie Scott, MPP Haliburton/Kawartha Lakes/Brock  
David Piccini, MPP Northumberland/Peterborough South  
Jennifer French, MPP Oshawa  
Peter Bethlenfalvy, MPP Pickering/Uxbridge  
Lorne Coe, MPP Whitby  
All Ontario Municipalities  
Rural Ontario Municipal Association (ROMA)  
Ontario Good Roads Association (OGRA)  
Association of Municipalities of Ontario (AMO)  
S. Siopis, Durham Region, Commissioner of Works





The Regional  
Municipality  
of Durham

Corporate Services  
Department  
Legislative Services

605 Rossland Rd. E.  
Level 1  
PO Box 623  
Whitby, ON L1N 6A3  
Canada

905-668-7711  
1-800-372-1102  
Fax: 905-668-9963

durham.ca

**Don Beaton, BCom, M.P.A.**  
Commissioner of Corporate  
Services

November 24, 2021

The Honourable Doug Ford  
Premier of Ontario  
Room 281  
Legislative Building, Queen's Park  
Toronto, ON M7A 1A1

Dear Premier Ford:

**RE: Bus Stop Dead End Roads, Our File: T02**

---

Council of the Region of Durham, at its meeting held on November 24, 2021, adopted the following resolution:

"Whereas Dead-End Road delegations have been received from parents in attached correspondence, website [www.durhamdeadendroadkids.ca](http://www.durhamdeadendroadkids.ca) and video [www.youtube.com/watch?v=pCVNLsUKk&t=18s](https://www.youtube.com/watch?v=pCVNLsUKk&t=18s) noting approximately 386 Durham Region kids and families remain in crisis walking kilometres daily to wait on highspeed roadway shoulders with winter dark coming;

And whereas the Ontario Ministry of Transportation has responded and now amended their Policy to allow and provide guidelines for reversing a school bus on a dead end road <https://www.ontario.ca/document/official-ministry-transportation-mto-bus-handbook/special-safety-precautions-school-bus-drivers> which is in keeping with the previous historic practice of using smaller buses, doing 3-point turns and using a spotter in rural areas;

And whereas to date 10 municipalities across Ontario have passed a resolution endorsing Scugog's bus stops on dead end roads Resolutions CR-2021-086 (April 26, 2021) and CR-2021-175 (June 28, 2021), given family safety challenges exist on dead-end roads throughout the province;

And whereas Report PWIS-2021-022, Williams Point Road and Beacock Road School Bus Turnarounds, be received noting municipal cost for construction of school bus turnarounds is prohibitive with 178 dead end roads now not accessed by Durham District School Board alone not including hundreds of roads around province, and any funds invested in turnarounds would not be consistent with asset management priorities promoted by the Province of Ontario;

If you require this information in an accessible format, please contact 1-800-372-1102 extension 2097.

And whereas to date Durham Student Transportation Services have not re-considered the previous motions or adjusted their policies, citing Ontario Ministry of Transportation policy changes are “guidelines” only, <https://www.durhamregion.com/news-story/10445254-mto-tweaks-unlikely-to-reverse-scugog-route-changes-dsts/> are not “direction to school boards” <https://www.durhamregion.com/news-story/10445254-mto-tweaks-unlikely-to-reverse-scugog-route-changes-dsts/> , maintaining far-distanced highspeed roadside common stops are safer;

Now therefore be it resolved:

That Council request the Ministry of Education and the Province of Ontario to amend policies requiring Student Transportation Services and School Boards around the Province work with parents to facilitate the use of smaller buses, spotters, and 3-point turns or backing up where necessary, to provide safer service to dead-end and private road children and prevent the need for additional turnarounds to be constructed on municipal roads; and

That a copy of this motion and the staff report from the Township of Scugog be forwarded to Premier Doug Ford, Honorable Stephen Lecce (Minister of Education), Honorable Caroline Mulroney (Minister of Transport), Durham Student Transportation Services, all school boards serving Durham Region, Haliburton-Kawartha Lakes-Brock MPP Laurie Scott, all Durham MPPs, all Ontario Municipalities, Rural Ontario Municipal Association (ROMA), Ontario Good Roads Association (OGRA), and Association of Municipalities of Ontario (AMO).”

Please find enclosed a copy of Report #PWIS-2021-022, from the Township of Scugog, for your information.

*Ralph Walton*

Ralph Walton,  
Regional Clerk/Director of Legislative Services

RW/ks

Attachment

c: The Honourable Stephen Lecce, Minister of Education  
The Honourable Caroline Mulroney, Minister of Transport  
Nadiya Viyiv, Durham Student Transportation Services

Durham Catholic District School Board  
Durham District School Board  
Kawartha Pine Ridge District School Board  
Peterborough, Victoria, Northumberland and Clarington Catholic  
District School Board  
Conseil Scolaire Catholique MonAvenir  
Conseil Scolaire Viamonde  
Rod Phillips, MPP (Ajax)  
Lindsey Park, MPP (Durham)  
Laurie Scott, MPP (Haliburton/Kawartha Lakes/Brock)  
David Piccini, MPP (Northumberland/Peterborough South)  
Jennifer French, MPP (Oshawa)  
Peter Bethlenfalvy, MPP (Pickering/Uxbridge)  
Lorne Coe, MPP (Whitby)  
All Ontario Municipalities  
Rural Ontario Municipal Association (ROMA)  
Ontario Good Roads Association (OGRA)  
Association of Municipalities of Ontario (AMO)  
S. Siopis, Commissioner of Works



## DURHAM DEADEND ROAD KIDS:

### Will YOU Help Parents give Safer Dead End Road Bus Stops, Keeping Kids Off Highways?

- Durham District School Board (DDSB) says "[DSTS Transportation Policy governs all transportation for the Board.](#)"
- But Durham Student Transportation Service (DSTS) policy says "[A Governance Committee comprised of Trustee and Senior Administration representatives from each Board oversee the activities of the DSTS consortium.](#)"
- Chair of Governance Committee (Scugog Trustee) emailed, "can't change decisions made by DSTS CAO".
- Then DDSB advised they're enacting Ministry of Transportation Policies.
- But when MTO changed policy to allow buses to back up/do 3 point turns on dead end roads, DSTS CAO says, these are "guidelines" and "not direction to school boards".
- So parents like Grandfather of 4-Year-Old whose bus stop moved from dead end road to intersection of 80km highway get DSTS letter stating, "[As noted in the DSTS Transportation Policy, the decision of the Governance Committee is final and not subject to further consideration... no further action will be taken on this matter...](#)"
- Scugog Ward 4 Councillor Deborah Kiezebrink & Regional Councillor Wilma Wotten agree, "It's buck passing... We've been going around in circles."
- Scugog Mayor Bobbie Drew: "[I'm very disappointed because \(DSTS\) is putting kids in a dangerous situation... the stops they want the kids to go to are not safe](#)".
  - Durham Dead End Road Kids' Website: <https://durhamdeadendroadkids.ca/>
  - Families Tell Story in Video: <https://www.youtube.com/watch?v=pCVNLsUKk>

### Ontario Municipalities Endorsing Scugog's Motion: <https://durhamdeadendroadkids.ca/municipal-endorsements>

- |   |   |
|---|---|
| 1. Township of Addington Highlands      | 2. Township of Armour                   |
| 3. Township of Brock                    | 4. Municipality of Calvin               |
| 5. Township of Casey                    | 6. Municipality of Dutton Dunwich       |
| 7. Township of Harley                   | 8. Township of Kerns                    |
| 9. Loyalist Township                    | 10. Municipality of Southwest-Middlesex |
| 11. Uxbridge also advocating on matter. |   |

## WEBSITE LINKS TO NEWS STORIES:

### 'Ticking time-bomb': Dead-End road bus policy sparks safety concerns Sept. 8/21

<https://www.therecord.com/local-oshawa/news/2021/09/08/ticking-time-bomb-dead-end-road-bus-policy-sparks-safety-concerns.html>

### MTO tweaks unlikely to reverse Scugog route changes: DSTS Aug 5/21

<https://www.durhamregion.com/news-story/10445254-mto-tweaks-unlikely-to-reverse-scugog-route-changes-dsts/>

### No bus stops on Dead-End roads a matter of safety: DSTS. New guidelines from MTO won't change affected stops July 27/21

[https://www.thestar.com/local-oshawa/news/2021/07/27/no-bus-stops-on-dead-end-roads-a-matter-of-safety-dsts.html?itm\\_source=parsely-api](https://www.thestar.com/local-oshawa/news/2021/07/27/no-bus-stops-on-dead-end-roads-a-matter-of-safety-dsts.html?itm_source=parsely-api)  
<https://www.durhamregion.com/news-story/10442560-no-bus-stops-on-dead-end-roads-a-matter-of-safety-dsts/>

### Child hit by car at new bus stop bottom of hill still in hospital: "Shea has now spent two hundred twelve days in the hospital...She has overcome many broken bones and is recovering from serious neuro-trauma (brain) injuries." Jul 3/21

[https://www.gofundme.com/f/support-the-kerin-family?fbclid=IwAR0gBO1KqpyjGYh8UG73Sz37m\\_UOPUo1-cleHb8xzdyYGevMFXdgufYgHmA](https://www.gofundme.com/f/support-the-kerin-family?fbclid=IwAR0gBO1KqpyjGYh8UG73Sz37m_UOPUo1-cleHb8xzdyYGevMFXdgufYgHmA)

### "This could easily come back and bite us here in Brock": Brock councillors call for change to school bus transportation policy May 20/21

<https://www.toronto.com/news-story/10392322--this-could-easily-come-back-and-bite-us-here-in-brock-/>

### "This is unacceptable situation": Scugog calls for bus policy change May 13/21

<https://www.niagarafallsreview.ca/local-port-perry/news/2021/05/13/this-is-an-unacceptable-situation-scugog-calls-for-bus-policy-change.html>

**Scugog wants help with championing Dead End road kids May 6/21**

<https://www.niagarafallsreview.ca/local-port-perry/news/2021/05/13/this-is-an-unacceptable-situation-scugog-calls-for-bus-policy-change.html>

**Horrific Collision Kills 12-Year-Old Child – His 10-Year-Old Sister Airlifted to Toronto Hospital (bus stop moved from side street to main road base of hill) Dec 2/20**

<https://todaysnorthumberland.ca/2020/12/02/horrific-collision-kills-12-year-old-child-his-10-year-old-sister-airlifted-to-toronto-hospital/>

**Twenty years after Adam Ranger's death, family still fighting dangerous drivers: 5-year-old Adam Ranger was killed by a truck that ignored a school bus' flashing lights Feb 11/20**

<https://www.cbc.ca/news/canada/sudbury/adam-ranger-reflections-1.5458486>

**“The worst nightmare of your life”: 20 years later Ranger's legacy lives on Feb 11/20**

<https://northernontario.ctvnews.ca/the-worst-nightmare-of-your-life-20-years-later-adam-ranger-s-legacy-lives-on-1.4807473?cache=yes%3FclipId%3D89926>

**Canadian School Board (DSTS) Refuses to Move A Bus Stop 160 Feet To Accommodate A Disabled Student Jan 30/20**

<https://www.inquisitr.com/5864228/canada-school-bus-stop-disabled-boy/>

**School Board (DSTS) Refuses to move bus stop 50 metres to accommodate double amputee student Jan 29/20**

<https://toronto.ctvnews.ca/school-board-refuses-to-move-bus-stop-50-metres-to-accommodate-double-amputee-student-1.4789657>

**Video: transport blows by stopped school bus on Highway 11 Dec 20/19**

<https://www.baytoday.ca/local-news/video-transport-blows-by-stopped-school-bus-on-highway-11-1976725>

**Parents seek solution to dangerous Lake of Bays school bus stop: Parent tells council his daughter has had “10 opportunities to be killed” in past year getting off bus on Highway 60 (bus stop moved from Dead End road) Dec 19/19**

<https://www.muskokaregion.com/news-story/9780804-parents-seek-solution-to-dangerous-lake-of-bays-school-bus-stop/>

**Concerned Peterborough County mom happy “dangerous” bus stop moved (back to Dead End road from highway) May 11, 2019**

<https://www.thepeterboroughexaminer.com/news/peterborough-region/2019/12/01/concerned-peterborough-county-mom-happy-dangerous-bus-stop-moved.html>

**Tractor trailer driver charged with careless driving following accident involving school bus (At least 25 children were inside bus when hit on highway, 22 Caesarea children still on highway) Sep 19/18**

<https://thereview.ca/2018/09/19/all-children-reported-to-be-safe-following-accident-involving-school-bus/>

**It's official: BC bus stop “wins” award for being worst in North America (dangerous bus stop conditions same for Durham children) Sep 14/18**

<https://dailyhive.com/vancouver/vancouver-bus-stop-worst-north-america-2018>

**EXCLUSIVE: Durham Region mother pulls daughter out of school to fight “unsafe” bus stop location (moved from Dead End road) Mar 16/18**

<https://globalnews.ca/news/4088287/exclusive-durham-region-mother-pulls-daughter-out-of-school-to-fight-unsafe-bus-stop-location/>

**Appeal to Durham Transportation in Focus Magazine: Mother Viktoria begs DSTS to pick up kids as bus drives by house instead of 40-minute walk 4 times a day Jan Issue/ 17**

<https://durhamdeadendroadkids.ca/dsts-letters-to-parents>

**Parents maintain Kawartha Lakes school bus stop is unsafe: Video shot by father shows one vehicle almost not stop for school bus picking up his children on Little Britain Road Jan 19/16**

<https://www.youtube.com/watch?v=egjgMMgGntk>

**Parents make Video to show Trillium Lakelands District School Board new dangerous bus stop on S-Bend Highway where daughter nearly hit by car: police report filed Jan 8/16**

<https://www.toronto.com/news-story/6238564-parents-maintain-kawartha-lakes-school-bus-stop-is-unsafe/>

**Mother wins fight to move school bus stop closer to home: Halton District School Board settles case that landed at Ontario Human Rights Tribunal Oct 19/13**

<https://www.cbc.ca/news/canada/toronto/mother-wins-fight-to-move-school-bus-stop-closer-to-home-1.2127015>

**Young (Huntsville) family faces dangerous walk to bus stop (moved from private road) Oct 2/13**

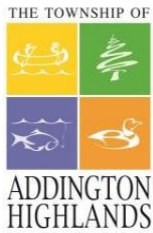
<https://www.toronto.com/news-story/4135525-young-family-faces-dangerous-walk-to-bus-stop/>

For More Information Contact:

Councillor Deborah Kiezebrink (Scugog Ward 4) [dkiezebrink@scugog.ca](mailto:dkiezebrink@scugog.ca) OR Regional Councillor Wilma Wotten [wwotten@scugog.ca](mailto:wwotten@scugog.ca)

## **Letters of Support to the Township of Scugog's Dead-End Road Resolution**

1. [Township of Addington Highlands](#)
2. [Township of Armour](#)
3. [Township of Brock](#)
4. [Municipality of Calvin](#)
5. [Township of Casey](#)
6. [Municipality of Dutton Dunwich](#)
7. [Township of Harley](#)
8. [Township of Kerns](#)
9. [Loyalist Township](#)
10. [Municipality of Southwest-Middlesex](#)
11. [Township of Uxbridge](#) has also advocated on this matter.



# *Township of Addington Highlands*

---

[BACK TO TOP](#)

May 10, 2021

The Township of Scugog 181  
Perry St.  
P.O. Box 780  
Port Perry, ON L9L 1A7  
e-mailed to: [kcox@scugog.ca](mailto:kcox@scugog.ca)

Re: Bus Stops on Dead End Roads

To Whom It May Concern,

Please be advised that at their May 4<sup>th</sup>, 2021 meeting, the Council of the Corporation of the Township of Addington Highlands resolved to endorse your municipality's resolution requesting that changes be made to current policies and practices related to bus stops on dead end roads.

I trust you will find this letter of support satisfactory.

Sincerely,

*Christine Reed*

Christine Reed  
CAO/Clerk-Treasurer

cc. The Honourable Doug Ford, Premier – [premier@ontario.ca](mailto:premier@ontario.ca)  
The Honourable Stephen Lecce, Minister of Education – [minister.edu@ontario.ca](mailto:minister.edu@ontario.ca)  
The Honourable Caroline Mulroney, Minister of Transportation – [minister.mto@ontario.ca](mailto:minister.mto@ontario.ca)  
Daryl Kramp, MPP Hastings-Lennox and Addington – [daryl.kramp@pc.ola.org](mailto:daryl.kramp@pc.ola.org)

---

PO BOX 89  
FLINTON ON, K0H 1P0  
(613) 336-2286 PH (613) 336-2847 FX  
[www.addingtonhighlands.ca](http://www.addingtonhighlands.ca)  
JANUARY 17, 2022





**DISTRICT OF PARRY SOUND**

56 ONTARIO STREET  
PO BOX 533  
BURK'S FALLS, ON  
POA 1C0

(705) 382-3332

(705) 382-2954

Fax: (705) 382-2068

Email: [info@armourtownship.ca](mailto:info@armourtownship.ca)

Website: [www.armourtownship.ca](http://www.armourtownship.ca)



May 12, 2021

**Township of Scugog**

181 Perry Street

PO Box 780

Port Perry, ON

L9L 1A7

**Re: Support Resolution**

At its meeting held on May 11, 2021, the Township of Armour passed Resolution #11 approving the request from the Township of Scugog.

A copy of Council's Resolution #11 dated May 11, 2021 is attached for your consideration.

Sincerely,

Danika Hammond  
Administrative Assistant  
(Enclosed)





# CORPORATION OF THE TOWNSHIP OF ARMOUR

## RESOLUTION

Date: May 11, 2021

Motion # 11

That the Council of the Township of Armour supports the Township of Scugog in requesting that the Province make dead end roads safer for students being bused by legislating the following:

- Exceptions to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road kids, that policies be amended to reflect when not possible;
- Exceptions to allow indemnification agreements to access private land for bus turnarounds to keep bus stops safer and closer to prescribed 800m distance when not possible;
- "Bus Stop Ahead" warning signage be required to notify oncoming traffic, prior to Student Transportation Services moving a common stop to a main roadway;
- That Student Transportation Services be comprised of solutions like mini-buses, vans, taxis, or public transit, worked into funding formula which does not negatively impact Student Transportation Services funding statistics;
- That Kid "Key Performance Indicator" be included for Ministry "Effectiveness & Efficiency Follow Up Reviews", establishing benchmarks for responsive-problem-solving for kids & parents' busing concerns, and this be a Student Transportation Services factor to receive funding;
- That the Province provide a "Parent Portal" for ongoing busing feedback of their Student Transportation Services, so families and kids can review/provide comments, especially during Ministry Student Transportation Services reviews and revisions to funding; and
- That the Province have GPS tracking software to notify parents when children are picked up/dropped off.

Moved by:

Blakelock, Rod ☐  
 Brandt, Jerry ☒  
 MacPhail, Bob ☐  
 Ward, Rod ☐  
 Whitwell, Wendy ☐

Seconded by:

Blakelock, Rod ☒  
 Brandt, Jerry ☐  
 MacPhail, Bob ☐  
 Ward, Rod ☐  
 Whitwell, Wendy ☐

Carried  
 Defeated

*[Signature]*

Declaration of Pecuniary Interest by:

Recorded vote requested by:

Recorded Vote:

Blakelock, Rod  
 Brandt, Jerry  
 MacPhail, Bob  
 Ward, Rod  
 Whitwell, Wendy

For	Opposed
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>



The Corporation of  
The Township of Brock  
1 Cameron St. E., P.O. Box 10  
Cannington, ON L0E 1E0  
705-432-2355

[BACK TO TOP](#)

May 19, 2021

Premier Doug Ford  
Queen's Park,  
Toronto, ON M7A  
1A1

Sent via email: [doug.fordco@pc.ola.org](mailto:doug.fordco@pc.ola.org)

Dear Honourable Sir:

Re: Durham Dead-End Road Kids

---

Please be advised that the Committee of the Whole of the Township of Brock received a delegation at their meeting held on May 10, 2021 and adopted the following resolution:

Resolution Number 05-6

MOVED by Lynn Campbell

That Dead-End Road delegations be received from parents, video, site [www.durhamdeadendroadkids.ca](http://www.durhamdeadendroadkids.ca) and attached correspondence and;

Whereas Dead-End Road Kids (cul-de-sacs, private roads) busing is being moved from longtime residential pick ups; percentages of 830,000 Ontario bused students impacted as Student Transportation Services (STS) citing buses shouldn't access private roads, do 3point turns, or back ups; kids are expected to walk 1-2 km twice daily (caregivers 4x) in the morning dark or narrow road shoulders, and with no "bus stop ahead" warning signage;

Whereas parents report employment/housing is at risk as they must leave work to drop off/pick up children to avoid safety hazards of kids walking on highways unsupervised; secondary school youth reporting education at risk as missing class/affecting grades; children with disabilities are not helped (eg. double amputee who needs bus stop moved 160 ft and parents were told it's their "responsibility to get kids to bus safely");

Whereas parents are being told busing policy is schoolboard's, but schoolboard say its STS, who say it is the Governance Committee of Ministry of Transportation, but Ministry of Education say it's "transportation consortia who administer the policy"; and trustee, governance say cannot change policies, so parents appealing to police, press and Councils

with respect to the dangers; and that an oncoming car killed 12 year old Cormac and injured his sister while waiting at a newly relocated bus stop at the base of a hill, and;

Whereas STS have advised road improvements are the responsibility of municipalities, yet municipalities do not own the needed land, nor have millions of dollars to create 77m bus turnarounds, and;

Whereas Ontario Transportation Funding is \$1 billion: Jan 27/20 Ministry said they'd improve student transportation, review funding formula; and given STS gets their funding by scoring well in reviews, and given Ministry establishing "Student Transportation Advisory Group" to hear STS sector expertise experience, and ideas;

Now Therefore Be it Resolved that the Corporation of the Township of Brock requests;

1. Exceptions to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road kids, that policies be amended to reflect; and when not possible,
2. Exceptions to allow indemnification agreements to access private land for bus turnarounds to keep bus stops safer and closer to prescribed 800m distance; and when not possible,
3. "Bus Stop Ahead" warning signage be required to notify oncoming traffic, prior to STS moving common stops to main roadway and,
4. STS be comprised of solutions like mini-buses, vans, taxis or public transit worked into funding formulas so that it does not negatively impact STS funding stats; and,
5. Kid Key Performance Indicator (KPI) be included for Ministry "Effectiveness & Efficiency Follow Up Reviews", establishing benchmarks for responsive problem solving for kids & parents' busing concerns, and that this be an STS factor to receive funding; and,
6. That the Province provide a "Parent Portal" for ongoing busing feedback of their STS, so families and kids can review/provide comments, especially during Ministry STS reviews and revisions to funding; and,
7. That the Province have GPS tracking software to notify parents when children picked up/dropped off, and;

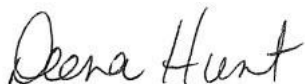
That this Motion be distributed to Premier Doug Ford; Honourable Stephen Lecce, Minister of Education; Honourable Caroline Mulroney, Minister of Transportation; Durham MPP Lindsey Park; Haliburton-Kawartha Lakes-Brock MPP Laurie Scott; all Durham MPP's; Durham Region; all Ontario Municipalities; Rural Ontario Municipal Association (ROMA); Ontario Good Roads Association (OGRA); and Association of Municipalities of Ontario (AMO)

MOTION CARRIED

Should you have any concerns please do not hesitate to contact the Clerk's Department, [clerks@brock.ca](mailto:clerks@brock.ca).

Yours truly,

THE TOWNSHIP OF BROCK



Deena Hunt, Deputy Clerk



The Corporation of  
The Township of Brock  
1 Cameron St. E., P.O. Box 10  
Cannington, ON L0E 1E0  
705-432-2355

DH:ss

cc. The Honourable Stephen Lecce, Minister of Education, Ontario –  
stephen.lecce@pc.ola.org  
The Honourable Caroline Mulroney, Minister of Transportation –  
caroline.mulroney@pc.ola.org  
Lindsey Park, MPP, Durham – lindsey.park@pc.ola.org  
The Honourable Laurie Scott, MPP, Haliburton-Kawartha Lakes-Brock -  
laurie.scottco@pc.ola.org  
All Durham MPP'S  
Ralph Walton, Regional Clerk, Durham Region – clerks@durham.ca All  
Ontario Municipalities  
Rural Ontario Municipal Association – roma@roma.on.ca  
Ontario Good Roads Association - thomas@ogra.org  
Association of Municipalities of Ontario – amopresident@amo.on.ca

CORPORATION OF THE MUNICIPALITY OF CALVIN

Resolution

DATE: May 25, 2021 NO. 2021-137

MOVED BY Christine Shippam

SECONDED BY Sandy Cross

“That Dead-End Road delegations be received from parents, video, site [www.durhamdeadendroadkids.ca](http://www.durhamdeadendroadkids.ca) and attached correspondence and;

Whereas Dead-End Road Kids (cul-de-sacs, private roads) busing is being moved from long-time residential pick-ups; percentages of 830,000 Ontario bused students impacted as Student Transportation Services (STS) citing buses shouldn’t access private roads, do 3-point turns, or backups; kids are expected to walk 1-2 km twice daily (caregivers 4x) in the morning dark or narrow road shoulders, and with no “bus stop ahead” warning signage;

Whereas parents report employment/housing is at risk as they must leave work to drop off/pick up children to avoid safety hazards of kids walking on highways unsupervised; secondary school youth reporting education at risk as missing class/affecting grades; children with disabilities are not helped (e.g. double amputee who needs bus stop moved 160 ft. and parents were told it’s their “responsibility to get kids to bus safely”);

Whereas parents are being told busing policy is schoolboard’s, but schoolboard say its STS, who say it is the Governance Committee of Ministry of Transportation, but Ministry of Education say it’s “transportation consortia who administer the policy”; and trustee, governance say cannot change policies, so parents appealing to police, press and Councils with respect to the dangers; and that an oncoming car killed 12 year old Cormac and injured his sister while waiting at a newly relocated bus stop at the base of a hill, and;

Whereas STS have advised road improvements are the responsibility of municipalities, yet municipalities do not own the needed land, nor have millions of dollars to create 77m bus turnarounds, and;

Whereas Ontario Transportation Funding is \$1 billion: Jan 27/20 Ministry said they’d improve student transportation, review funding formula; and given STS gets their funding by scoring well in reviews, and given Ministry establishing “Student Transportation Advisory Group” to hear STS sector expertise experience, and ideas;

Now Therefore Be it Resolved that the Corporation of the Municipality of Calvin requests;

1. Exceptions to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road kids, that policies be amended to reflect; and when not possible,
2. Exceptions to allow indemnification agreements to access private land for bus turnarounds to keep bus stops safer and closer to prescribed 800m distance; and when not possible,

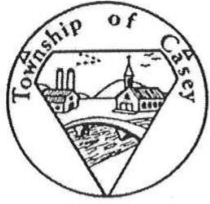
3. "Bus Stop Ahead" warning signage be required to notify oncoming traffic, prior to STS moving common stops to main roadway and,
4. STS be comprised of solutions like mini-buses, vans, taxis or public transit worked into funding formulas so that it does not negatively impact STS funding stats; and,
5. Kid Key Performance Indicator (KPI) be included for Ministry "Effectiveness & Efficiency Follow Up Reviews", establishing benchmarks for responsive problem solving for kids & parents' busing concerns, and that this be an STS factor to receive funding; and,
6. That the Province provide a "Parent Portal" for ongoing busing feedback of their STS, so families and kids can review/provide comments, especially during Ministry STS reviews and revisions to funding; and,
7. That the Province have GPS tracking software to notify parents when children picked up/dropped off, and;

That this Motion be distributed to Premier Doug Ford; Honourable Stephen Lecce, Minister of Education; Honourable Caroline Mulroney, Minister of Transportation; Honourable Vic Fedeli, MPP; Honourable Anthony Rota, MP; all Ontario Municipalities; Rural Ontario Municipal Association (ROMA); Ontario Good Roads Association (OGRA); and Association of Municipalities of Ontario (AMO).

CARRIED \_\_\_\_\_

#### DIVISION VOTE

<u>NAME OF MEMBER OF COUNCIL</u>	<u>YEA</u>	<u>NAY</u>
Coun Cross	<u>X</u>	_____
Coun Maxwell	<u>X</u>	_____
Coun Olmstead	<u>X</u>	_____
Coun Shippam	<u>X</u>	_____
Mayor Pennell	<u>X</u>	_____



Office of the Clerk-Treasurer  
**Township of Casey**  
903303 Hanbury Rd  
New Liskeard ON P0J 1P0  
Tel: 705-647-5439 Fax: 705-647-6373  
Email: [admin@casey.ca](mailto:admin@casey.ca)

---

May 14<sup>th</sup>, 2021

Township of Scugog  
181 Perry St., PO Box 780  
Port Perry ON  
L9L 1A7

Fax: 905-985-9914

Your correspondence dated April 28<sup>th</sup>, 2021 was received by Casey Township Council at their meeting of May 12<sup>th</sup>, 2021 and the following resolution was passed:

**Resolution No. 2021-075**

That we, the Council of the Township of Casey do hereby support the Township of Scugog's resolution as follows:

That exceptions to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road kids, that policies be amended to reflect; when not possible;

That exceptions to allow indemnification agreements to access private land for bus turnarounds to keep bus stops safer and closer to prescribed 800m distance; when not possible;

That "Bus Stop Ahead" warning signage be required to notify oncoming traffic, prior to Student Transportation Services (STS) moving common stop to main roadway;

That STS be comprised of solutions like mini-buses, vans, taxis, or public transit, worked into funding formula so doesn't negatively impact STS funding stats;

That Kid KPI "Key Performance Indicator" be included for Ministry "Effectiveness & Efficiency Follow Up Reviews", establishing benchmarks for responsive-problem-solving for kids & parents' busing concerns, and this be an STS factor to receive funding;

That Province provide "Parent Portal" for ongoing busing feedback of their STS, so families and kids can review/provide comments, especially during Ministry STS reviews and revisions to funding;

That Province have GPS tracking software to notify parents when children picked up/dropped off, and

That this motion be distributed to the Township of Scugog.  
"CARRIED"

Yours truly,

A handwritten signature in black ink, appearing to read "Jordan Kemp". The signature is written in a cursive style with a large, stylized initial "J".

Jordan Kemp  
Clerk-Treasurer  
Township of Casey

JMK/lp





## COUNCIL RESOLUTION



Res: 2021.13. 36

Wednesday, July 14, 2021

Moved by: \_\_\_\_Drouillard\_\_\_\_

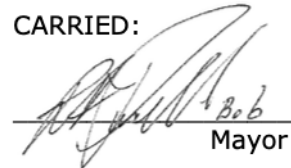
Seconded by: \_\_Corneil\_\_\_\_

**THAT** the Council of the Municipality of Dutton Dunwich supports the resolution of the Township of Scugog calling on the Province of Ontario to consider policies to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road children and prevent the need for additional turnarounds to be constructed on municipal roads; and

**THAT** a copy of this resolution be forwarded to Jeff Yurek, MPP, Karen Vecchio, MP and the Township of Scugog.

<b><u>Recorded Vote</u></b>	<b><u>Yeas</u></b>	<b><u>Nays</u></b>
P. Corneil	<u>  x  </u>	<u>     </u>
A. Drouillard	<u>  x  </u>	<u>     </u>
K. Loveland	<u>  x  </u>	<u>     </u>
M. Hentz	<u>  x  </u>	<u>     </u>
B. Purcell – Mayor	<u>  x  </u>	<u>     </u>

CARRIED:

  
\_\_\_\_\_  
Mayor

DEFEATED:

\_\_\_\_\_  
Mayor

CORPORATION OF THE  
**TOWNSHIP OF HARLEY**

903303 Hanbury Rd.  
New Liskeard, ON POJ 1P0  
tel: 705-647-5439 fax: 705-647-6373

---

May 12<sup>th</sup>, 2021

Township of Scugog  
181 Perry St., PO Box 780  
Port Perry ON  
L9L 1A7

Fax: 905-985-9914

Your correspondence dated April 28<sup>th</sup>, 2021 was received by Harley Township Council at their meeting of May 11<sup>th</sup>, 2021 and the following resolution was passed:

**Resolution No. 2021-083**

That we, the Council of the Township of Harley do hereby support the Township of Scugog's resolution as follows:

That exceptions to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road kids, that policies be amended to reflect; when not possible;

That exceptions to allow indemnification agreements to access private land for bus turnarounds to keep bus stops safer and closer to prescribed 800m distance; when not possible;

That "Bus Stop Ahead" warning signage be required to notify oncoming traffic, prior to Student Transportation Services (STS) moving common stop to main roadway;

That STS be comprised of solutions like mini-buses, vans, taxis, or public transit, worked into funding formula so doesn't negatively impact STS funding stats;

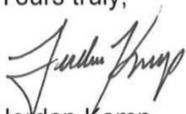
That Kid KPI "Key Performance Indicator" be included for Ministry "Effectiveness & Efficiency Follow Up Reviews", establishing benchmarks for responsive-problem-solving for kids & parents' busing concerns, and this be an STS factor to receive funding;

That Province provide "Parent Portal" for ongoing busing feedback of their STS, so families and kids can review/provide comments, especially during Ministry STS reviews and revisions to funding;

That Province have GPS tracking software to notify parents when children picked up/dropped off, and

That this motion be distributed to the Township of Scugog.  
"CARRIED"

Yours truly,

A handwritten signature in black ink, appearing to read "Jordan Kemp". The signature is fluid and cursive, with the first name "Jordan" and last name "Kemp" clearly distinguishable.

Jordan Kemp  
Clerk-Treasurer  
Township of Harley

JMK/lp



CORPORATION OF THE  
**TOWNSHIP OF KERNS**

R.R.#2, 903303 Hanbury Rd.  
New Liskeard, ON POJ 1P0  
tel: 705-647-5439 fax: 705-647-6373



May 5<sup>th</sup>, 2021

Township of Scugog  
181 Perry St., PO Box 780  
Port Perry ON  
L9L 1A7

Fax: 905-985-9914

Your correspondence dated April 28<sup>th</sup>, 2021 was received by Kerns Township Council at their meeting of May 4<sup>th</sup>, 2021 and the following resolution was passed:

**Resolution No. 2021-075**

That we, the Council of the Township of Kerns do hereby support the Township of Scugog's resolution as follows:

That exceptions to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road kids, that policies be amended to reflect; when not possible;

That exceptions to allow indemnification agreements to access private land for bus turnarounds to keep bus stops safer and closer to prescribed 800m distance; when not possible;

That "Bus Stop Ahead" warning signage be required to notify oncoming traffic, prior to Student Transportation Services (STS) moving common stop to main roadway;

That STS be comprised of solutions like mini-buses, vans, taxis, or public transit, worked into funding formula so doesn't negatively impact STS funding stats;

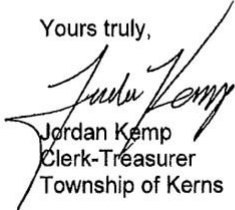
That Kid KPI "Key Performance Indicator" be included for Ministry "Effectiveness & Efficiency Follow Up Reviews", establishing benchmarks for responsive-problem-solving for kids & parents' busing concerns, and this be an STS factor to receive funding;

That Province provide "Parent Portal" for ongoing busing feedback of their STS, so families and kids can review/provide comments, especially during Ministry STS reviews and revisions to funding;

That Province have GPS tracking software to notify parents when children picked up/dropped off, and

That this motion be distributed to the Township of Scugog.  
"CARRIED"

Yours truly,



Jordan Kemp  
Clerk-Treasurer  
Township of Kerns

JMK/lp



July 15, 2021

[BACK TO TOP](#)

Via email only

Honorable Doug Ford, Premier of Ontario  
Honorable Stephen Lecce, Minister of Education  
Honorable Caroline Mulroney, Minister of Transport

**Re: School Bus Turnarounds**

Please be advised that Council of Loyalist Township, at its meeting held on Monday, June 12, 2021 passed the following resolution:

**Resolution - #2021.51.19.**

*“That the correspondence received from Township of Scugog re: School Bus Turnarounds”, be received and supported.*

Should you have any questions, please do not hesitate to contact this office.

Regards,

*Cindy*

Cindy Handley  
Administrative Assistant, Corporate Services  
Loyalist Township  
Box 70, 263 Main Street  
Odessa, ON K0H 2H0 613-386-7351  
Ext: 107 [chandley@loyalist.ca](mailto:chandley@loyalist.ca)  
[www.loyalist.ca](http://www.loyalist.ca)

cc: Becky Jamieson, Director of Corporate Services/Municipal Clerk  
Association of Municipalities of Ontario (AMO)  
Derek Sloan, MP, Hastings – Lennox and Addington  
Daryl Kramp, MPP, Hastings – Lennox and Addington





Municipality of Southwest Middlesex

#2021-130

Moved by Councillor McGill

Seconded by Councillor Cowell

THAT the resolution from the Township of Scugog regarding Bus Stops on Dead End Roads be supported and endorsed by the Council of Southwest Middlesex.

*At the last regular Council meeting of the Township of Scugog held April 26, 2021, the above captioned matter was discussed and I wish to advise that the following resolution was passed:*

*That Dead-End Road delegations be received: from parents, video, site [www.durhamdeadendroadkids.ca](http://www.durhamdeadendroadkids.ca) and attached correspondence and;*

*Whereas Dead-End Road kids (cul-de-sacs, private roads) busing being moved from long-time residential to highspeed (some 80km) common stop pickups; percentage of 830,000 Ontario bused students impacted as Student Transportation Services (STS) citing buses shouldn't access private roads, do 3-point-turns, or back up; kids expected to walk 1-2km twice daily (caregivers 4x) in morning dark, on narrow road shoulders, with no "bus stop ahead" warning signage;*

*Whereas Parents report employment/housing at risk. Must leave work to drop off/pick up children to avoid safety hazards of kids walking on highways unsupervised; secondary school youth reporting education at risk as missing class/affecting grades; children with disabilities not helped like double amputee who needs stop moved 160ft; parents told it's their "responsibility to get kids to bus safely";*

*Whereas Parents being told busing policy is schoolboard's, but they say it's STS's, who say it's Governance Committee or Ministry of Transportation, but Ministry of Education say it's "transportation consortia who administer policy"; and trustee, governance say cannot change policies, so parents appealing to police, press, & councils re dangers then; oncoming car killed 12-yr-old Cormac and injured sister while waiting at newly relocated bus stop at the base of a hill;*

*Whereas STS have advised road improvements are responsibility of municipalities, yet municipalities don't own needed land, nor have\$ millions to create 77m bus turnarounds, meanwhile;*

*Whereas Ontario Transportation Funding is \$1 billion; Jan 27/20 Ministry said they'd improve student transportation, review funding formula; and given STS gets their funding by scoring well in reviews, and given Ministry establishing "Student Transportation Advisory Group" to hear STS sector expertise, experience and ideas;*

*Now therefore be it resolved that the Municipality of Scugog requests:*

*THAT exceptions to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road kids, that policies be amended to reflect; when not possible;*

*THAT exceptions to allow indemnification agreements to access private land for bus turnarounds to keep bus stops safer and closer to prescribed 800m distance; when not possible;*

*THAT "Bus Stop Ahead" warning signage be required to notify oncoming traffic, prior to STS moving common stop to main roadway;*  
*THAT STS be comprised of solutions like mini-buses, vans, taxis, or public transit, worked into funding formula so doesn't negatively impact STS funding stats;*  
*THAT Kid KPI "Key Performance Indicator" be included for Ministry "Effectiveness & Efficiency Follow Up Reviews", establishing benchmarks for responsive-problem-solving for kids & parents' busing concerns, and this be an STS factor to receive funding;*  
*THAT Province provide "Parent Portal" for ongoing busing feedback of their STS, so families and kids can review/provide comments, especially during Ministry STS reviews and revisions to funding;*  
*THAT Province have GPS tracking software to notify parents when children picked up/dropped off, and*  
*THAT this motion be distributed to Premier Doug Ford, Honorable Stephen Lecce (Minister of Education), Honorable Caroline Mulroney (Minister of Transport), Durham MPP Lindsey Park, Haliburton-Kawartha Lakes-Brock MPP Laurie Scott, all Durham MPPs, Durham Region, all Ontario Municipalities, Rural Ontario Municipal Association (ROMA), Ontario Good Roads Association (OGRA), and Association of Municipalities of Ontario (AMO).*

Municipality of Southwest Middlesex Resolution #2021-130

Carried

  
Deputy Clerk June 1, 2021





December 23, 2021

*Everyone at AMO wishes you, your friends and family,  
and your community a happy and safe holiday season!*

### **In This Issue**

- AMO office closure during the holidays.
- Housing Supply Challenge Round 3 launching in January.
- Housing Accelerator Fund and Rent-to-Own Program.
- ROMA Conference: Submit your questions for the Michael J. Smither Question Box.
- 4 easy steps to using LAS' Canoe Procurement Group in 2022.
- Hydro One's updated Emergency Contact information.
- Register to vote in the 2022 Ontario Municipal and School Board Elections.
- Careers: AMO, Niagara Region, Grimsby, Waterloo and Simcoe.

### **AMO**

The AMO Office will be closed from the afternoon of December 24 to January 3, 2022 and will re-open on January 4, 2022. The next issue of the WatchFile will be on January 6, 2022.

### **Federal Matters**

Applications to the [Northern Access Round of the Housing Supply Challenge](#) open January 12. Applicants are invited to submit solutions for improving the housing supply chain in northern and remote regions.

Municipalities and others are called to [share ideas](#) for the Housing Accelerator Fund and Rent-to-Own program by January 31, 2022. These programs aim to contribute to effective housing solutions.

### **Eye on Events**

ROMA continues the tradition of hosting the Michael J. Smither Question Box Panel. Registered delegates can submit questions in advance of the conference [here](#).

### **LAS**

Do these 4 easy steps to buy items through [Canoe](#) next year: (1) Make sure your purchasing by-law allows for group buying. (2) Post a [Notice of Participation](#) on your procurement website. (3) Send LAS your [opt-in form](#). (4) Contact any of the [many vendors](#) and mention you want to buy through the Canoe! Questions? Contact [Tanner Watt](#) for more info.

### **Municipal Wire\***

Hydro One's after-hours emergency contact number for elected officials is changing, effective January 1, 2022. For more information click [Hydro One Contact](#).

The upcoming year will be a busy one for Ontario voters, with the Ontario Provincial

Election and Municipal and School Board Elections happening just a few months apart. Make sure you are on the list to vote in the 2022 Municipal and School Board Elections on October 24. Register at [voterlookup.ca](http://voterlookup.ca). Download [Toolkit](#).

## Careers

Advisor, Municipal Engagement - AMO. Interested in working for one of Canada's most influential public policy advocacy organizations? Is community building and advancing the interests of municipal government appealing to you? Are you interested in supporting AMO in its efforts to deliver premier events and training and to advance diversity and equity objectives in local government? AMO is seeking an Advisor, Municipal Engagement. Interested candidates please apply in confidence to: [careers@amo.on.ca](mailto:careers@amo.on.ca) by January 11, 2022.

Claims Examiner - Niagara Region. Reporting to the Risk Management Program Manager, the Claims Examiner is responsible for the administration of claims, including claim response, assessment, defense, settlement negotiation, and the disposing of claims. Closing date: January 10, 2022.

Director of Finance/Treasurer - Town of Grimsby. As the most senior financial position in the administration, and primary advisor to the CAO and Council, the Director is a critical position that brings visionary leadership, proven financial expertise and a strong commitment to teamwork. Submit your application, in confidence, by noon (12 PM) on January 24, 2022, to the attention of [Harry Schlange](#), Chief Administrative Officer. For a full job description, please visit [career opportunities](#).

Manager, Diversity, Equity and Belonging - Region of Waterloo. As the Manager of Diversity, Equity and Belonging, you will support the Region in fostering, encouraging, and achieving a culture of DEB through the development and implementation of programs, processes, and services. Apply [online](#) by January 10, 2022.

Manager, Health System Planning & Integration - County of Simcoe. Reporting to the Director, Performance, Quality & Development, the manager is responsible for advocacy and integration of County of Simcoe Health Services, leading collaborative program opportunities and monitoring of strategic initiatives in consideration of; provincial programs/models, funding opportunities, gaps in current service delivery and local health team initiatives. Apply [online](#) by January 16, 2022.

---

## 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 Watch File 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 Tel: 416.729.5425

Municipal Wire, Career/Employment and Council Resolution Distributions

---

AMO's Partners

\*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.



Please consider the environment  
before printing this.

Association of Municipalities of Ontario  
200 University Ave. Suite 801, Toronto ON Canada M5H 3C6  
To unsubscribe, please [click here](#)





December 16, 2021

## In This Issue

- Joint Annual Memorandum of Understanding Statement.
- *Conservation Authorities Act* Phase 1 Regulations webinar recording.
- Excess soil regulation changes - AMO Webinar recording available.
- Invitation to submit EOI for the acquisition/lease of land in Ontario.
- Housing Supply Challenge Round 3 launching in January.
- Housing Accelerator Fund and Rent-to-Own Program.
- New dates added for AMO's Navigating Conflict for Elected Officials training.
- Update on the 2022 AMO Annual General Meeting and Conference.
- ROMA Conference keynote - Dr. Bruce Lourie.
- ROMA Conference - Submit your questions for the Michael J. Smither Question Box.
- Let Canoe procure for you.
- Register to vote in the 2022 Ontario Municipal and School Board Elections.
- Careers: Orillia, Dutton Dunwich and MMAH.

## AMO

AMO and the Province of Ontario released the 2020/21 [Joint Annual Memorandum of Understanding Statement](#) [FR]. The Joint Statement provides an update of some of the activities and accomplishments under the MOU during 2020 and 2021.

A recording of the recent webinar on *Conservation Authorities Act* Phase 1 Regulations provided jointly by Conservation Ontario and AMO is available [here](#).

AMO hosted a webinar on December 3rd to discuss changes to the On-Site and Excess Soil Management Regulation (O. Reg 406/19) that come into effect on January 1, 2022. You can view the recording [here](#).

## Provincial Matters

CBRE Limited, on behalf of Infrastructure Ontario (IO), is inviting interested parties to propose land sites across Ontario to set up a science complex with laboratory, ancillary office space, storage, and fleet/equipment management facilities. More details [here](#).

## Federal Matters

Applications to the [Northern Access Round of the Housing Supply Challenge](#) open January 12. Applicants are invited to submit solutions for improving the housing supply chain in northern and remote regions.

Municipalities and others are called to [share ideas](#) for the Housing Accelerator Fund and Rent-to-Own program by January 31, 2022. These programs aim to contribute to effective housing solutions.

## Eye on Events

AMO's in demand training on skills for elected officials to navigate conflict relations is available for two more sessions in 2022. Sign up for the February 16/17th or April 6/7th sessions [here](#). Limited seats available.

The AMO 2022 Annual General Meeting and Conference will be held in-person August 14-17, hosted by the City of Ottawa. Details on registration, hotel bookings, program, sponsorship and exhibitor packages will be available in February 2022. Please watch the [AMO conference website](#) for updates.

Dr. Bruce Lourie, influential environmental policy expert and bestselling author will discuss cutting to the chase to manage climate risk and transitioning to a net-zero economy, the role of science in policy. You can view the Conference program [here](#), and register [here](#).

ROMA continues the tradition of hosting the Michael J. Smither Question Box Panel. Registered delegates can submit questions in advance of the conference [here](#).

## LAS

The [Canoe Procurement Group](#) simplifies the purchasing process and saves money. We conduct a full procurement on behalf of all municipalities in Ontario, saving you the time of doing your own. Through bulk purchase contracts you can reduce the cost of almost anything you need for your municipal operations. [Contact Tanner](#) to learn more.

## Municipal Wire\*

The upcoming year will be a busy one for Ontario voters, with the Ontario Provincial Election and Municipal and School Board Elections happening just a few months apart. Make sure you are on the list to vote in the 2022 Municipal and School Board Elections on October 24. Register at [voterlookup.ca](#). Download [Toolkit](#).

## Careers

[Accounting Supervisor/Junior Financial Analyst - City of Orillia](#). Role is to oversee and supervise all aspects of Accounts Receivables and Accounts Payables including invoicing, collections, payments, appropriate authorizations, internal controls, and timely, accurate processing. Interested applicants are invited to [apply](#) by January 7th, 2022 at noon.

[Senior Financial Planning Analyst - City of Orillia](#). The role is to participate in the development and implementation of policies / procedures and internal control processes reflecting industry best practice. Interact with the City leaders on non-compliance for appropriate resolution. Interested applicants are invited to [apply](#) by January 7th, 2022 at noon.

[Director of Business Development - City of Orillia](#). Reporting to the Chief Administrative Officer (CAO), the Director of Business Development provides leadership, overall direction, management and administration of functions associated with business development, culture and tourism. Apply [online](#) by January 7, 2022.

[Building Inspector - Municipality of Dutton Dunwich](#). The successful applicant will be responsible to perform all statutory duties in accordance with the Ontario Building Code, *Building Code Act* and various other Acts/legislation and applicable law consistent with established policies, practices and procedures. Interested and qualified candidates are requested to submit a detailed resume and cover letter by December

28, 2021 to [kmorreau@duttondunwich.on.ca](mailto:kmorreau@duttondunwich.on.ca).

Team Lead, Program Financial Management - Ministry of Municipal Affairs and Housing. The Ministry is seeking experienced individuals to join their team, to lead and coordinate the financial management, controllership and administration responsibilities for all financial and business processes relating to funding for housing and homelessness programs. Please [apply online](#) by December 31, 2021.

### 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 Watch File Tel: 416.971.9856

Conferences/Events

Policy and Funding Programs

LAS Local Authority Services

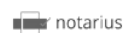
MEPCO Municipal Employer Pension Centre of Ontario

ONE Investment

Media Inquiries Tel: 416.729.5425

Municipal Wire, Career/Employment and Council Resolution Distributions

### AMO's Partners



\*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.



Please consider the environment  
before printing this.

Association of Municipalities of Ontario  
200 University Ave. Suite 801, Toronto ON Canada M5H 3C6  
To unsubscribe, please [click here](#)





December 9, 2021

### **In This Issue**

- Invitation to submit EOI for the acquisition/lease of land in Ontario.
- Housing Supply Challenge Round 3 launching in January.
- New dates added for AMO's Navigating Conflict for Elected Officials training.
- Update on the 2022 AMO Annual General Meeting and Conference.
- Blog: Year end message.
- Simcoe County resolution requesting amendment of Ontario Reg. 380/04.
- Careers: AMO, MHSTCI, Toronto and Orillia.

### **Provincial Matters**

CBRE Limited, on behalf of Infrastructure Ontario (IO), is inviting interested parties to propose land sites across Ontario to set up a science complex with laboratory, ancillary office space, storage, and fleet/equipment management facilities. More details [here](#).

### **Federal Matters**

Applications to the [Northern Access Round of the Housing Supply Challenge](#) open January 12. Applicants are invited to submit solutions for improving the housing supply chain in northern and remote regions.

### **Eye on Events**

AMO's in demand training on skills for elected officials to navigate conflict relations is available for two more sessions in 2022. Sign up for the February 16/17th or April 6/7th sessions [here](#). Limited seats available.

The AMO 2022 Annual General Meeting and Conference will be held in-person August 14-17, hosted by the City of Ottawa. Details on Registration, Hotel Bookings, Program, Sponsorship and Exhibitor Packages will be available in February 2022. Please watch the [AMO conference website](#) for updates.

### **LAS**

It's December, which means our final blog of the year is published and ready to read. Find our director's Year End Message [here](#).

### **Municipal Wire\***

The County of Simcoe [resolution](#) requests the Province of Ontario to amend Ontario Regulation 380/04 under the *Emergency Management and Civil Protection Act* to provide an exemption to the annual exercise requirement for municipalities that have activated their Emergency Control Group and/or Emergency Response Plan.

### **Careers**

[Policy Intern - AMO](#). Assisting senior advisors and the Director of Policy, the successful candidate will support AMO's policy development process through

research, analysis, report writing, project planning and coordination. Apply in confidence to: [careers@amo.on.ca](mailto:careers@amo.on.ca). Deadline: December 17, 2021.

Maintenance Foreman/Woman - Ministry of Heritage, Sport, Tourism and Culture Industries. You will ensure that the modern/historic buildings and grounds at Discovery Harbour, Huronia Historical Parks (HHP), are maintained to high standards. You will also support historic program and special event delivery apply [online](#) by December 15, 2021.

Manager, Solid Waste Policy & Planning - City of Toronto. This mandate would be an exciting career move for a professional with considerable knowledge of solid waste management services, proven strengths in strategic program and policy development, and project management. For more information on this and other opportunities, visit us [online](#). To apply online, submit your resume, quoting Job ID 22724, by Monday, January 3, 2022.

City Clerk - City of Orillia. This position reports to the General Manager of Corporate Services and City Solicitor. The City Clerk is responsible for recording all resolutions, decisions, and other proceedings of City Council. Apply [online](#), applications will be accepted until January 7, 2022 at noon.

## 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 Watch File 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](#) Tel: 416.729.5425

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

## AMO's Partners



\*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.



Please consider the environment  
before printing this.

Association of Municipalities of Ontario  
200 University Ave. Suite 801, Toronto ON Canada M5H 3C6  
To unsubscribe, please [click here](#)







## VIA EMAIL

December 20, 2021

Legislative & Planning Services  
Department  
Office of the Regional Clerk  
1151 Bronte Road  
Oakville ON L6M 3L1

Haassan Basit, CAO, Conservation Halton  
Quentin Hanchard, CAO, Credit Valley Conservation  
Samantha Lawson, CAO, Grand River Conservation Authority  
Chief Stephen Tanner, Halton Regional Police Services  
Kevin Arjoon, City Clerk, City of Burlington  
Meaghen Reid, Town Clerk, Town of Milton  
Vicki Tytaneck, Town Clerk, Town of Oakville  
Valerie Petryniak, Town Clerk, Town of Halton Hills

---

Please be advised that at its meeting held Wednesday, December 15, 2021, the Council of the Regional Municipality of Halton adopted the following resolution:

**RESOLUTION: FN-41-21 – 2022 Budget and Business Plan and Disposition of the 2021 Surplus**

1. THAT the 2022 Tax-Supported Operating Budget for Regional Services (excluding Halton Regional Police Service), with total gross expenditures of \$603,246,605 and a net levy requirement of \$295,119,935 as set out in Attachment #1 to Report No. FN-41-21 re: "2022 Budget and Business Plan and Disposition of the 2021 Surplus", be approved.
2. THAT the 2022 Tax-Supported Capital Budget for Regional Services (excluding Halton Regional Police Service and other Boards & Agencies), with total expenditures of \$236,060,000 as set out in Attachment #3 to Report No. FN-41-21, be approved.
3. THAT the 2023-2031 Tax-Supported Operating Budget Forecast for Regional Services (excluding Halton Regional Police Service and other Boards & Agencies) as set out in Attachment #4 to Report No. FN-41-21 be approved.
4. THAT the 2023-2031 Tax-Supported Capital Budget Forecast for Regional Services (excluding Halton Regional Police Service and other Boards & Agencies) as set out in Attachment #3 to Report No. FN-41-21 be approved.
5. THAT the 2022 Halton Regional Police Service Operating Budget, as approved by the Halton Police Board on October 28th, 2021, with total gross expenditures of \$186,521,711 and a net levy requirement of \$175,946,539 as set out in Attachment #1 to Report No. FN-41-21, be approved.

### Regional Municipality of Halton

HEAD OFFICE: 1151 Bronte Rd, Oakville, ON L6M 3L1  
905-825-6000 | Toll free: 1-866-442-5866

6. THAT the 2022 Halton Regional Police Service Capital Budget, as approved by the Halton Police Board on October 28th, 2021 with total expenditures of \$11,752,000 as set out in Attachment #3 to Report No. FN-41-21, be approved.
7. THAT the 2023-2026 Halton Regional Police Service Operating Budget Forecast, as presented to the Halton Police Board on October 28th, 2021 as set out in Attachment #4 to Report No. FN-41-21, be approved.
8. THAT the 2023-2031 Halton Regional Police Service Capital Budget Forecast, as presented to the Halton Police Board on October 28th, 2021 as set out in Attachment #3 to Report No. FN-44-21, be approved.
9. THAT the Boards and Agencies (excluding Halton Regional Police Service) levy requests for 2022 be approved as follows:
  - a. \$9,489,202 to Conservation Halton;
  - b. \$658,618 to Credit Valley Conservation;
  - c. \$304,590 to Grand River Conservation Authority.
10. THAT the 2022 Rate-Supported Operating Budget, with total gross expenditures of \$246,219,998 and a net utility rate requirement of \$228,503,174, as set out in Attachment #1 to Report No. FN-41-21, be approved.
11. THAT the 2022 Rate-Supported Capital Budget, with total expenditures of \$205,985,000 as set out in Attachment #3 to Report No. FN-41-21, be approved.
12. THAT the 2023-2031 Rate-Supported Operating Budget Forecast for Regional Services, as presented in Attachment #4 to Report No. FN-41-21, be approved.
13. THAT the 2023-2031 Rate-Supported Capital Budget Forecast for Regional Services, as presented in Attachment #3 to Report No. FN-41-21, be approved.
14. THAT the Fees & Charges for Regional Services as presented in Attachment #5 of Report No. FN-41-21 be approved.
15. THAT the non-union salary budget grid increase of 2.0% for 2022 be approved as described in Report No. FN-41-21.
16. THAT any net shortfall resulting from the Region's 2021 Tax-Supported Programs, after utilizing all provincial funding, be funded from the Tax Stabilization Reserve (501020).
17. THAT any net surplus resulting from the Region's 2021 Tax-Supported Programs, be allocated to the Tax Stabilization Reserve (501020) up to the 10% target level, and any residual surplus (excluding Police) be allocated to the Tax Capital Reserve (505010).

18. THAT any net surplus resulting from the Region's 2021 Rate-Supported Programs be allocated to the Water/Wastewater Rate Stabilization Reserve (501110) up to the 15% target level, and any residual surplus be allocated to the Water Capital General (505220) and Wastewater Capital General (505320) Reserves.
19. THAT any net shortfall from the Region's 2021 Rate-Supported Programs be funded from the Water/Wastewater Rate Stabilization Reserve (501110).
20. THAT any surplus or deficit resulting from a difference in the actual assessment growth from the budgeted assessment growth be transferred to or from the Tax Stabilization Reserve (501020), respectively.
21. THAT staff be authorized to transfer any unutilized funds received from the Safe Restart Agreement (SRA) and the new 2021 COVID-19 Recovery Funding for Municipalities program (CRFM) at year-end to the COVID-19 reserve (501040 – COVID-19 Stabilization Reserve) to fund pressures in 2022.
22. THAT staff be authorized to refinance \$5.0 million in external recoveries to \$5.0 million from the Tax Capital General Reserve (505010) for capital project T6866A (1 District).
23. THAT the Director of Legal Services be authorized to prepare all necessary by-laws.

Included please find a copy of Report No. FN-41-21 for your information.

If you have any questions please contact me at the e-mail address below.

Sincerely,



Graham Milne  
Regional Clerk  
[graham.milne@halton.ca](mailto:graham.milne@halton.ca)



**The Regional Municipality of Halton**

Report To:	Regional Chair and Members of Regional Council
From:	Cyndy Winslow, Commissioner, Finance and Regional Treasurer
Date:	December 15, 2021
Report No:	FN-41-21
Re:	2022 Budget and Business Plan and Disposition of the 2021 Surplus

**RECOMMENDATION**

1. THAT the 2022 Tax-Supported Operating Budget for Regional Services (excluding Halton Regional Police Service), with total gross expenditures of \$603,246,605 and a net levy requirement of \$295,119,935 as set out in Attachment #1 to Report No. FN-41-21 re: "2022 Budget and Business Plan and Disposition of the 2021 Surplus", be approved.
2. THAT the 2022 Tax-Supported Capital Budget for Regional Services (excluding Halton Regional Police Service and other Boards & Agencies), with total expenditures of \$236,060,000 as set out in Attachment #3 to Report No. FN-41-21, be approved.
3. THAT the 2023-2031 Tax-Supported Operating Budget Forecast for Regional Services (excluding Halton Regional Police Service and other Boards & Agencies) as set out in Attachment #4 to Report No. FN-41-21 be approved.
4. THAT the 2023-2031 Tax-Supported Capital Budget Forecast for Regional Services (excluding Halton Regional Police Service and other Boards & Agencies) as set out in Attachment #3 to Report No. FN-41-21 be approved.
5. THAT the 2022 Halton Regional Police Service Operating Budget, as approved by the Halton Police Board on October 28<sup>th</sup>, 2021, with total gross expenditures of \$186,521,711 and a net levy requirement of \$175,946,539 as set out in Attachment #1 to Report No. FN-41-21, be approved.
6. THAT the 2022 Halton Regional Police Service Capital Budget, as approved by the Halton Police Board on October 28<sup>th</sup>, 2021 with total expenditures of \$11,752,000 as set out in Attachment #3 to Report No. FN-41-21, be approved.

7. THAT the 2023-2026 Halton Regional Police Service Operating Budget Forecast, as presented to the Halton Police Board on October 28<sup>th</sup>, 2021 as set out in Attachment #4 to Report No. FN-41-21, be approved.
8. THAT the 2023-2031 Halton Regional Police Service Capital Budget Forecast, as presented to the Halton Police Board on October 28<sup>th</sup>, 2021 as set out in Attachment #3 to Report No. FN-44-21, be approved.
9. THAT the Boards and Agencies (excluding Halton Regional Police Service) levy requests for 2022 be approved as follows:
  - a. \$9,489,202 to Conservation Halton;
  - b. \$658,618 to Credit Valley Conservation;
  - c. \$304,590 to Grand River Conservation Authority.
10. THAT the 2022 Rate-Supported Operating Budget, with total gross expenditures of \$246,219,998 and a net utility rate requirement of \$228,503,174, as set out in Attachment #1 to Report No. FN-41-21, be approved.
11. THAT the 2022 Rate-Supported Capital Budget, with total expenditures of \$205,985,000 as set out in Attachment #3 to Report No. FN-41-21, be approved.
12. THAT the 2023-2031 Rate-Supported Operating Budget Forecast for Regional Services, as presented in Attachment #4 to Report No. FN-41-21, be approved.
13. THAT the 2023-2031 Rate-Supported Capital Budget Forecast for Regional Services, as presented in Attachment #3 to Report No. FN-41-21, be approved.
14. THAT the Fees & Charges for Regional Services as presented in Attachment #5 of Report No. FN-41-21 be approved.
15. THAT the non-union salary budget grid increase of 2.0% for 2022 be approved as described in Report No. FN-41-21.
16. THAT any net shortfall resulting from the Region's 2021 Tax-Supported Programs, after utilizing all provincial funding, be funded from the Tax Stabilization Reserve (501020).
17. THAT any net surplus resulting from the Region's 2021 Tax-Supported Programs, be allocated to the Tax Stabilization Reserve (501020) up to the 10% target level, and any residual surplus (excluding Police) be allocated to the Tax Capital Reserve (505010).
18. THAT any net surplus resulting from the Region's 2021 Rate-Supported Programs be allocated to the Water/Wastewater Rate Stabilization Reserve (501110) up to the 15% target level, and any residual surplus be allocated to the Water Capital General (505220) and Wastewater Capital General (505320) Reserves.

19. THAT any net shortfall from the Region's 2021 Rate-Supported Programs be funded from the Water/Wastewater Rate Stabilization Reserve (501110).
20. THAT any surplus or deficit resulting from a difference in the actual assessment growth from the budgeted assessment growth be transferred to or from the Tax Stabilization Reserve (501020), respectively.
21. THAT staff be authorized to transfer any unutilized funds received from the Safe Restart Agreement (SRA) and the new 2021 COVID-19 Recovery Funding for Municipalities program (CRFM) at year-end to the COVID-19 reserve (501040 – COVID-19 Stabilization Reserve) to fund pressures in 2022.
22. THAT staff be authorized to refinance \$5.0 million in external recoveries to \$5.0 million from the Tax Capital General Reserve (505010) for capital project T6866A (1 District).
23. THAT the Director of Legal Services be authorized to prepare all necessary by-laws.

## REPORT

### **Executive Summary**

- The 2022 Tax-Supported Net Budget for Regional Services is \$295.1 million which is an increase of \$10.5 million or 3.7% over the 2021 budget, with a proposed 2.0% increase in property taxes for Regional Services after 1.7% assessment growth.
- The 2022 Tax-Supported Net Budget for Halton Regional Police Service (Police Services) is \$175.9 million, an increase of \$7.1 million or 4.2% over the 2021 budget, approved by the Halton Police Board on October 28<sup>th</sup>, 2021, with a tax impact of 2.5% after 1.7% assessment growth.
- The 2022 combined tax impact of Regional Services and Police Services is 2.2%.
- The 2022 Rate-Supported (Water and Wastewater) Net Budget is \$228.5 million, an increase of \$7.8 million or 3.5% over the 2021 budget, with a proposed increase of 2.8% to utility rates after 1.5% customer growth.
- The 2022 Tax-Supported Capital Budget (excluding Police Services) is \$236.1 million which is an increase of \$40.1 million over the 2021 Budget.
- The 2022 Tax Supported Capital Budget for Police Services is \$11.8 million which is an increase of \$5.6 million over the 2021 Budget.
- The 2022 Rate-Supported (Water and Wastewater) Capital Budget is \$206.0 million which is a decrease of \$51.6 million from the 2021 Budget.

## Background

This report presents the Halton Region 2022 Budget and Business Plan to Regional Council for approval as follows:

- Attachment #1 – 2022 Operating Budget for Tax and Rate Supported Services
- Attachment #2 – 2022 Corporate Administration Budget
- Attachment #3 – 2022 Capital Budget & Forecast
- Attachment #4 – 2023-2031 Operating Budget Forecast for Tax and Rate Supported Services
- Attachment #5 – 2022 Tax & Rate Supported Services - Fees & Charges

The Halton Region 2022 Budget and Business Plan (provided under separate cover) includes the 2022 Tax-Supported Operating and Capital Budget and Forecast and the 2022 Water and Wastewater Rate-Supported Operating and Capital Budget and Forecast. The 2022 Tax-Supported Budget focuses on the Regional Services that Halton Regional Council oversees, and includes the funding requested from Boards and Agencies including Police Services and the Conservation Authorities.

The detailed Police Services Budget was approved by the Halton Police Board on October 28<sup>th</sup>, 2021 and a summary is provided in Report No. FN-40-21 re: “2022 Budget Overview – Halton Regional Police Service”. The Halton Region 2022 Budget and Business Plan provides summary tables including the 2022 Police Services Budget. As legislated by the *Police Services Act, 1990*, Police Service Boards are required to submit operating and capital estimates of maintaining the police force and providing it with the necessary equipment and facilities to Regional Council. Also included in the Regional Services budget are the municipal levies from Conservation Authorities, whose budgets are approved by the relevant Conservation Authority’s Board, Royal Botanical Gardens and the North Halton Mental Health Clinic, which is operated by Halton Healthcare.

## Operating Budget Impacts

As shown in Table 1 below, the 2022 Tax-Supported Budget recommends a 2.0% increase in property taxes for Regional Services, and 2.5% for Police Services, resulting in a combined impact to the taxpayer of a 2.2% increase after 1.7% assessment growth.

### **Table1: 2022 Combined Tax Impact**

2022 Budget Combined Tax Impact			
	Net Expenditure Increase	Assessment Growth	Tax Increase
Regional Services	3.7%	1.7%	2.0%
Police Services	4.2%	1.7%	2.5%
<b>Regional &amp; Police Services</b>	<b>3.9%</b>	<b>1.7%</b>	<b>2.2%</b>

Schedule may not add due to rounding.

As shown in Table 2, the 2022 property tax impact for Regional Services is an increase of \$3.35 and the impact for Police Services is an additional \$2.49, resulting in a combined year over year increase of \$5.85 per \$100,000 current value assessment.

**Table 2: 2022 Property Tax Impact**

Property Tax Impact of Regional Government Services (Per \$100,000 CVA)*				
	2021	2022	Change	
	Actual	Budget	\$	%
Regional Services	\$ 170.37	\$ 173.73	\$ 3.35	2.0%
Police Services	100.81	103.30	2.49	2.5%
<b>Total Regional Taxes*</b>	<b>\$ 271.18</b>	<b>\$ 277.02</b>	<b>\$ 5.85</b>	<b>2.2%</b>

Schedule may not add due to rounding.

\* Based on projected 1.7% assessment growth

As shown in Table 3, the 2022 Water and Wastewater Rate-Supported Budget has a 3.5% net expenditure increase, which results in a 2.8% rate increase after including an increase of 1.5% for customer growth and 0.0% for consumption growth.

**Table 3: 2022 Rate Increase**

2022 Budget Rate Increase				
	Net Expenditure Increase	Customer Growth	Consumption Growth	Rate Increase
Water & Wastewater Services	3.5%	1.5%	0.0%	2.8%

As shown in Table 4 below, the increase is \$7.8 million or a 2.8% rate increase after customer growth; this is lower than the 3.3% target set out in Report No. FN-20-21 re: “2022 Budget Directions”, as a result of savings and efficiencies. Of the \$7.8 million increase, \$5.5 million or 2.0% relates to capital financing expenditures for the State-of-Good-Repair program, and \$2.3 million or 0.8% relates to the net operating costs of the water and wastewater system.



**Table 4: Rate Change in Budget**

2022 Budget (\$000s)					
Change in Budget					
	Net Program Impact	Customer Growth*	With Customer Growth*	Rate Impact	
Gross Operating Expenditures	\$ 2,326				
Other Revenues	(29)				
Net Operating Expenditures	\$ 2,297	\$ (438)	\$ 1,859	0.8%	
Capital Financing Expenditures	5,466	(1,041)	4,424	2.0%	
<b>Net Program Impact</b>	<b>\$ 7,763</b>	<b>\$ (1,479)</b>	<b>\$ 6,284</b>	<b>2.8%</b>	

Schedule may not add due to rounding.

\* Includes 0.0% consumption growth and 1.5% customer growth

For a typical residential customer using 226 cubic metres (m<sup>3</sup>) of water per year, this will result in an additional \$28 in 2022 for both water and wastewater charges, as shown in Table 5.

**Table 5: 2022 Rate Impact**

Rate Impact					
On a Typical Residential Customer (226 m <sup>3</sup> / Year)					
	2021	2022	Change*		
	Budget	Budget	\$	%	
Water	\$ 463	\$ 477	\$ 14	3.0%	
Wastewater	532	547	14	2.7%	
<b>Total</b>	<b>\$ 995</b>	<b>\$ 1,023</b>	<b>\$ 28</b>	<b>2.8%</b>	

Schedule may not add due to rounding

\*Based on 0.0% consumption growth and 1.5% customer growth

## Operating Budget Highlights

The 2022 Budget continues to maintain service levels in the Region's core service areas and ensures delivery of the priorities identified by Regional Council. Throughout the

development of the 2022 Budget, staff continued to monitor the impacts of COVID-19, the one-time provincial relief funding available to mitigate the pandemic impacts, and the projected recovery plan, and have identified pressures that are expected to extend into 2022. In addition, there continues to be provincial impacts that are still not known, specifically related to funding models and programs that the Province has communicated will be changing or are currently under review. Given these uncertainties, the 2022 Budget was developed incorporating the latest information available, while identifying risks and pressures.

There will be a continued focus on core services, continuous improvement and finding cost efficiencies in all program areas to achieve the targets set, while supporting the objectives, outcomes and actions identified in the 2019–2022 Strategic Business Plan. The 2022 Budget and Business Plan also details how the Region will continue to invest in critical program enhancements and essential services to support residents and businesses as the community continues to respond to COVID-19.

Attachment #1 provides details of the 2022 Operating Budget by gross expenditures, revenues and net expenditures by program. Attachment #2 provides details of the Corporate Administration costs. Attachment #4 provides details of the 2023-2031 Operating Budget Forecast for Tax and Rate Supported Services.

Key drivers for the 2022 Tax-Supported and Rate-Supported budgets are described further below.

The Tax-Supported budget is shown in Table 6 below.

**Table 6: 2022 Tax-Supported Budget**

Net Operating Budget for Tax Supported Services (Excluding Police Services)								
Levy Requirement by Program (\$000s)								
	2021	2022			Change in Budget			
	Approved Budget	Base Budget	Strategic Investments	Requested Budget	2022 Base / 2021 Approved		2022 Requested / 2021 Approved	
Healthy Families	\$ 5,202	\$ 5,472	\$ -	\$ 5,472	\$ 271	5.2%	\$ 271	5.2%
Health Protection	4,031	4,224	51	4,275	193	4.8%	244	6.1%
Healthy Schools & Communities	4,511	4,514	333	4,847	3	0.1%	336	7.5%
Infectious Disease Control	3,709	3,880	103	3,982	170	4.6%	273	7.4%
Public Health Resources	2,206	2,310	-	2,310	104	4.7%	104	4.7%
Paramedic Services	22,482	22,630	501	23,131	148	0.7%	649	2.9%
Children's Services	11,880	12,725	-	12,725	846	7.1%	846	7.1%
Employment & Social Services	6,968	7,177	300	7,477	210	3.0%	510	7.3%
Housing Services	36,359	36,380	573	36,953	22	0.1%	595	1.6%
Human Services Planning & Program Support	8,381	8,491	250	8,741	110	1.3%	360	4.3%
Services for Seniors	19,598	21,058	264	21,322	1,460	7.4%	1,724	8.8%
Planning Services	12,151	12,445	422	12,867	294	2.4%	716	5.9%
Economic Development	3,845	3,902	-	3,902	56	1.5%	56	1.5%
Waste Management	44,274	45,383	241	45,624	1,109	2.5%	1,351	3.1%
Road Operations	58,004	58,501	69	58,571	498	0.9%	567	1.0%
Non-Program	31,064	30,799	1,915	32,714	(265)	-0.9%	1,650	5.3%
Boards & Agencies	12,129	12,516	-	12,516	387	3.2%	387	3.2%
<b>Net Regional Impact</b>	<b>284,586</b>	<b>290,097</b>	<b>5,023</b>	<b>295,120</b>	<b>5,511</b>	<b>1.9%</b>	<b>10,534</b>	<b>3.7%</b>
<b>Assessment Growth</b>							<b>(4,838)</b>	<b>1.7%</b>
<b>Regional Levy Requirement</b>	<b>\$ 284,586</b>	<b>\$ 290,097</b>	<b>\$ 5,023</b>	<b>\$ 295,120</b>	<b>\$ 5,511</b>	<b>1.9%</b>	<b>\$ 5,696</b>	<b>2.0%</b>

Schedule may not add due to rounding

The 2022 tax-supported budget is increasing by \$10.5 million, or 3.7%, over the 2021 budget, and includes the following key drivers and investments.

### **COVID-19**

The COVID-19 pandemic continues to have an unprecedented impact to Halton and around the world. Throughout the pandemic, the Region continues to deliver essential services that support the safety and well-being of residents. The situation continues to evolve and change rapidly, with new information and impacts developing daily. While there are still many unknown variables including the duration of the pandemic, vaccination and recovery, the 2022 Budget plans for a continued response to COVID-19 to allow for an agile approach. Both temporary and permanent impacts related to COVID-19 are anticipated and have been included in the 2022 Budget. Also included are continued temporary staff support in Public Health, additional resources and training committed to infection prevention and control in Long-Term Care, as well as continued costs related to personal protective equipment, technology, deep disinfection cleaning and other facility-related costs needed to continue providing essential services and respond to the pandemic in 2022.

As shown in Table 7 below, the 2022 Budget includes \$13.9 million of COVID-19 related expenditures. Of this amount, \$3.8 million is the expected utilization of provincial funding forecast to be carried-forward, \$9.4 million is funded from additional provincial subsidies and other revenues, and \$0.7 million is included as a net Regional impact. Of the \$9.4 million in provincial subsidy and other revenues, \$4.1 million for Public Health – COVID-19 Response remains unconfirmed by the Province at the time of finalizing the 2022 Budget. Based on the Province's favourable response throughout the COVID-19 pandemic of providing funding support, it is considered reasonable to anticipate that additional subsidies will be made available for Public Health in 2022. However, it should be noted that including this \$4.1 million in additional unconfirmed provincial funding in the 2022 Budget is a measured risk.

Additional one-time expenditures included in the 2022 Budget in Paramedic Services, Long-Term Care, Housing, Children's Services and Corporate Administration are expected to be at least partially offset by utilizing the provincial funding forecast to be carried-forward into 2022 through the COVID-19 Stabilization Reserve.

### **Table 7: 2022 COVID-19 Related Expenditures**

2022 Budget - COVID-19 (\$000s)				
\$000s	Gross Expenditures	COVID-19 Reserve Transfer	Provincial Funding/Other Revenues	Net Regional Budget Impact
Public Health - COVID-19 Response	\$ 4,119	\$ -	\$ (4,119)	\$ -
Public Health - School-Focused Nurses Initiative	1,814	(16)	(1,798)	-
Paramedic Services	365	(227)	-	138
Long-Term Care - COVID-19 Response	347	-	(347)	-
Housing Services	4,244	(492)	(3,179)	573
Children's Services	1,515	(1,515)	-	-
Corporate Administration	1,531	(1,531)	-	-
<b>Total</b>	<b>\$ 13,936</b>	<b>\$ (3,781)</b>	<b>\$ (9,444)</b>	<b>\$ 711</b>

Schedule may not add due to rounding

## **Key Drivers:**

### **Halton Region Community Investment Fund (HRCIF)**

An investment of \$250,000 in additional funding for the HRCIF is proposed to meet new and emerging community needs, pivot to virtual models of service delivery, respond to public health directives from the pandemic, and address Community Safety and Well-Being issues.

### **Employment and Social Services**

An investment of \$300,000 is proposed to increase food security to Ontario Works (OW) recipients and their families. This program will reach more Ontario Works clients, provide a more substantial nutritional basket than the current program, and simplify regional administration.

### **Public Health**

9.0 FTEs are required in Public Health to address increased needs for prevention and control of infectious diseases, particularly COVID-19, as required by the Ontario Public Health Standards. This investment includes anticipated provincial funding based on the current cost-share level, for a net tax impact of \$487,000.

### **Paramedic Services**

6.0 FTEs and 3,945.6 relief hours are required in Paramedic Services to provide critical support to address pressures related to growth resulting from increased call volume and COVID-19 response. Provincial funding is included based on the current funding model, for a net tax impact of \$501,000.

### **Services for Seniors**

6.0 FTEs as well as 6,453.5 relief hours are required in Service for Seniors to address the immense challenges of the pandemic environment and to augment critical staff roles that strengthen key capabilities moving forward. This investment includes anticipated provincial funding based on the current cost-share level, for a net tax impact of \$264,000.

### **Digital Transformation**

9.0 FTEs will support the digital and workplace transformation by leveraging technology to improve service delivery, creating efficiencies, and provide needed capacity to respond to needs within the organization, with a tax impact of \$1.3 million.

### **Other Key Drivers:**

- 3.0 FTEs will support Planning and Growth Management with a tax impact of \$422,000.
- 4.0 FTEs will support the advancement of initiatives to support Indigenous Relations, equity, diversity and inclusion, climate change, and to formalize and strengthen the Region's risk management and performance measurement approach with a tax impact of \$422,000.
- 1.0 FTE is required in Supply Chain Management due to expanded inventory management focus with a tax impact of \$98,000, and 1.0 FTE is required in Financial Services & Payroll to support Halton Community Housing Corporation's budget, accounting and financial reporting with a tax impact of \$121,000.

### **Provincial Subsidies**

The 2022 Budget was prepared with the best information available at the time. However, there is uncertainty due to several provincial programs and funding models which are currently under review by the Province which could impact 2022. This includes the Children's Services funding model and the structure of Public Health and Paramedic Services in the Province.

As shown in Table 8 below, the total increase in provincial funding in the 2022 Budget is \$7.9 million or 4.2%. With the exception of Children's Services and a modest decrease in Economic Development for Small Business (SBEC) funding, all other Programs have budgeted increases in the level of provincial subsidies compared to the 2021 Budget.

The 2022 base budget for Provincial subsidies is \$185.3 million. Base funding levels reflect a \$4.0 million, or 2.1%, increase over 2021, primarily in Public Health, Paramedic Services and Services for Seniors, partly offset by a decrease in Children's Services. In 2022, the budget for Ministry of Education funding in Children's Services reflects a \$2.2 million reduction which is driven by the removal of the one-time transitional grant of \$1.5 million and additional anticipated reduction to the overall funding envelope due to an administration cost share adjustment from 5% to 2.5%.

The 2022 base subsidies are budgeted to be augmented by over \$9.3 million in COVID-19 funding, with Strategic Investments budgeted to include another \$1.8 million anticipated, but not yet confirmed, based on current cost-share levels. This is a risk in the 2022 Budget, but is considered reasonable as the majority relates to demonstrated needs in response to COVID-19.

**Table 8: Provincial Subsidies by Program**

Provincial Subsidies By Program (\$000s)									
	2021 Total	2022				Change in Budget			
		Base	COVID-19 One-Time	Strategic Investments	Total	Base		Total	
Public Health	\$ 27,254	\$ 25,451	\$ 4,119	\$ 673	\$ 30,243	\$ 1,368	5.0%	\$ 2,989	11.0%
Public Health - School-Focused Nurses Initiative	1,494	-	1,798	-	1,798	-	0.0%	304	0.0%
Paramedic Services	22,204	23,265	-	462	23,727	2,419	10.9%	1,524	6.9%
Children's Services	59,056	56,783	-	-	56,783	(2,273)	-3.8%	(2,273)	-3.8%
Housing Services *	13,512	12,942	3,079	-	16,021	(570)	-4.2%	2,509	18.6%
Services for Seniors	38,743	39,596	347	616	40,560	2,030	5.2%	1,817	4.7%
Employment & Social Services	25,916	26,936	-	-	26,936	1,020	3.9%	1,020	3.9%
Road Operations	100	100	-	-	100	-	0.0%	-	0.0%
Economic Development	226	208	-	-	208	(18)	-8.0%	(18)	-8.0%
<b>Total</b>	<b>\$ 188,505</b>	<b>\$ 185,280</b>	<b>\$ 9,344</b>	<b>\$ 1,752</b>	<b>\$ 196,376</b>	<b>\$ 3,975</b>	<b>2.1%</b>	<b>\$ 7,871</b>	<b>4.2%</b>

Schedule may not add due to rounding

SRA and CRFM funding is not included

\* Base funding has been used towards one-time covid related funding

**Boards & Agencies** include the Conservation Authorities, Royal Botanical Gardens, and the North Halton Mental Health Clinic. Council set guidelines through Report No. FN-20-21 re: "2022 Budget Directions", which have been achieved as follows:

- Conservation Halton 3.5% increase in the municipal general levy request;
- Credit Valley Conservation 3.7% increase in the municipal general levy request;
- Grand River Conservation Authority 2.5% increase in the municipal general levy request;
- Royal Botanical Gardens has been provided a 2.0% increase as per the guideline;
- North Halton Mental Health Clinic funding of \$1.2 million remains unchanged from the 2021 budget.

The Rate-Supported budget is shown in Table 9 below.

**Table 9: 2022 Rate-Supported Budget**

Net Operating Budget for Water & Wastewater Services (\$000s)								
	2021	2022			Change in Budget			
	Approved Budget	Base Budget	Strategic Investments	Requested Budget	2022 Base to 2021 Budget		2022 Requested to 2021 Budget	
Water Treatment	\$23,272	\$23,315	\$116	\$23,431	\$42	0.2%	\$159	0.7%
Wastewater Treatment	39,676	39,965	133	40,097	288	0.7%	421	1.1%
Water Distribution	27,369	28,404	262	28,666	1,035	3.8%	1,297	4.7%
Wastewater Collection	21,688	21,832	276	22,108	144	0.7%	420	1.9%
Infrastructure Management	108,735	114,201	-	114,201	5,466	5.0%	5,466	5.0%
<b>Net Program Impact</b>	<b>\$220,740</b>	<b>\$227,716</b>	<b>\$787</b>	<b>\$228,503</b>	<b>\$6,976</b>	<b>3.2%</b>	<b>\$7,763</b>	<b>3.5%</b>
Consumption Growth (0.0%)							-	0.0%
Customer Growth (1.5%)							(\$1,479)	-0.7%
<b>Net Increase Requirement</b>							<b>\$6,284</b>	<b>2.8%</b>

Schedule may not add due to rounding.

The 2022 Rate-supported budget includes the following key drivers and investments for a net rate impact of \$6.3 million or 2.8% over the 2021 budget:

- **State-of-Good-Repair program** - \$6.4 million increase in transfers to support the water and wastewater state-of-good-repair capital program for a total of \$111.1 million, based on the Public Works Asset Management Plan (Report No. PW-28-17).
- **Water and Wastewater Maintenance program** - \$21.0 million for the ongoing repair and maintenance of the water and wastewater system, which is an increase of \$716,000 or 3.5% from the 2021 budget mainly driven by inflationary increases and additional increases to help meet the needs of compliance-driven program activities, support system growth, and manage the delivery of an increasing capital work load. In 2022, staff will continue to focus on optimizing Reliability Centred Maintenance programs in order to ensure that critical infrastructure is maintained and the maximum value of Halton Region's water and wastewater assets is realized.
- **Basement Flooding Mitigation program** - continued investment in the basement flooding mitigation program to reduce the potential for basement flooding resulting from severe weather events. As a result of the significant progress made to date in the sewer system optimization capital program, weeping tile and downspout disconnection programs, the 2022 budget for grants is reduced by \$250,000 to reflect the projected program requirements in 2022 including predicated uptake of the flooding subsidy programs. The 2022 budget includes capital project funding of \$6.0 million.
- **Sustainable Rate Revenue** - projected consumption of 52.9 million m<sup>3</sup> which staff will continue to monitor as consumption continues to decline. Throughout the COVID-19 pandemic, a slight increase in water demand has been observed arising from higher residential usage as more people work and attend school from home. This is not anticipated to be a long-term trend as demand is expected to normalize to pre-

pandemic levels. A provision is included in the last 5 years of the forecast to reflect the declining consumption trend.

- **Long-Term Water Meter Strategy** - As reported to Council in Report No. PW-28-21/FN-30-21 re: “Long Term Water Meter Strategy – Implementation Plan Update”, Halton Region has awarded the Advanced Metering Infrastructure System (AMI) and Meter Replacement contract in 2021. Deployment of the AMI system and meter replacements is anticipated to begin in the summer of 2022 and be completed by mid-2025.

The 2022 Rate Budget includes 11.0 FTEs recommended as strategic investments. These investments are proposed at a net rate impact of \$787,000. Of the 11.0 FTEs, 4.5 FTEs will be funded through the capital budget and 0.5 FTE will be fully funded through the Road Operations operating budget.

## **2022 Compensation Adjustments**

The 2022 Budget and Business Plan includes an allowance for a 2.0% non-union salary grid increase. All salary adjustments for non-union staff are based on the Region’s pay for performance compensation plan. An increase of \$681,000 has been included in pay-in-lieu of benefits to more closely align with actual trends in Long-Term Care. The total compensation increase is \$13.1 million for tax and rate-supported budgets, which includes \$7.0 million for strategic investments.

## **Fees and Charges**

As part of the 2022 budget process, staff reviewed fees and charges for all program areas and have recommended changes where appropriate. Fees and charges have increased in most programs to reflect the 2022 cost of services as shown in Attachment #5 to this report.

## **Capital Budget**

As shown in Table 10 below, the Region’s ten-year capital program between 2022 and 2031 is estimated at \$5.7 billion. The ten-year program includes \$3.1 billion, or 54.5%, in Tax-supported projects and \$2.6 billion, or 45.5%, in Rate-supported projects. The Region’s Corporate Asset Management Plan is updated on a regular basis, which guides the state of good repair investment decisions in the 2022 Budget to ensure assets continue to be in good condition and meet desired levels of service. The Development-related Water/Wastewater and Transportation capital program has been prepared based on the principles and financial measures established under the current Development Financing Plan approved through Report No. FN-46-19/PW50-19/LPS112-19 re: “2020 Allocation Program”. As part of the development of the 2022 Capital Budget, the timing and cost estimates for projects within the 2020 Allocation Program were reviewed and updated where required.



As discussed in FN-04-21/LPS14-21 re: “2022 Development Charge (DC) Update and Development Charges Advisory Committee Work Plan”, the current DC By-law No. 36-17 will expire in August 2022. The Region is currently undertaking a DC by-law update process for the passage in spring 2022 following the release of the DC Background Study scheduled in December 2021. The 2022 Budget and Forecast incorporates the 2022 DC Water, Wastewater and Transportation Technical Reports presented in PW-32-21/FN-31-21 re: “2022 Development Charges Update – Water, Wastewater, and Transportation Technical Studies”. The Technical Reports are based on the 2011 Water, Wastewater and Transportation Master Plans and include updated infrastructure cost estimates, and other studies completed since the 2017 DC Update.

Additionally, the land budget of \$5.0 million for the 1 District project (T6866A) which was originally budgeted as External Recoveries, will be refinanced from the Tax Capital General Reserve (505010).

#### **Table 10: 2022 Capital Budget & Forecast**

<b>2022 Capital Budget &amp; Forecast</b>											
<b>Summary of Total Capital Budget &amp; Financing (\$000s)</b>											
	<b>Gross Cost</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
<b>Program Expenditures</b>											
Water	\$ 1,151,203	\$ 94,863	\$ 99,704	\$ 200,693	\$ 118,577	\$ 335,351	\$ 48,554	\$ 65,085	\$ 76,936	\$ 57,364	\$ 54,076
Wastewater	1,459,944	111,122	106,033	165,259	240,039	263,402	87,537	90,467	91,715	97,840	206,530
Transportation	2,637,646	196,567	96,722	220,459	244,553	369,711	436,221	195,099	201,374	229,171	447,769
Planning	166,235	12,845	16,790	37,510	13,220	12,720	21,470	13,720	13,220	12,220	12,520
Energy, Fleet and Facilities	85,013	10,788	3,709	5,262	3,707	34,363	4,193	6,725	3,676	7,724	4,866
Waste Management	47,805	4,809	6,471	10,524	15,532	1,169	1,166	5,041	2,195	799	99
Information Technology	65,641	7,747	7,912	7,624	7,582	6,400	6,097	6,839	5,735	4,621	5,084
Paramedic Services	35,651	1,894	3,613	1,723	6,124	2,463	3,974	3,851	2,703	3,387	5,919
Services for Seniors	6,929	959	650	650	650	650	650	650	650	770	650
Other Tax	12,521	451	451	8,466	447	434	417	427	449	451	528
Police	74,905	11,752	9,317	8,496	9,714	7,352	7,950	5,650	4,850	5,125	4,700
<b>Total</b>	<b>\$ 5,743,493</b>	<b>\$ 453,798</b>	<b>\$ 351,372</b>	<b>\$ 666,666</b>	<b>\$ 660,145</b>	<b>\$ 1,034,014</b>	<b>\$ 618,229</b>	<b>\$ 393,554</b>	<b>\$ 403,503</b>	<b>\$ 419,472</b>	<b>\$ 742,741</b>
<b>Financing</b>											
Tax Reserves	\$ 1,544,402	\$ 144,362	\$ 93,248	\$ 173,957	\$ 167,530	\$ 216,967	\$ 210,064	\$ 102,883	\$ 117,120	\$ 134,570	\$ 183,700
Rate Reserves	1,556,201	132,280	173,265	173,403	151,928	185,146	116,835	128,075	142,936	150,791	201,545
Dev't Charges - Resid.	2,362,037	153,490	72,580	272,087	282,904	522,500	284,573	157,196	135,074	132,141	349,491
Dev't Charges - Non-Res.	6,394	511	624	1,368	738	606	755	476	464	411	440
Capital Investmt Revolv. Fnd	256,438	18,802	8,322	44,559	55,752	107,504	4,711	3,632	6,616	266	6,274
External Rcvry/Other	12,922	1,292	1,292	1,292	1,292	1,292	1,292	1,292	1,292	1,292	1,292
Debentures	5,100	3,060	2,040	-	-	-	-	-	-	-	-
<b>Total</b>	<b>\$ 5,743,493</b>	<b>\$ 453,798</b>	<b>\$ 351,372</b>	<b>\$ 666,666</b>	<b>\$ 660,145</b>	<b>\$ 1,034,014</b>	<b>\$ 618,229</b>	<b>\$ 393,554</b>	<b>\$ 403,503</b>	<b>\$ 419,472</b>	<b>\$ 742,741</b>

Includes financing cost. Schedule may not add due to rounding.

Attachment #3 to this report provides details of the 2022 10-year Capital budget and forecast.

## Disposition of Surplus

The purpose of the recommendations related to the disposition of the 2021 surplus in this report is to enable staff to close the year-end financial records and prepare the 2021 Financial Statements.

In keeping with the Region's Reserve Policy as approved by Regional Council in Report No. CS-83-02 re: "Regional Reserve Policy", any year-end surplus is used to bring the Stabilization Reserves to their target levels, with any residual surplus being distributed to the appropriate Capital Reserves (Tax, Water or Wastewater).

The COVID-19 Stabilization Reserve (501040 – COVID-19 Stabilization Reserve) continues to track all provincial funding Halton Region has received to address COVID-19 operating costs and pressures since 2020. At year-end, the COVID-19 and Vaccine program costs will be reconciled to the provincial funding received. The year-end analysis will determine the final 2021 year-end position, and will be reported to Regional Council in the year-end variance report in early 2022. Any remaining provincial funding will be transferred to the COVID-19 Stabilization Reserve to address COVID-19 related pressures in the 2022 budget.

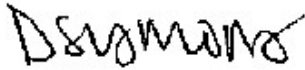
The Police Service's surplus, if any, will be transferred to a reserve in accordance with recommendations from the Halton Police Board.

## FINANCIAL/PROGRAM IMPLICATIONS

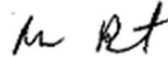
The financial implications of the 2022 Budget and Business Plan are a 2.2% increase in combined property taxes for Regional Services and Police Services, and a rate increase of 2.8% for Water and Wastewater services.

The land budget of \$5.0 million for the 1 District project (T6866A) will be refinanced from the Tax Capital General Reserve (505010).

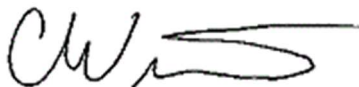
Respectfully submitted,



Debbie Symons  
Director, Budgets and Tax Policy



Matthew Buist  
Director, Capital and Development  
Financing



Cyndy Winslow  
Commissioner, Finance and Regional  
Treasurer

Approved by



Jane MacCaskill  
Chief Administrative Officer

If you have any questions on the content of this report,  
please contact:

Debbie Symons

Tel. # 7155

Attachments: Attachment # 1 – 2022 Operating Budget for Tax and Rate Supported Services  
Attachment # 2 – 2022 Corporate Administration Budget  
Attachment # 3 – 2022 Capital Budget & Forecast  
Attachment # 4 – 2023-2031 Operating Budget Forecast of the Tax-Supported Budget and  
the Rate-Supported Budget  
Attachment # 5 – 2022 Tax & Rate Supported Services - Fees & Charges

2022 Operating Budget for Tax and Rate Supported Services			
Programs	Gross Expenditures	Revenues	Net Impact
<b>Tax Supported Services</b>			
Healthy Families	\$ 11,238,285	\$ (6,343,627)	\$ 4,894,658
Health Protection	8,802,505	(5,105,139)	3,697,366
Healthy Schools & Communities	14,333,552	(10,064,111)	4,269,441
Infectious Disease Control	11,081,203	(7,676,500)	3,404,703
Public Health Resources	5,388,603	(3,078,214)	2,310,389
Paramedic Services	46,875,936	(23,744,741)	23,131,195
Children's Services	71,048,408	(58,323,257)	12,725,151
Employment & Social Services	35,628,693	(28,151,535)	7,477,158
Housing Services	59,452,592	(22,499,461)	36,953,131
Human Services Planning & Program Support	8,740,751	-	8,740,751
Services for Seniors	76,921,845	(55,599,778)	21,322,067
Planning Services	14,217,803	(1,350,893)	12,866,910
Economic Development	4,117,547	(215,689)	3,901,858
Legal Services	231,873	(231,872)	1
Waste Management	53,730,360	(8,105,900)	45,624,460
Road Operations	59,177,478	(606,747)	58,570,731
Finance	749,850	(749,850)	-
Strategic Transformation Group	2,893,642	(2,893,641)	-
Office of the CAO	-	-	-
Non-Program	106,099,557	(73,385,714)	32,713,843
Subtotal	590,730,483	(308,126,669)	282,603,813
Boards & Agencies	12,516,122	-	12,516,122
<b>Regional Tax Supported</b>	<b>603,246,605</b>	<b>(308,126,669)</b>	<b>295,119,935</b>
Halton Regional Police Service	186,521,711	(10,575,172)	175,946,539
<b>Tax Supported Budget</b>	<b>789,768,316</b>	<b>(318,701,842)</b>	<b>471,066,474</b>
<b>Rate Supported Budget</b>	<b>246,219,998</b>	<b>(17,716,824)</b>	<b>228,503,174</b>
<b>Total Operating Budget (Tax &amp; Rate)</b>	<b>\$ 1,035,988,313</b>	<b>\$ (336,418,665)</b>	<b>\$ 699,569,648</b>

Schedule may not add due to rounding.

**2022 Corporate Administration Budget**

<b>Programs</b>	<b>Direct Costs</b>	<b>Capital Financing &amp; Other Expenditures</b>	<b>Subsidies &amp; Revenue</b>	<b>Net Tax Impact</b>
<b>Finance:</b>				
Budgets & Tax Policy	\$ 2,820,476	\$ 393	\$ -	\$ 2,820,869
Capital & Development Financing	2,830,641	27,788	(592,000)	2,266,429
Financial Services & Payroll	5,103,708	(74,710)	(123,250)	4,905,748
Supply Chain Management	3,270,407	12,232	(34,600)	3,248,039
<b>Sub-total</b>	<b>14,025,233</b>	<b>(34,298)</b>	<b>(749,850)</b>	<b>13,241,085</b>
<b>Strategic Transformation Group:</b>				
Business Transformation	4,278,395	2,050	-	4,280,444
Communications & Customer Service	6,484,900	3,949	(20,076)	6,468,773
Energy, Fleet & Facilities	19,074,375	6,092,167	(2,607,679)	22,558,864
Information Technology	14,324,289	4,098,370	(265,886)	18,156,773
<b>Sub-total</b>	<b>44,161,959</b>	<b>10,196,536</b>	<b>(2,893,641)</b>	<b>51,464,854</b>
<b>Legal Services:</b>				
Legal Services	3,043,798	2,143	(229,172)	2,816,769
Human Resources	6,731,267	(968,703)	-	5,762,563
Realty Services	1,165,415	859	-	1,166,273
Regional Clerk & Council Services	1,004,355	(42,868)	(2,700)	958,787
Risk Management	4,394,274	51,178	-	4,445,452
<b>Sub-total</b>	<b>16,339,109</b>	<b>(957,392)</b>	<b>(231,872)</b>	<b>15,149,845</b>
<b>Office of the CAO:</b>				
Business Planning & Corporate Initiatives	2,053,793	4,404	-	2,058,197
Internal Audit	797,669	260	-	797,930
Strategic Policy & Government Relations	2,948,685	2,397	-	2,951,082
<b>Sub-total</b>	<b>5,800,148</b>	<b>7,061</b>	<b>-</b>	<b>5,807,209</b>
<b>Office of the Chair &amp; Regional Council:</b>				
Office of the Chair	284,300	8,809	-	293,109
Regional Council	1,660,330	(5,000)	-	1,655,330
<b>Sub-total</b>	<b>1,944,630</b>	<b>3,809</b>	<b>-</b>	<b>1,948,439</b>
<b>Total</b>	<b>\$ 82,271,079</b>	<b>\$ 9,215,716</b>	<b>\$ (3,875,363)</b>	<b>\$ 87,611,432</b>

Schedule may not add due to rounding.

2022 Capital Budget & Forecast											
Total Capital Budget & Financing (\$000s)											
Programs	Gross Cost	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
<b>Tax-Supported</b>											
Paramedic Services	\$ 35,651	\$ 1,894	\$ 3,613	\$ 1,723	\$ 6,124	\$ 2,463	\$ 3,974	\$ 3,851	\$ 2,703	\$ 3,387	\$ 5,919
Public Health	434	51	51	51	17	34	17	-	34	51	128
Services for Seniors	6,929	959	650	650	650	650	650	650	650	770	650
Children's Services	500	50	50	50	50	50	50	50	50	50	50
Planning	166,235	12,845	16,790	37,510	13,220	12,720	21,470	13,720	13,220	12,220	12,520
Economic Development	8,000	-	-	8,000	-	-	-	-	-	-	-
Transportation	2,637,646	196,567	96,722	220,459	244,553	369,711	436,221	195,099	201,374	229,171	447,769
Waste Management	47,805	4,809	6,471	10,524	15,532	1,169	1,166	5,041	2,195	799	99
Capital & Dev't Financing	3,557	350	350	350	380	350	350	377	350	350	350
Energy, Fleet and Facilities	85,013	10,788	3,709	5,262	3,707	34,363	4,193	6,725	3,676	7,724	4,866
Information Technology	65,641	7,747	7,912	7,624	7,582	6,400	6,097	6,839	5,735	4,621	5,084
Communications & Customer Service	30	-	-	15	-	-	-	-	15	-	-
Sub-total	3,057,441	236,060	136,318	292,218	291,815	427,910	474,188	232,352	230,002	259,143	477,435
Police Services	74,905	11,752	9,317	8,496	9,714	7,352	7,950	5,650	4,850	5,125	4,700
<b>Total Tax</b>	<b>\$3,132,346</b>	<b>\$247,813</b>	<b>\$145,635</b>	<b>\$300,714</b>	<b>\$301,529</b>	<b>\$ 435,261</b>	<b>\$482,138</b>	<b>\$238,002</b>	<b>\$234,852</b>	<b>\$264,268</b>	<b>\$482,135</b>
<b>Rate-Supported</b>											
<i>Non-Development:</i>											
Water	561,119	67,020	76,451	71,858	44,024	59,833	35,711	50,292	58,041	53,977	43,912
Wastewater	806,137	65,893	91,455	72,347	67,176	54,896	81,476	78,673	76,188	97,680	120,353
Sub-total	1,367,256	132,913	167,906	144,205	111,200	114,729	117,187	128,965	134,229	151,657	164,265
<i>Development:</i>											
Water	590,084	27,843	23,253	128,835	74,553	275,518	12,843	14,793	18,895	3,387	10,164
Wastewater	653,807	45,229	14,578	92,912	172,863	208,506	6,061	11,794	15,527	160	86,177
Sub-total	1,243,891	73,072	37,831	221,747	247,416	484,024	18,904	26,587	34,422	3,547	96,341
<b>Total Rate</b>	<b>\$2,611,147</b>	<b>\$205,985</b>	<b>\$205,737</b>	<b>\$365,952</b>	<b>\$358,616</b>	<b>\$ 598,753</b>	<b>\$136,091</b>	<b>\$155,552</b>	<b>\$168,651</b>	<b>\$155,204</b>	<b>\$260,606</b>
<b>Total Capital Budget</b>	<b>\$5,743,493</b>	<b>\$453,798</b>	<b>\$351,372</b>	<b>\$666,666</b>	<b>\$660,145</b>	<b>\$ 1,034,014</b>	<b>\$618,229</b>	<b>\$393,554</b>	<b>\$403,503</b>	<b>\$419,472</b>	<b>\$742,741</b>
<b>Financing:</b>											
Tax Reserves	\$1,544,402	\$144,362	\$ 93,248	\$173,957	\$167,530	\$ 216,967	\$210,064	\$102,883	\$117,120	\$134,570	\$183,700
Rate Reserves	1,556,201	132,280	173,265	173,403	151,928	185,146	116,835	128,075	142,936	150,791	201,545
Dev't Charges - Res	2,362,037	153,490	72,580	272,087	282,904	522,500	284,573	157,196	135,074	132,141	349,491
Dev't Charges - Non-Res	6,394	511	624	1,368	738	606	755	476	464	411	440
Capital Invstmt Rvl Fnd	256,438	18,802	8,322	44,559	55,752	107,504	4,711	3,632	6,616	266	6,274
External Rcvry/Other	12,922	1,292	1,292	1,292	1,292	1,292	1,292	1,292	1,292	1,292	1,292
Debentures	5,100	3,060	2,040	-	-	-	-	-	-	-	-
<b>Total</b>	<b>\$5,743,493</b>	<b>\$453,798</b>	<b>\$351,372</b>	<b>\$666,666</b>	<b>\$660,145</b>	<b>\$ 1,034,014</b>	<b>\$618,229</b>	<b>\$393,554</b>	<b>\$403,503</b>	<b>\$419,472</b>	<b>\$742,741</b>

Includes financing cost. Schedule may not add due to rounding. Does not include impacts from Strategic Investment Forms.

## Ten Year Operating Budget Forecast For Tax Supported Services (\$000s)

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
	Requested Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Healthy Families	\$ 4,895	\$ 5,238	\$ 5,630	\$ 6,026	\$ 6,490	\$ 6,925	\$ 7,373	\$ 7,833	\$ 8,312	\$ 8,812
Public Health Resources	2,310	2,466	2,633	2,802	2,999	3,185	3,376	3,572	3,776	3,989
Health Protection	3,697	3,975	4,276	4,580	4,936	5,269	5,613	5,965	6,333	6,716
Healthy Schools & Communities	4,269	4,904	5,328	5,756	6,254	6,722	7,204	7,697	8,210	8,744
Infectious Disease Control	3,405	3,686	3,992	4,301	4,661	4,999	5,346	5,701	6,071	6,455
Paramedic Services	23,131	26,158	28,890	31,612	34,170	36,853	40,166	43,640	47,158	50,824
Children's Services	12,725	14,952	15,729	16,516	17,839	19,232	20,664	22,126	23,633	25,187
Employment & Social Services	7,477	7,735	8,048	8,362	8,739	9,097	9,474	9,861	10,265	10,687
Housing Services	36,953	37,661	38,475	39,093	39,596	40,063	40,539	41,022	41,520	42,033
Human Services Planning & Program Support	8,741	8,888	9,048	9,209	9,402	9,580	9,764	9,951	10,148	10,353
Services for Seniors	21,322	22,277	23,079	23,834	24,800	25,694	26,622	27,579	28,588	29,650
Planning Services	12,867	13,263	13,704	14,121	14,630	15,110	15,577	16,064	16,582	17,016
Economic Development	3,902	4,015	4,940	5,064	5,216	5,354	5,495	5,640	5,791	5,930
Waste Management	45,624	47,083	48,594	50,188	51,870	53,533	55,303	57,113	59,006	60,752
Roads Operations	58,571	59,731	61,312	63,198	64,621	65,554	66,675	67,582	68,609	70,080
Non-Program & Fiscal Transactions	32,714	32,961	33,639	33,985	34,225	35,580	36,268	37,354	38,461	39,414
Boards & Agencies	12,516	12,909	13,369	13,888	14,430	14,968	15,555	16,096	16,580	17,119
<b>Region:</b>										
Net Expenditures	\$ 295,120	\$ 307,902	\$ 320,687	\$ 332,534	\$ 344,879	\$ 357,717	\$ 371,014	\$ 384,797	\$ 399,042	\$ 413,762
Regional Net Expenditure Change	3.7%	4.3%	4.2%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%	3.7%
<b>Region Tax Impact (after assessment growth)</b>	<b>2.0%</b>	<b>2.6%</b>	<b>2.4%</b>	<b>2.0%</b>	<b>2.0%</b>	<b>2.0%</b>	<b>2.0%</b>	<b>2.0%</b>	<b>2.0%</b>	<b>2.0%</b>
<b>Halton Regional Police Service:</b>										
Net Expenditures	\$ 175,947	\$ 183,377	\$ 191,319	\$ 199,610	\$ 208,445					
Police Net Expenditure Change	4.2%	4.2%	4.3%	4.3%	4.4%					
<b>Police Tax Impact (after assessment growth)</b>	<b>2.5%</b>	<b>2.5%</b>	<b>2.6%</b>	<b>2.6%</b>	<b>2.7%</b>					
<b>Region Including Police:</b>										
Net Expenditures	\$ 471,067	\$ 491,279	\$ 512,007	\$ 532,144	\$ 553,324					
Regional Net Expenditure Change (Includes Police)	3.9%	4.3%	4.2%	3.9%	4.0%					
<b>Region Including Police Tax Impact (after assessment growth)</b>	<b>2.2%</b>	<b>2.5%</b>	<b>2.5%</b>	<b>2.2%</b>	<b>2.2%</b>					
<b>Assessment Growth Assumption</b>	<b>1.7%</b>	<b>1.7%</b>	<b>1.7%</b>	<b>1.7%</b>	<b>1.7%</b>	<b>1.7%</b>	<b>1.7%</b>	<b>1.7%</b>	<b>1.7%</b>	<b>1.7%</b>

## Tax Budget Forecast as projected in the 2021 Budget

Net Regional Impact Expenditure	\$298,134	\$311,482	\$323,522	\$335,826	\$348,826	\$362,018	\$375,553	\$389,468	\$404,160
Regional Tax Impact (Before assessment)	4.3%	4.5%	3.9%	3.8%	3.9%	3.7%	3.7%	3.7%	3.8%
Assessment	1.70%	1.80%	1.80%	1.70%	1.70%	1.70%	1.70%	1.70%	1.70%
<b>Region Tax Impact (after assessment growth)</b>	<b>2.6%</b>	<b>2.6%</b>	<b>2.0%</b>	<b>2.1%</b>	<b>2.1%</b>	<b>2.0%</b>	<b>2.0%</b>	<b>2.0%</b>	<b>2.0%</b>

## Ten Year Operating Budget Forecast For Rate Supported Services

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
(\$000s)	Requested Budget	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Water Treatment	\$ 23,431	\$ 24,151	\$ 24,837	\$ 25,528	\$ 26,322	\$ 27,081	\$ 27,865	\$ 28,669	\$ 29,509	\$ 30,388
Wastewater Treatment	40,097	41,330	42,503	43,687	45,045	46,344	47,685	49,061	50,499	52,004
Water Distribution	28,666	29,547	30,386	31,232	32,203	33,132	34,091	35,074	36,102	37,178
Wastewater Collection	22,108	22,787	23,434	24,087	24,836	25,552	26,292	27,050	27,843	28,672
Infrastructure Management	114,201	119,872	126,044	132,542	138,759	143,740	148,532	153,520	158,652	163,480
<b>Net Program Impact</b>	<b>\$ 228,503</b>	<b>\$ 237,687</b>	<b>\$ 247,204</b>	<b>\$ 257,076</b>	<b>\$ 267,164</b>	<b>\$ 275,850</b>	<b>\$ 284,464</b>	<b>\$ 293,375</b>	<b>\$ 302,606</b>	<b>\$ 311,723</b>
Customer Growth	1.5%	1.5%	1.4%	1.4%	1.3%	1.3%	1.2%	1.2%	1.2%	1.3%
Consumption Growth	0.0%	0.0%	0.0%	0.0%	0.0%	-0.9%	-0.9%	-0.9%	-0.9%	-0.9%
Annual Water Consumption m <sup>3</sup> (000s)	52,913	52,913	52,913	52,913	52,913	52,421	51,934	51,452	50,974	50,500
<b>Rate Increase</b>	<b>2.8%</b>	<b>3.3%</b>	<b>3.3%</b>	<b>3.3%</b>	<b>3.3%</b>	<b>3.2%</b>	<b>3.1%</b>	<b>3.1%</b>	<b>3.1%</b>	<b>2.9%</b>
<b>Rate Impact:</b>										
State-of-Good-Repair	2.0%	2.1%	2.2%	2.2%	2.0%	1.6%	1.5%	1.5%	1.5%	1.3%
Operating Expenses	0.8%	1.3%	1.2%	1.1%	1.3%	1.2%	1.2%	1.2%	1.2%	1.2%
Consumption Change	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.5%	0.5%	0.5%	0.5%
<b>Residential Bill (226 m<sup>3</sup> p.a.)</b>	<b>\$ 1,023</b>	<b>\$ 1,057</b>	<b>\$ 1,093</b>	<b>\$ 1,129</b>	<b>\$ 1,167</b>	<b>\$ 1,204</b>	<b>\$ 1,242</b>	<b>\$ 1,280</b>	<b>\$ 1,320</b>	<b>\$ 1,359</b>
<b>\$ Increase</b>	<b>\$ 28</b>	<b>\$ 34</b>	<b>\$ 35</b>	<b>\$ 37</b>	<b>\$ 37</b>	<b>\$ 38</b>	<b>\$ 37</b>	<b>\$ 38</b>	<b>\$ 40</b>	<b>\$ 39</b>

Schedule may not add due to rounding

## Rate Budget Forecast as Projected in the 2021 Budget

<b>Annual % Rate Increase</b>	<b>3.3%</b>	<b>3.3%</b>	<b>3.2%</b>	<b>3.2%</b>	<b>3.2%</b>	<b>3.1%</b>	<b>3.1%</b>	<b>3.1%</b>	<b>3.1%</b>
<b>Rate Impact:</b>									
State-of-Good-Repair	2.1%	2.2%	2.1%	2.1%	1.6%	1.6%	1.6%	1.6%	1.5%
Operating Expenses	1.3%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%	1.1%
Consumption Change	0.0%	0.0%	0.0%	0.0%	0.5%	0.5%	0.5%	0.5%	0.5%

2022 Fees & Charges - Tax Budget						
Service Offered	2022 Est # Units	2021 Actual Fee	2022 Proposed Fee	Applicable Taxes (HST OR Exempt) *	2022/2021 Fee % Increase	Basis for Fee Increase
<b>Department</b>	<b>Health</b>					
<b>Division</b>	<b>Health Protection</b>					
<b>Food Safety</b>						
Food Safety Education Publications	15	\$ 23.89	\$ 23.89	HST	0.0%	
Food Handler Training Courses	540	\$ 49.56	\$ 50.44	HST	1.8%	Fee reflects full cost recovery
Food Handler Exam Only	1,400	\$ 8.85	\$ 8.85	HST	0.0%	
<b>Environmental Health</b>						
Reports to Lawyers re Outstanding Work Orders	90	\$ 115.04	\$ 117.70	HST	2.3%	Fee reflects full cost recovery
Lot Assessments - Severances	7	\$ 125.66	\$ 125.66	HST	0.0%	
Lot Assessments - Minor Variance	7	\$ 125.66	\$ 125.66	HST	0.0%	
Pool Operator Training Course	45	\$ 22.12	\$ 22.12	HST	0.0%	
<b>Division</b>	<b>Healthy Schools and Communities</b>					
<b>Immunizations</b>						
Thermometers	50	\$ 73.73	\$ 87.61	HST	18.8%	Fee reflects full cost recovery
<b>Division</b>	<b>Infectious Disease Control</b>					
<b>Sexual Health</b>						
Intrauterine Devices	432	\$10.00-350.00	\$10.00-350.00	Exempt	0.0%	
**Herpes Treatment	75	\$ 4.00-25.00	\$ 4.00-25.00	Exempt	0.0%	
**Birth Control Contraceptives	1,361	\$ 10.00	\$ 10.00	Exempt	0.0%	
Human Papilloma Virus Vaccine	147	\$ 166.54	\$ 166.54	Exempt	0.0%	
<b>Division</b>	<b>Paramedic Services</b>					
Administration Fee for Call Reports	50	\$ 81.42	\$ 82.30	HST	1.1%	Fee reflects full cost recovery
Transport to Non-Billing Facility	1	\$ 45.00	\$ 45.00	Exempt	0.0%	Based on Provincial fees set out in the Ambulance billing manual
Transport of Un-Insured Patient	1	\$ 240.00	\$ 240.00	Exempt	0.0%	Based on Provincial fees set out in the Ambulance billing manual
Basic Life Support / Healthcare Provider Training (BLS/HCP)	12	\$ 60.18	\$ 61.95	HST	2.9%	Fee reflects full cost recovery
HeartSaver BLS Level C Training	12	\$ 39.82	\$ 41.59	HST	4.4%	Fee reflects full cost recovery
Modified Course Level E (CPR, Automated External Defibrillator Training)	12	\$ 32.74	\$ 34.51	HST	5.4%	Fee reflects full cost recovery
CPR for Family and Friends Kit	2	\$ 30.09	\$ 30.09	HST	0.0%	
CPR Training Card	200	\$ 2.50	\$ 3.50	Exempt	40.0%	Fee reflects full cost recovery
Special Events - Admin Fee	1	\$ 263.72	\$ 268.14	HST	1.7%	Fee reflects full cost recovery
Special Events Coverage - One Paramedic - regular hourly rate. Contracts would be 4.5hours minimum charge	15	\$ 92.04	\$ 93.81	HST	1.9%	Fee reflects full cost recovery
Special Events Coverage - Two Paramedics - regular hourly rate. Contracts would be 4.5hours minimum charge	15	\$ 157.52	\$ 160.18	HST	1.7%	Fee reflects full cost recovery
Special Events Coverage - One Paramedic - Stat Holiday rate. Contracts would be 4.5hours minimum charge	15	\$ 114.16	\$ 115.93	HST	1.6%	Fee reflects full cost recovery
Special Events Coverage - Two Paramedics - Stat Holiday rate. Contracts would be 4.5hours minimum charge	15	\$ 201.77	\$ 204.42	HST	1.3%	Fee reflects full cost recovery
Interview Paramedic	1	\$ 277.88	\$ 283.19	HST	1.9%	Fee reflects full cost recovery
Public Access Defibrillation Program - Site Assessment	4	\$ 361.06	\$ 365.49	HST	1.2%	Fee reflects full cost recovery

\* 2022 Proposed fee exclusive of applicable taxes

\*\* The program/service cost of vaccines, contraceptives and herpes treatment is subject to change during the year. User fees are adjusted accordingly to recover majority of cost. It is exclusive of applicable taxes.



2022 Fees & Charges - Tax Budget						
Service Offered	2022 Est # Units	2021 Actual Fee	2022 Proposed Fee	Applicable Taxes (HST OR Exempt) *	2022/2021 Fee % Increase	Basis for Fee Increase
<b>Department Social &amp; Community Services</b>						
<b>Division Children's Services</b>						
<b>Regional Child Care Centres</b>						
Toddler Half Day	3,132	\$ 37.76	\$ 38.52	Exempt	2.0%	Inflation
Toddler Full Day	4,176	\$ 55.16	\$ 56.26	Exempt	2.0%	Inflation
Preschool Half Day	8,352	\$ 36.28	\$ 37.01	Exempt	2.0%	Inflation
Preschool Full Day	10,962	\$ 50.82	\$ 51.84	Exempt	2.0%	Inflation
Preschool Nursery School	261	\$ 19.08	\$ 19.46	Exempt	2.0%	Inflation
<b>Division Services for Seniors</b>						
<b>Adult Day Program</b>						
Milton Place & Friends Landing - Daily Fee	7,090	\$ 21.71	\$ 22.15	Exempt	2.0%	Inflation
Silver Creek Place - Daily Fee	3,682	\$ 21.71	\$ 22.15	Exempt	2.0%	Inflation
<b>Nutrition Services</b>						
Meals On Wheels-per meal	14,900	\$ 7.06	\$ 7.20	Exempt	2.0%	Inflation
Entrée (+soup +Dessert) (7 or more)	260	\$ 44.64	\$ 45.53	Exempt	2.0%	Inflation
Entrée (+soup or Dessert) (7 or more)	150	\$ 41.12	\$ 41.94	Exempt	2.0%	Inflation
Entrée Only (7 or More)	100	\$ 39.65	\$ 40.44	Exempt	2.0%	Inflation
Entrée (Individual)	61	\$ 5.91	\$ 6.03	Exempt	2.0%	Inflation
Sandwich Meals	710	\$ 6.10	\$ 6.22	Exempt	2.0%	Inflation
Soup or Salad	4,100	\$ 1.22	\$ 1.25	Exempt	2.0%	Inflation
Container Billing (each)	20,281	\$ 0.74	\$ 0.75	Exempt	2.0%	Inflation
<b>Resident Basic Fees (daily)</b>						
Basic Max (as of July 1/21)	572	\$ 63.36	\$ 63.36	Exempt	0.0%	Provided by the Ministry of Long Term Care
<b>Department Legislative &amp; Planning Services</b>						
<b>Division Planning Services</b>						
Regional Official Plan (2009)	2	\$ 64.29	\$ 65.58	HST	2.0%	Inflation
Regional Official Plan (2006)	-	\$ 64.29	\$ 65.58	HST	2.0%	Inflation
Regional Official Plan (1980)	-	\$ 70.45	\$ 71.86	HST	2.0%	Inflation
Maps (Official Plan 1980)	-	\$ 6.32	\$ 6.45	HST	2.0%	Inflation
Regional Plan Updates Subscription	-	\$ 15.07	\$ 15.37	HST	2.0%	Inflation
Reports (\$06/pg. min \$3.00)	500	\$ 0.06	\$ 0.06	HST	0.0%	
Special Data Requests (at cost)	5	Actual Cost	Actual Cost	HST	0.0%	
Halton Region's Database Search for Environmental Source Information	45	\$ 160.70	\$ 163.91	HST	2.0%	Inflation
Aquifer Management Plan	-	\$ 93.94	\$ 95.82	HST	2.0%	Inflation
MOU HUSP	-	\$ 51.90	\$ 52.94	HST	2.0%	Inflation
MOU HASR	-	\$ 96.41	\$ 98.34	HST	2.0%	Inflation
Photocopy (\$0.42/pg. min \$3.00)	250	\$ 0.46	\$ 0.47	HST	2.0%	Inflation
General - Development Assessments	-	\$ 192.82	\$ 196.68	HST	2.0%	Inflation
General - Development Research	-	\$ 192.82	\$ 196.68	HST	2.0%	Inflation
General - DATS Computer Analysis	-	\$ 192.82	\$ 196.68	HST	2.0%	Inflation
General - DATS Continuing Reports per hour	-	\$ 36.90	\$ 37.64	HST	2.0%	Inflation
General - Old File Retrieval	5	\$ 19.79	\$ 20.19	HST	2.0%	Inflation
Subdivision - Application Fee**	15	\$ 9,387.93	\$ 9,575.69	HST	2.0%	Inflation
Subdivision - Plan Revision (pre Draft Approval)**	-	\$ 674.87	\$ 688.37	HST	2.0%	Inflation
Subdivision - Plan Revision (post Draft Approval) Applicant Initiated**	2	\$ 1,929.48	\$ 1,968.07	HST	2.0%	Inflation
Subdivision - Emergency Extension (3 months)**	-	\$ 269.49	\$ 274.88	HST	2.0%	Inflation
Subdivision - Draft Approval Extension (One Year)**	7	\$ 771.33	\$ 786.76	HST	2.0%	Inflation
Subdivision - Registration**	9	\$ 1,929.48	\$ 1,968.07	HST	2.0%	Inflation
Subdivision - Phased Draft Approval**	-	\$ 9,249.48	\$ 9,434.47	HST	2.0%	Inflation
Subdivision - Phase Revision Requiring Circulation (50% of Phased Draft Approval Fee)**	-	\$ 4,625.32	\$ 4,717.83	HST	2.0%	Inflation
Subdivision - Sub-Phasing Requiring Circulation (30% of Phased Draft Approval Fee)**	-	\$ 2,774.98	\$ 2,830.48	HST	2.0%	Inflation
Subdivision - Phase Revision and Sub-Phasing Not Requiring Circulation (Pre Draft-Approval)**	-	\$ 674.87	\$ 688.37	HST	2.0%	Inflation
Condominium - Application Fee**	15	\$ 2,713.21	\$ 2,767.47	HST	2.0%	Inflation
Condominium - Exemption Fee**	2	\$ 449.93	\$ 458.93	HST	2.0%	Inflation
Condominium - Vacant Land or Common Element**	1	\$ 399.26	\$ 407.25	HST	2.0%	Inflation
Condominium - Revision**	-	\$ 405.43	\$ 413.54	HST	2.0%	Inflation
Condominium - Emergency Extension (3 Months)**	-	\$ 269.49	\$ 274.88	HST	2.0%	Inflation
Condominium - Draft Approval Extension (One Year)**	-	\$ 269.49	\$ 274.88	HST	2.0%	Inflation
Condominium - Final Approval**	4	\$ 656.32	\$ 669.45	HST	2.0%	Inflation

\* 2022 Proposed fee exclusive of applicable taxes

## 2022 Fees &amp; Charges - Tax Budget

Service Offered	2022 Est # Units	2021 Actual Fee	2022 Proposed Fee	Applicable Taxes (HST OR Exempt) *	2022/2021 Fee % Increase	Basis for Fee Increase
Condominium Conversion**	-	\$ 1,285.51	\$ 1,311.22	HST	2.0%	Inflation
Consent – Application Fee**	40	\$ 1,028.45	\$ 1,048.96	HST	2.0%	Inflation
Consent - Revision**	-	\$ 269.49	\$ 274.88	HST	2.0%	Inflation
Validation of Title**	-	\$ 269.49	\$ 274.88	Exempt	2.0%	Inflation
Part Lot Control Bylaw – Application Fee	20	\$ 514.22	\$ 524.50	HST	2.0%	Inflation
Local Official Plan Amendment – Applicant-initiated** , ***	10	\$ 7,715.49	\$ 7,869.80	HST	2.0%	Inflation
Local Official Plan Amendment – Applicant-initiated Revision** ***	-	\$ 3,857.75	\$ 3,934.91	HST	2.0%	Inflation
Local Official Plan Amendment Requiring Regional Approval– Applicant initiated** ***	-	\$ 7,715.55	\$ 7,869.86	HST	2.0%	Inflation
Zoning Bylaw Amendment – Applicant-initiated** , ***	45	\$ 1,028.39	\$ 1,048.96	Exempt	2.0%	Inflation
Holding Provision Removal**	4	\$ 321.40	\$ 327.83	HST	2.0%	Inflation
Temporary Use By-law Permits and Renewals**	2	\$ 514.22	\$ 524.50	HST	2.0%	Inflation
Zoning By-law Amendment - Revisions to Application** , ***	1	\$ 514.22	\$ 524.50	Exempt	2.0%	Inflation
Minor Variance - Application Fee**	400	\$ 32.17	\$ 32.81	HST	2.0%	Inflation
Site Plan - Application Fee - Applicant Initiated**	125	\$ 1,028.45	\$ 1,048.96	HST	2.0%	Inflation. Halton's local municipalities are now exempt from paying this fee for municipally-initiated projects.
Site Plan – Revision - Applicant Initiated**	15	\$ 643.99	\$ 656.87	HST	2.0%	Inflation
Site Plan – Minor Development/ Minor Modification**	15	\$ 643.99	\$ 656.87	HST	2.0%	Inflation
Parkway Belt West Plan Amendment - Applicant Initiated	-	\$ 2,572.25	\$ 2,623.70	HST	2.0%	Inflation
Niagara Escarpment Plan Amendment - Major Files	-	\$ 9,130.82	\$ 9,313.44	HST	2.0%	Inflation
Niagara Escarpment Plan Amendment - Minor Files	-	\$ 2,572.25	\$ 2,623.70	HST	2.0%	Inflation
Regional Official Plan Amendment Application Fee** , ***	-	\$ 9,130.82	\$ 9,313.44	HST	2.0%	Inflation
Application requiring SIS/EIR/FSS review *****	10	\$ -	\$ 8,200.00	HST	0.0%	Fees are in accordance with the Conservation Halton Interim Service Delivery Agreement for Ecological Review Service fees incurred by the Region of Halton. As Per: LPS66-18, LPS66-20
Application requiring scoped EIA -Major (medium-large scale development and/or large scale site alterations) *****	9	\$ -	\$ 5,000.00	HST	0.0%	
Application requiring scoped EIA (small scale development) *****	10	\$ -	\$ 2,500.00	HST	0.0%	
Application requiring Terms of Reference Review (incl. Appendix D2 - Scoping & ToR Checklist of Region's EIA Guidelines) *****	19	\$ -	\$ 500.00	HST	0.0%	
Application requiring Waiving Checklist assessment (Appendix D1 of Region's EIA Guidelines) *****	37	\$ -	\$ 400.00	HST	0.0%	
Peer Reviews of Development Application Studies****	12	Actual Cost	Actual Cost	HST		
Pits and Quarries Regional Official Plan Amendment Application Fee	-	\$ 128,597.87	\$ 131,169.83	HST	2.0%	Inflation
ROPA Public Meeting Advertising Fee	-	Actual Cost	Actual Cost	HST		
Review of Applications Requiring Planning Act Approval in Bordering Municipalities****	-	\$ 19,290.08	\$ 19,675.88	HST	2.0%	Inflation
Green Energy Act Application Reviews	-	\$ 1,028.39	\$ 1,048.96	HST	2.0%	Inflation
Ontario Power Authority Project Applications	-	\$ 1,028.39	\$ 1,048.96	HST	2.0%	Inflation
Engineering and Inspection Fees - Land Development Agreements (based on total cost of water and wastewater works) \$0 - \$100,000.00	-	greater of 10% or \$5,000.00	greater of 10% or \$5,000.00	HST	0.0%	As per Report LPS77-13
\$100,000.01 - \$250,000.00	-	7%	7%			
\$250,000.01 - \$500,000.00	-	6%	6%			
over \$500,000.00	-	5% to a max of \$100,000.00	5% to a max of \$100,000.00			
Division Economic Development						
Small Business Seminars	125	\$ 28.15	\$ 28.71	HST	2.0%	Inflation
Other Small Business Events	40	\$ 34.19	\$ 34.87	HST	2.0%	Inflation
Tourism Education Seminars	-	\$ 28.15	\$ 28.71	HST	2.0%	Inflation
Tourism Exemption Application under the Retail Business Holidays Act	1	\$ 1,712.88	\$ 1,747.14	Exempt	2.0%	Inflation
Heritage Services*****						
School One Hour - Per Child*	-	\$ 6.00	\$ 6.00	Exempt	0.0%	
School Two Hours - Per Child*	-	\$ 7.00	\$ 7.00	Exempt	0.0%	
School Four Hours - Per Child*	-	\$ 9.00	\$ 9.00	Exempt	0.0%	
Adult program Per Adult - 1 hour	-	\$ 6.00	\$ 6.00	HST	0.0%	
Adult program Per Adult - 2 hours	-	\$ 7.00	\$ 7.00	HST	0.0%	

\* 2022 Proposed fee exclusive of applicable taxes

\*\*Applications for Assisted Housing projects are exempt from Regional Development Application fees. Proposals that incorporate an Assisted Housing component may be eligible for a pro-rated reduction in Regional fees. Projects must conform to the "Assisted Housing" definition in the current Regional Official Plan. Approval is at the sole discretion of the Chief Planning Official of the Region of Halton.

\*\*\* Municipal initiated ROPAs, LOPAs and Rezoning's are exempt from Regional Development Application fees.

\*\*\*\* Halton Region will not release any objections to a mineral aggregate application proposal under the Aggregate Resources Act without all peer review fees having been paid in full.

\*\*\*\*\* SIS/EIR/FSS are acronyms for Subwatershed Impact Study/Environmental Impact Report/Functional Servicing Study. Fees are in accordance with the Conservation Halton Interim

Service Delivery Agreement for Ecological Review Service fees incurred by the Region of Halton. As Per: LPS66-18, LPS66-20

\*\*\*\*\*As per Report LPS55-10 - Halton Region Museum Policy Manual

The Manager of Heritage Services, be authorized to execute any and all agreements as may be required from time to time for the purposes of administering the operations of the Museum, as documented in the Halton Region Museum Policy Manual.

2022 Fees & Charges - Tax Budget						
Service Offered	2022 Est # Units	2021 Actual Fee	2022 Proposed Fee	Applicable Taxes (HST OR Exempt) *	2022/2021 Fee % Increase	Basis for Fee Increase
<b>Division Legal Services</b>						
<b>Municipal Enquiries</b>						
Municipal Enquiries (reply by regular mail)	263	\$ 89.64	\$ 91.43	HST	2.0%	Inflation
Municipal Enquiries (reply by fax)	8	\$ 128.50	\$ 131.07	HST	2.0%	Inflation
<b>Waste Related Agreements</b>						
Sewer Discharge	1	\$ 2,697.49	\$ 2,751.44	HST	2.0%	Inflation
Other- Waste Related Agreements	2	\$ 382.90	\$ 390.56	HST	2.0%	Inflation
<b>General Agreements</b>						
Encroachment	4	\$ 382.90	\$ 390.56	HST	2.0%	Inflation
Lease/License/Easement	2	\$ 382.90	\$ 390.56	HST	2.0%	Inflation
Other- General Agreements	10	\$ 382.90	\$ 390.56	HST	2.0%	Inflation
<b>Electronic Registration and Administration (per document)</b>						
Search of parcel Register (per P.I.N.)	24	\$ 46.06	\$ 46.98	HST	2.0%	Inflation
Corporate Searches	2	\$ 46.06	\$ 46.98	HST	2.0%	Inflation
Electronic Document Preparation/Amendment (per document)	11	\$ 109.02	\$ 111.20	HST	2.0%	Inflation
Electronic Registration and Administration (per document)	8	\$ 200.00	\$ 204.00	HST	2.0%	Inflation
Registration of Plan - No Agreement Required	5	\$ 313.86	\$ 320.14	HST	2.0%	Inflation
<b>Minor Residential Servicing Agreements</b>						
1 lot/unit	6	\$ 1,116.14	\$ 1,138.46	HST	2.0%	Inflation
Other Minor Residential Service	1	\$ 1,116.14	\$ 1,138.46	HST	2.0%	Inflation
<b>Minor Development Non-Servicing Agreements</b>						
Site Plan	6	\$ 539.31	\$ 550.10	HST	2.0%	Inflation
Plan Registration for Common Element Condominium	1	\$ 382.90	\$ 390.56	HST	2.0%	Inflation
Consent Application	2	\$ 539.31	\$ 550.10	HST	2.0%	Inflation
Other - Minor Development Non-servicing Agreements	2	\$ 382.90	\$ 390.56	HST	2.0%	Inflation
<b>Major Development Agreements</b>						
Development/Development Charge	6	\$ 3,199.20	\$ 3,263.18	HST	2.0%	Inflation
Residential/Comm/Ind/rural Subdiv/Condo (per plan)	32	\$ 3,199.20	\$ 3,263.18	HST	2.0%	Inflation
Residential (2 lots/units or more) Comm/Ind/Inst Servicing	14	\$ 1,818.98	\$ 1,855.36	HST	2.0%	Inflation
<b>Regional Clerk / Municipal Freedom of Information and Protection of Privacy Act (MFIPPA) Records</b>						
Council (Agenda/Minutes)	1	\$ 275.68	\$ 281.19	HST	2.0%	Inflation
Standing Committee (1)	1	\$ 147.07	\$ 150.01	HST	2.0%	Inflation
Standing Committee (3)	1	\$ 301.58	\$ 307.61	HST	2.0%	Inflation
Sub-Committees (each)	1	\$ 147.07	\$ 150.01	HST	2.0%	Inflation
Application Fee Under MFIPPA	35	\$ 5.00	\$ 5.00	Exempt	0.0%	Legislated Fee under MFIPPA
Record Search Time/15 Minutes	40	\$ 7.50	\$ 7.50	Exempt	0.0%	Legislated Fee under MFIPPA
Record Preparation/15 Minutes	8	\$ 7.50	\$ 7.50	Exempt	0.0%	Legislated Fee under MFIPPA
Photocopying MFIPPA (per page)	5,000	\$ 0.20	\$ 0.20	Exempt	0.0%	Legislated Fee under MFIPPA
Computer Programming/15 Minutes	-	\$ 15.00	\$ 15.00	Exempt	0.0%	Legislated Fee under MFIPPA
Computer Disks (CDs)	1	\$ 10.00	\$ 10.00	Exempt	0.0%	Legislated Fee under MFIPPA
Photocopies (per page)	-	\$ 0.20	\$ 0.20	HST	2.0%	
<b>Department Finance</b>						
<b>Division Capital &amp; Development Financing</b>						
Residential Administration Fee - per unit - Subdivision or Servicing Agreement	3,000	\$ 156.07	\$ 159.19	HST	2.0%	Inflation
Minor agreements (e.g.- Servicing Agreements with no DCs, Deferral, Temporary Blg. or any amendments to DC or Financial Agreements)	20	\$ 384.43	\$ 392.12	HST	2.0%	Inflation
Financial Agreements - (e.g. DC Prepayments or Capital Financing)	15	\$ 2,778.24	\$ 2,833.81	HST	2.0%	Inflation
<b>Division Financial Services &amp; Payroll</b>						
NSF Cheque Charge	60	\$ 25.79	\$ 26.31	Exempt	2.0%	Inflation
Administration Charge	-	\$ 12.84	\$ 13.09	HST	2.0%	Inflation
<b>Division Supply Chain Management</b>						
Download Fee-Bid Documents	1,500	\$ 12.84	\$ 13.10	HST	2.0%	Inflation
New - Download Construction Tender and Drawings less than 50 sheets	185	\$ 53.72	\$ 54.79	HST	2.0%	Inflation
New - Download Construction Tender and Drawings greater than 50 sheets	65	\$ 107.43	\$ 109.58	HST	2.0%	Inflation
<b>Division Road Operations and Maintenance</b>						
<b>Entrance Permit</b>						
Cut Curb & Installation Permit by Applicant (minimum 2 inspections)						
Culvert Installation Permit (minimum 3 inspections)						
Inspections (each)	35	\$ 129.00	\$ 132.00	HST	2.0%	Inflation
Permit Administration Fee	14	\$ 96.88	\$ 98.82	Exempt	2.0%	Inflation
Security Deposit (refundable)		\$ 5,306.00	\$ 5,306.00	Exempt	0.0%	
<b>Excavation Permit</b>						
Permit includes minimum 2 inspections						
Inspections (each)	180	\$ 129.00	\$ 132.00	HST	2.0%	Inflation
Permit Administration Fee	50	\$ 96.88	\$ 98.82	Exempt	2.0%	Inflation
Security Deposit (refundable)		\$ 5,306.00	\$ 5,306.00	Exempt	0.0%	
<b>Road Occupancy Permit / Special Event Permit</b>						
Permit includes minimum 2 inspections						
Inspections (each)	40	\$ 129.00	\$ 132.00	HST	2.0%	Inflation
Permit Administration Fee	50	\$ 96.88	\$ 98.82	Exempt	2.0%	Inflation
Security Deposit (refundable)		\$ 5,306.00	\$ 5,306.00	Exempt	0.0%	
<b>Oversize / Overweight Vehicles Operation Permit</b>						
Single event move Permit (includes 2 inspections)						
Inspections (each)	90	\$ 129.00	\$ 132.00	HST	2.0%	Inflation
Permit Administration Fee	130	\$ 96.88	\$ 98.82	Exempt	2.0%	Inflation

\* 2022 Proposed fee exclusive of applicable taxes

## 2022 Fees &amp; Charges - Tax Budget

Service Offered	2022 Est # Units	2021 Actual Fee	2022 Proposed Fee	Applicable Taxes (HST OR Exempt) *	2022/2021 Fee % Increase	Basis for Fee Increase
Security Deposit (refundable)		\$ 5,306.00	\$ 5,306.00	Exempt	0.0%	
Annual Oversized Vehicle Permit (applicant required to submit an annual report on its fleet's operation on Regional Roads, including location & frequency of use)	172	\$ 258.34	\$ 263.51	Exempt	2.0%	Inflation
<b>Tourism-Oriented Destination Signage (TODS)</b>						
Application	2	\$ 63.34	\$ 64.60	Exempt	2.0%	Inflation
Installation – Small Signs	5	\$ 440.96	\$ 449.78	Exempt	2.0%	Inflation
Installation – Medium signs	5	\$ 630.99	\$ 643.61	Exempt	2.0%	Inflation
Installation – Large signs	10	\$ 883.22	\$ 900.88	Exempt	2.0%	Inflation
Annual maintenance – Small signs	282	\$ 75.79	\$ 77.31	Exempt	2.0%	Inflation
Annual maintenance – Medium signs	120	\$ 100.62	\$ 102.64	Exempt	2.0%	Inflation
Annual maintenance – Large signs	150	\$ 126.65	\$ 129.18	Exempt	2.0%	Inflation
<b>Transportation Data</b>						
Intersection Traffic Movement (TM) Count - (8-hr)	2	\$ 75.79	\$ -	-		No Charge
Automatic Traffic Recorder (ATR) Count (24-hr)	52	\$ 52.16	\$ -	-		No Charge
Automatic Traffic Recorder (ATR) Book	2	\$ 192.53	\$ -	-		No Charge
Traffic Signal Timing	30	\$ 64.62	\$ 65.91	HST	2.0%	Inflation
Collision Data	2	\$ 155.28	\$ 158.38	HST	2.0%	Inflation
Modelling Data	2	\$ 161.46	\$ 164.69	HST	2.0%	Inflation
<b>Noise Abatement (Retrofit)</b>						
Installation of noise barriers	200m	25% of the lesser of Engineering Cost Estimate or Actual Cost	25% of the lesser of Engineering Cost Estimate or Actual Cost	HST		as per Staff Report CS-69-06 Noise Attenuation Policy Update
<b>Municipal Access Agreements for New Service Providers:</b>						
Administrative and Legal Costs	-	\$ 2,585.35	\$ 2,637.06	HST	2.0%	Inflation
Agreement preparation	-	\$ 19,384.46	\$ 19,772.15	HST	2.0%	Inflation
Annual Letter of credit (security)	-	\$ 32,306.24	\$ 32,952.37	Exempt	2.0%	Inflation
<b>Municipal Access Agreements for Telecommunication Carriers:</b>						
Telecommunication Carriers Annual Fee	-	\$ 5,823.87	\$ 5,940.35	HST	2.0%	PW-30-11 By-Law No 92-19
Telecommunication Development Agreement Fee	-	\$ 5,823.86	\$ 5,940.35	HST	2.0%	PW-30-11 By-Law No 92-19
<b>Department Public Works</b>						
<b>Division Waste Management</b>						
Tipping Fee (per tonne)	800	\$ 170.00	\$ 175.00	Exempt	2.9%	Inflation and increased disposal costs
Appliances (per unit)	200	\$ 5.00	\$ 5.00	Exempt	0.0%	
Asbestos (per tonne starting from 0; requires prior approval)	-	\$ 340.00	\$ 350.00	Exempt	2.9%	Inflation and increased disposal costs
Brick and Rubble (< wheel barrow)	-	\$ 5.00	\$ 5.00	Exempt	0.0%	
Brick and Rubble (> wheel barrow, equivalent to a pick-up truck, maximum 3 loads per year). Commercial loads not accepted	-	\$ 10.00	\$ 10.00	Exempt	0.0%	
Container Station Fee (< 50 kg)	86,000	\$ 5.00	\$ 5.00	Exempt	0.0%	
Container Station Fee (51 - 150 kg)	29,000	\$ 10.00	\$ 10.00	Exempt	0.0%	
Container Station Fee (>150 kg) (per tonne, starting from 0)	6,000	\$ 170.00	\$ 175.00	Exempt	2.9%	Inflation and increased disposal costs
Commercial Blue Box Recyclables (per tonne, starting from 0)	-	\$ 170.00	\$ 175.00	Exempt	2.9%	Inflation and increased disposal costs
De-commissioned Soil (per tonne, starting from 0, requires prior approval, accepted on a case by case basis)	-	\$ 35.00	\$ 35.00	Exempt	0.0%	
Fill (< wheel barrow)	-	\$ 5.00	\$ 5.00	Exempt	0.0%	
Fill (> wheel barrow, equivalent to a pick-up truck, maximum 3 loads per year). Commercial loads not accepted	-	\$ 10.00	\$ 10.00	Exempt	0.0%	
Leaf and Yard (per load) - residential loads	8,000	\$ 5.00	\$ 5.00	Exempt	0.0%	
Leaf and Yard (per tonne, starting from 0) - commercial loads	-	\$ 170.00	\$ 175.00	Exempt	2.9%	Inflation and increased disposal costs
Vacuumed Leaves (per tonne)	-	\$ 25.00	\$ -	Exempt	-100.0%	Discontinued
Woodchips (150 kg or less) per load	-	\$ 5.00	\$ 5.00	Exempt	0.0%	
Woodchips (> 150 kg) per load	-	\$ 10.00	\$ 10.00	Exempt	0.0%	
Blue Boxes - 22 gallon	-	\$ 4.42	\$ 4.42	HST	0.0%	
Composters	75	\$ 13.27	\$ 13.27	HST	0.0%	
Garbage Tags (5 per sheet)	15,000	\$ 10.00	\$ 10.00	Exempt	0.0%	
Green Carts - 13 gallon	-	\$ 13.27	\$ 13.27	HST	0.0%	
Security Deposit - Bin Rental (refundable) 11 - 20 bins	-	\$ 100.00	\$ 100.00	Exempt	0.0%	
Security Deposit - Bin Rental (refundable) 21 - 50 bins	-	\$ 200.00	\$ 200.00	Exempt	0.0%	
Security Deposit - Bin Rental (refundable) 51 or more bins	-	\$ 500.00	\$ 500.00	Exempt	0.0%	
Cost per damaged / missing bin	-	\$ 75.00	\$ 75.00	HST	0.0%	
<b>Department Strategic Transformation Group</b>						
<b>Division Communications &amp; Customer Service</b>						
14 oz Persona Wave vacuum travel tumbler	60	Actual Cost	Actual Cost	HST		
Albula Short Sleeve Performance Polo	10	Actual Cost	Actual Cost	HST		
Brecon Long Sleeve Polo	10	Actual Cost	Actual Cost	HST		
Cereal Bowl	70	Actual Cost	Actual Cost	HST		
Classic Cotton Pique Sport Polo	60	Actual Cost	Actual Cost	HST		
Concourse Computer Briefcase	30	Actual Cost	Actual Cost	HST		
Emergency Preparedness "Go Kit"	5	Actual Cost	Actual Cost	HST		
Gildan T-Shirt	70	Actual Cost	Actual Cost	HST		
Graphite Duffel Bag	55	Actual Cost	Actual Cost	HST		
Halton Pins	150	Actual Cost	Actual Cost	HST		
Huron Fleece Full Zip Hoodie	16	Actual Cost	Actual Cost	HST		
iPad Pen & Stylus Set	93	Actual Cost	Actual Cost	HST		
Jepson Short Sleeve Polo	20	Actual Cost	Actual Cost	HST		
Junior Portfolio w/ strap (Fabrizio) 6 3/4" x 9 3/4"	55	Actual Cost	Actual Cost	HST		

\* 2022 Proposed fee exclusive of applicable taxes

## 2022 Fees &amp; Charges - Tax Budget

Service Offered	2022 Est # Units	2021 Actual Fee	2022 Proposed Fee	Applicable Taxes (HST OR Exempt) *	2022/2021 Fee % Increase	Basis for Fee Increase
Junior Portfolio w/ zip (Fabrizio) 7.5" x 9.5"	25	Actual Cost	Actual Cost	HST		
Large Gift Bag	200	Actual Cost	Actual Cost	HST		
Maxon Softshell Jacket	10	Actual Cost	Actual Cost	HST		
Milano Deluxe Versa-Folio (large zip folio)	10	Actual Cost	Actual Cost	HST		
Mini Pen w/ Carabiner Clip	200	Actual Cost	Actual Cost	HST		
North End 1/2 Zip Fleece Sweater	10	Actual Cost	Actual Cost	HST		
OGIO Crush Ladies Henley	8	Actual Cost	Actual Cost	HST		
Optical Globe	25	Actual Cost	Actual Cost	HST		
Polyfleece Jacket (full zip, no hood)	20	Actual Cost	Actual Cost	HST		
Scoop Neck T-Shirt	60	Actual Cost	Actual Cost	HST		
Siren the Dog	100	Actual Cost	Actual Cost	HST		
Small Gift Bag	202	Actual Cost	Actual Cost	HST		
Softstyle V-Neck T-Shirt	90	Actual Cost	Actual Cost	HST		
The Silver Ladies' Saint Watch	5	Actual Cost	Actual Cost	HST		
USB Humidifier	100	Actual Cost	Actual Cost	HST		
Vertex Sport Duffle	8	Actual Cost	Actual Cost	HST		
<b>Division Energy, Fleet &amp; Facilities</b>						
Auditorium 1/2 - Minimum Room Rental	1	\$ 294.80	\$ 300.70	HST	2.0%	Inflation
Auditorium 1/2 - Room Rental Incremental /Hr	1	\$ 34.48	\$ 35.17	HST	2.0%	Inflation
Auditorium Full - Minimum Room Rental	5	\$ 363.87	\$ 371.15	HST	2.0%	Inflation
Auditorium Full - Room Rental Incremental /Hr	3	\$ 34.48	\$ 35.17	HST	2.0%	Inflation
Small Meeting Room - Minimum Room Rental	1	\$ 94.05	\$ 95.93	HST	2.0%	Inflation
Small Meeting Room - Room Rental Incremental /Hr	-	\$ 9.97	\$ 10.17	HST	2.0%	Inflation
Large Meeting Room - Minimum Room Rental	1	\$ 188.21	\$ 191.97	HST	2.0%	Inflation
Large Meeting Room - Room Rental Incremental /Hr	1	\$ 18.77	\$ 19.15	HST	2.0%	Inflation
Cafeteria - Evening Room Rental - Minimum	3	\$ 188.21	\$ 191.97	HST	2.0%	Inflation
Cafeteria - Evening Room Rental - Incremental /Hr	1	\$ 18.77	\$ 19.15	HST	2.0%	Inflation
Fee For Service - Security (Reg /hr)**	15	\$ 27.00	\$ 27.27	HST	1.0%	Fee reflects full cost recovery
Fee For Service - Maintenance (Reg /hr)	1	\$ 45.94	\$ 46.86	HST	2.0%	Inflation
Fee For Service - Contracted Cleaning of Auditorium or Cafeteria Areas includes Common Area	12	\$ 27.35	\$ 27.35	HST	0.0%	
Fee For Service - Contracted Cleaning of Additional Small Meeting Room(s) used with Cafeteria or Auditorium (single add on price)	12	\$ 27.35	\$ 27.35	HST	0.0%	
Fee For Service - Contracted Cleaning of Additional Large Meeting Room(s) used with Cafeteria or Auditorium (single add on price)	12	\$ 27.35	\$ 27.35	HST	0.0%	
During Event - Day Porter/Matron - Weekend rate per hour	20	\$ 27.35	\$ 27.35	HST	0.0%	
During Event - Day Porter/Matron - Weekday rate per hour - 5:00 pm to 7:00 am	20	\$ 27.35	\$ 27.35	HST	0.0%	

\* 2022 Proposed fee exclusive of applicable taxes

\*\*Four (4) hour minimum charge for security services

\*\*\*2022 fees are subject to change based on the service provider

## 2022 Fees &amp; Charges - Rate Budget

2022 Fees & Charges -Rate Budget						
Service Offered	2022 Est # Units	2021 Actual Fee	2022 Proposed Fee	Applicable Taxes (HST OR Exempt) *	2022/2021 Fee % Increase	Basis for Fee Increase
Department	Public Works					
Division	Integrated Management Systems & Quality Assurance					
Residential audit	20	\$ 50.19	\$ 51.19	Exempt	2.0%	Inflation
Commercial/Industrial institutional audit	21	\$ 174.46	\$ 177.95	Exempt	2.0%	Inflation
Compliance program application annual fee (inspection)	27	\$ 2,266.29	\$ 2,311.61	HST	2.0%	Inflation
Sampling & Analysis Fee	8	\$ 453.26	\$ 462.32	HST	2.0%	Inflation
Sampling & Analysis Fee each Additional Lab analysis	-	\$198.22 or actual cost	\$202.18 or actual cost	HST	2.0%	Inflation
Division	Water & Wastewater Treatment					
Tenant Water Service						
Water deposit (minimum)	-	\$ 100.00	\$ 100.00	Exempt	0.0%	
Bulk Water - Perm. Sites Invoice / m3	272,258	\$ 2.92	\$ 3.00	Exempt	2.8%	Increased water rates
Bulk Water Rates - Mobile Stations / m3		\$ 2.92	\$ 3.00	Exempt	2.8%	Increased water rates
Bulk Water Rates - Hydrant Meter Rental / m3		\$ 2.92	\$ 3.00	Exempt	2.8%	Increased water rates
Wastewater Service						
Septic tank disposal (per m3)	39,418	\$ 6.16	\$ 6.28	Exempt	2.0%	Inflation
Sewer Discharge Abatement Application	5	\$ 1,048.30	\$ 1,069.26	HST	2.0%	Inflation
Sewer Discharge Agreement / 1000 m3	2,547	\$ 454.51	\$ 463.60	Exempt	2.0%	Inflation
Division	Water & Wastewater System Services					
Water Main Taps						
20mm to 50mm	130	\$ 430.81	\$ 439.43	Exempt	2.0%	Inflation
100mm & larger	50	\$ 803.43	\$ 819.49	Exempt	2.0%	Inflation
Standby time for Watermain Taps (Refundable)	-	\$ 300.00	\$ 300.00	Exempt	0.0%	
2 Bacterial Tests - After 30 days by System Operations	-	Actual Cost	Actual Cost	HST		
Fire hydrant relocation (Residential Only)	-	\$ 7,989.61	\$ 8,149.40	Exempt	2.0%	Inflation
Fire hydrant relocation investigation	-	\$ 395.35	\$ 403.26	HST	2.0%	Inflation
Standby time for Fire Hydrant Relocation (Refundable)	-	\$ 300.00	\$ 300.00	Exempt	0.0%	
Water Service						
Residential Shut off - Regular Hours	730	\$ 186.32	\$ 190.04	Exempt	2.0%	Inflation
Residential Turn on - Regular Hours						
Residential On/off same day - Regular Hours						
Residential Shut off - After Hours	35	\$ 317.14	\$ 323.49	Exempt	2.0%	Inflation
Residential Turn on - After Hours						
Residential On/off same day - After Hours						
Industrial/Commercial Shut off - Regular Hours	-	Actual Cost	Actual Cost	Exempt		
Industrial/Commercial Turn on - Regular Hours						
Industrial/Commercial On/off same day - Regular Hours						
Industrial/Commercial Shut off - After Hours	-	Actual Cost	Actual Cost	Exempt		
Industrial/Commercial Turn on - After Hours						
Industrial/Commercial On/off same day - After Hours						
Water service cleaning		\$ 251.08	\$ 256.10	Exempt	2.0%	Inflation
Testing and Inspection Report (per consultant report/per device/annually)	6,500	\$ 57.22	\$ 58.37	HST	2.0%	Inflation
Backflow Prevention/Cross-Connection Initial Survey (Hazard review)	20	\$ 114.44	\$ 116.73	HST	2.0%	Inflation
Thawed private water service pipe - 15mm to 25mm	-	\$ 574.80	\$ 586.29	Exempt	2.0%	Inflation
Thawed private water service pipe - greater than 25mm	-	Actual Cost	Actual Cost	Exempt		
Water Meter Installations by Region						
20mm	2,363	\$ 354.94	\$ 362.04	Exempt	2.0%	Inflation
25mm	112	\$ 446.48	\$ 455.41	Exempt	2.0%	
Water Meter Purchase, Seal and Connect by Region only						
40mm	34	\$ 842.52	\$ 859.37	Exempt	2.0%	Inflation
50mm	35	\$ 1,015.21	\$ 1,035.51	Exempt	2.0%	
75mm	17	\$ 3,518.57	\$ 3,588.94	Exempt	2.0%	
100mm	3	\$ 4,862.01	\$ 4,959.25	Exempt	2.0%	
150mm	-	\$ 9,027.35	\$ 9,207.89	Exempt	2.0%	
200mm	-	\$ 12,540.63	\$ 12,791.44	Exempt	2.0%	
250mm	-	\$ 27,356.09	\$ 27,903.21	Exempt	2.0%	
Note: Cost of meter includes construction water						
Frozen water meter repair (15 mm - 25 mm inclusive)	35	\$ 380.32	\$ 387.93	Exempt	2.0%	Inflation
Frozen water meter repair (40 mm and larger)	-	Actual Cost	Actual Cost	Exempt		

\* 2022 Proposed fee exclusive of applicable taxes.



## 2022 Fees &amp; Charges - Rate Budget

Service Offered	2022 Est # Units	2021 Actual Fee	2022 Proposed Fee	Applicable Taxes (HST OR Exempt) *	2022/2021 Fee % Increase	Basis for Fee Increase
<b>Water Meter Calibration Testing</b>						
15mm to 25mm	-	Actual Cost	Actual Cost	HST		
40mm to 250mm	-	Actual Cost	Actual Cost	HST		
Hydrant meter rental (monthly charge)	-	\$ 685.86	\$ 699.58	Exempt	2.0%	Inflation
Hydrant Meter relocation during rental period	-	\$ 488.95	\$ 498.73	Exempt	2.0%	Inflation
Hydrant meter replacement (if lost by lessee)	-	Actual Cost	Actual Cost	HST		
Penalty for failure to respond to meter maintenance requests	-	\$ 194.25	\$ 198.13	Exempt	2.0%	Inflation
<b>Water Meter Deposit (Refundable)</b>						
1 Water Meter	-	\$ 500.00	\$ 500.00	Exempt	0.0%	
2 - 20 Water Meters (\$ each)	-	\$ 200.00	\$ 200.00	Exempt	0.0%	
21 - 50 Water Meters (\$ each)	-	\$ 150.00	\$ 150.00	Exempt	0.0%	
51 & Up Water Meters (\$ each)	-	\$ 100.00	\$ 100.00	Exempt	0.0%	
<b>Wastewater Services</b>						
Wastewater / Regional Storm Lateral Disconnect By Region - no maintenance hole removal @ property line by Region	-	\$ 5,266.08	\$ 5,371.40	Exempt	2.0%	Inflation
Wastewater / Regional Storm main taps (all sizes)	-	\$ 654.09	\$ 667.17	Exempt	2.0%	Inflation
Standby time for Wastewater / Regional Storm Main Taps (Refundable)	-	\$ 300.00	\$ 300.00	Exempt	0.0%	
Wastewater / Regional Storm lateral TV inspection	111	\$ 309.00	\$ 315.18	HST	2.0%	Inflation
Standby time for Wastewater / Regional Storm TV Inspection (Refundable)	-	\$ 300.00	\$ 300.00	Exempt	0.0%	
Wastewater lateral blockage clearing on private property	163	\$ 383.33	\$ 390.99	Exempt	2.0%	Inflation
<b>Division Infrastructure Planning &amp; Policy</b>						
<b>Water Permits</b>						
20 mm or 25 mm Water Service Inspection Public side	195	\$ 465.00	\$ 474.00	HST	2.0%	Inflation
40 mm or 50 mm Water Service Inspection - includes (2) bacterial tests and (1) swabbing Public side	30	\$ 1,449.00	\$ 1,478.00	HST	2.0%	Inflation
100 mm or larger Water service inspection - includes (2) bacterial and (1) pressure test Public side	70	\$ 1,797.00	\$ 1,833.00	HST	2.0%	Inflation
Inspect disconnection of old domestic water service 15mm to 50mm	195	\$ 309.00	\$ 315.00	HST	2.0%	Inflation
Inspect disconnection of old water service 100mm and larger	15	\$ 1,660.00	\$ 1,693.00	HST	2.0%	Inflation
Standby time for Watermain Disconnect (Refundable)	-	\$ 300.00	\$ 300.00	Exempt	0.0%	
Standby time for Water Service inspection (Refundable)	-	\$ 300.00	\$ 300.00	Exempt	0.0%	
Meter Chamber Inspection	5	\$ 309.00	\$ 315.00	HST	2.0%	Inflation
Standby time for Meter Chamber inspection (Refundable)	-	\$ 300.00	\$ 300.00	Exempt	0.0%	
Pressure Test	150	\$ 430.00	\$ 439.00	HST	2.0%	Inflation
Bacterial Test	350	\$ 373.00	\$ 380.00	HST	2.0%	Inflation
Swabbing Test	230	\$ 240.00	\$ 245.00	HST	2.0%	Inflation
Standby time for each or combination of: Bacterial/Pressure Test/Swabbing (Refundable)	-	\$ 300.00	\$ 300.00	Exempt	0.0%	
Fire hydrant relocation inspection	3	\$ 1,660.00	\$ 1,693.00	HST	2.0%	Inflation
<b>Residential Permit Application - Water Application</b> includes: Plan Review Records Research Permits Cost Estimate Permit Issuance	175	\$ 206.16	\$ 210.29	Exempt	2.0%	Inflation
<b>Commercial/Industrial/Institutional Permit Application - Water</b> Application includes: Plan Review Records Research Permit Cost Estimate Permit Issuance	85	\$ 309.21	\$ 315.40	Exempt	2.0%	Inflation
<b>Wastewater Permits</b>						
Wastewater / Regional Storm lateral inspection-includes all sizes	220	\$ 879.14	\$ 896.72	HST	2.0%	Inflation
Wastewater / Regional Storm maintenance hole inspection	50	\$ 207.04	\$ 211.18	HST	2.0%	Inflation
Standby time for Wastewater / Regional Storm inspection (Refundable)	-	\$ 300.00	\$ 300.00	Exempt	0.0%	
Wastewater / Regional Storm Lateral Disconnect Inspection - including maintenance hole removal at property line (by owner)	110	\$ 723.08	\$ 737.54	HST	2.0%	Inflation
Standby time for Wastewater main / Regional Storm Disconnect / Manhole removal (Refundable)	-	\$ 300.00	\$ 300.00	Exempt	0.0%	

\* 2022 Proposed fee exclusive of applicable taxes.

## 2022 Fees &amp; Charges - Rate Budget

2022 Fees & Charges -Rate Budget						
Service Offered	2022 Est # Units	2021 Actual Fee	2022 Proposed Fee	Applicable Taxes (HST OR Exempt) *	2022/2021 Fee % Increase	Basis for Fee Increase
<b>Residential Permit Application - Wastewater</b>						
Application includes: Plan Review Records Research Permits Cost Estimate Permit Issuance	225	\$ 206.16	\$ 210.29	Exempt	2.0%	Inflation
<b>Industrial/Commercial/Institutional Permit Application - Wastewater</b>						
Application includes: Plan Review Records Research Permit Cost Estimate Permit Issuance	40	\$ 309.21	\$ 315.40	Exempt	2.0%	Inflation
Water and Wastewater Linear Design Standard	1	\$ 56.38	\$ 57.50	HST	2.0%	Inflation
Subscription Fee for Water and Wastewater Linear Design Standard (3 yr subscription & updates)	-	\$ 35.15	\$ 35.86	HST	2.0%	Inflation
Water and Wastewater Facilities Design Manual and Consultants procedure Manual - Facilities	2	\$ 70.50	\$ 71.91	HST	2.0%	Inflation
Guide for Facility Project Delivery		\$ 28.12	\$ 28.68	HST	2.0%	Inflation
Uniform Traffic Signal Specifications (incl. CD)	1	\$ 77.53	\$ 79.08	HST	2.0%	Inflation
Guide for Production Engineering Contract Documents (CAD Standards Manual with CD)		\$ 56.38	\$ 57.50	HST	2.0%	Inflation
<b>Tender Documents inclusive of Contract Documents &amp; Specifications (non-refundable):</b>						
Large drawings ≥ 50 sheets	-	\$ 195.29	\$ 199.19	HST	2.0%	Inflation
Large drawings < 50 sheets	-	\$ 97.66	\$ 99.51	HST	2.0%	Inflation
Each additional sets of drawings:	-					
Large drawings ≥ 50 sheets	-	\$ 130.20	\$ 132.80	HST	2.0%	Inflation
Large drawings < 50 sheets	-	\$ 65.03	\$ 66.33	HST	2.0%	Inflation
11 x 17 drawings package	-	\$ 32.52	\$ 33.17	HST	2.0%	Inflation
Each Additional Contract Document & Specification set	-	\$ 32.52	\$ 33.17	HST	2.0%	Inflation
Halton Urban Structure Plan (HUSP)	-	\$ 54.42	\$ 55.51	HST	2.0%	Inflation
Sustainable Halton Miscellaneous Documentation	-	\$ 132.14	\$ 134.79	HST	2.0%	Inflation
Miscellaneous Environmental Assessments and Studies for Water & Wastewater Infrastructure	1	\$ 99.08	\$ 101.06	HST	2.0%	Inflation
Transportation Studies, Master Plan & Miscellaneous Documents	1	\$ 66.08	\$ 67.40	HST	2.0%	Inflation
Halton Water & Wastewater Master Plan Review (2002)	-	\$ 408.36	\$ 416.52	HST	2.0%	Inflation
South Halton Water & Wastewater Master Plan Update (2008)	-	\$ 198.22	\$ 202.19	HST	2.0%	Inflation
Halton Water & Wastewater Master Plan Review (2011)	-	\$ 408.36	\$ 416.52	HST	2.0%	Inflation
Aerial Photos (24 x36)	2	\$ 14.06	\$ 14.34	HST	2.0%	Inflation
Digital Orthophotography- 1km x1km	5	\$ 70.50	\$ 71.91	HST	2.0%	Inflation
Digital Terrain Model 1km x 1km	5	\$ 70.50	\$ 71.91	HST	2.0%	Inflation
License for GIS Vector files Water or Wastewater for Single Asset Layer	5	\$ 132.14	\$ 134.79	HST	2.0%	Inflation
License for GIS Vector files Water or Wastewater for Additional Asset Layers (per each additional layer)	5	\$ 66.08	\$ 67.40	HST	2.0%	Inflation
Print of "As Constructed" Plan and Profile Sheet Large drawings	2	\$ 14.06	\$ 14.34	HST	2.0%	Inflation
Print of "As Constructed" Plan and Profile Sheet 11" x 17"	5	\$ 4.17	\$ 4.25	HST	2.0%	Inflation
Water and Sewer Operating Maps	-	\$ 14.06	\$ 14.34	HST	2.0%	Inflation
All Custom Maps( including aerial photography) - Time @ Shop Rate	2	Time @ \$54.26 hr + \$4.37 lin ft	Time @ \$55.350 hr + \$4.46 lin ft	HST	2.0%	Inflation
<b>Division Water &amp; Wastewater</b>						
<b>Connection Charges - Water</b>						
Residential Water Lateral	-	Actual	Actual	Exempt		
Non-Residential Water Lateral		Actual	Actual	Exempt		
Residential Water Connection / SDE		\$ 4,508.73	\$ 4,855.90	Exempt	7.7%	index per By-law 152-12
Non-Residential Water Connection / sq.ft.		\$ 1.61	\$ 1.73	Exempt	7.7%	index per By-law 152-12
<b>Connection Charges - Wastewater</b>						
Residential Wastewater Lateral	-	Actual	Actual	Exempt		
Non-Residential Wastewater Lateral		Actual	Actual	Exempt		
Residential Wastewater Connection / SDE		\$ 5,235.26	\$ 5,638.37	Exempt	7.7%	index per By-law 152-12
Non-Residential Wastewater Connection / sq.ft.		\$ 2.11	\$ 2.27	Exempt	7.7%	index per By-law 152-12

\* 2022 Proposed fee exclusive of applicable taxes.



<b>Regional Municipality of Halton</b> <b>2022 Monthly Water Rates and Wastewater Surcharge</b>				
METER SIZE <sup>*(1)</sup>	Residential		Commercial / Industrial	
	Water	Wastewater	Water	Wastewater
20 mm or less	\$ 15.63	\$ 17.83	\$ 15.63	\$ 17.83
25 mm	\$ 27.11	\$ 31.17	\$ 46.18	\$ 62.15
40 mm	\$ 48.10	\$ 55.54	\$ 76.00	\$ 101.89
50 mm	\$ 111.90	\$ 129.50	\$ 166.16	\$ 222.94
75 mm	\$ 204.19	\$ 235.42	\$ 296.00	\$ 397.62
100 mm	\$ 353.08	\$ 408.19	\$ 506.26	\$ 679.77
150 mm	\$ 905.92	\$ 1,047.35	\$ 1,286.20	\$ 1,727.46
200 mm	\$ 1,458.50	\$ 1,686.78	\$ 2,066.45	\$ 2,775.13
250 mm	\$ 1,824.77	\$ 2,047.36	\$ 2,582.02	\$ 3,466.82
USAGE CHARGE	Residential		Commercial / Industrial	
	Water	Wastewater	Water	Wastewater
Per cubic metre	\$ 1.2785	\$ 1.4725	\$ 1.2785	\$ 1.4725
<b>Notes:</b> <sup>*(1)</sup> Monthly Charge Per Metered Service				

<b>Regional Municipality of Halton</b> <b>2022 Combined Monthly Water &amp; Wastewater Rates</b>		
	Residential	Commercial / Industrial
<b>Monthly Service Charges</b>		
<b>Meter Size</b>		
20 mm or less	\$ 33.46	\$ 33.46
25 mm	\$ 58.28	\$ 108.33
40 mm	\$ 103.64	\$ 177.89
50 mm	\$ 241.40	\$ 389.10
75 mm	\$ 439.61	\$ 693.62
100 mm	\$ 761.27	\$ 1,186.03
150 mm	\$ 1,953.27	\$ 3,013.66
200 mm	\$ 3,145.28	\$ 4,841.58
250 mm	\$ 3,872.13	\$ 6,048.84
<b>Monthly Usage Charge</b>		
Per cubic metre	\$ 2.7510	\$ 2.7510



**VIA EMAIL**

December 20, 2021

Legislative & Planning Services  
Department  
Office of the Regional Clerk  
1151 Bronte Road  
Oakville ON L6M 3L1

Kevin Arjoon, City Clerk, City of Burlington  
Meaghen Reid, Town Clerk, Town of Milton  
Vicki Tytaneck, Town Clerk, Town of Oakville  
Valerie Petryniak, Town Clerk, Town of Halton Hills

---

Please be advised that at its meeting held Wednesday, December 15, 2021, the Council of the Regional Municipality of Halton adopted the following resolution:

**RESOLUTION: FN-34-21 - Interim Regional Property Tax Requisition for 2022**

1. THAT Regional Council authorize an Interim Regional Property Tax Levy to be requisitioned from the Local Municipalities for the year 2022 in the amount of 50% of the amount levied for the General and Special Purposes for 2021, as set out in Report No. FN-34-21 – “Interim Regional Property Tax Requisition for 2022”.
2. THAT the Director of Legal Services be authorized to prepare the appropriate by-law.

Included please find a copy of Report No. FN-34-21 together with by-law 56-21 for your information.

If you have any questions please contact me at the e-mail address below.

Sincerely,

Graham Milne  
Regional Clerk  
[graham.milne@halton.ca](mailto:graham.milne@halton.ca)

c. Kavita McBain, Manager, Corporate Budgets & Tax Policy

**Regional Municipality of Halton**

HEAD OFFICE: 1151 Bronte Rd, Oakville, ON L6M 3L1  
905-825-6000 | Toll free: 1-866-442-5866



## The Regional Municipality of Halton

Report To:	Regional Chair and Members of Regional Council
From:	Cyndy Winslow, Commissioner, Finance and Regional Treasurer
Date:	December 15, 2021
Report No:	FN-34-21
Re:	Interim Regional Property Tax Requisition for 2022

### RECOMMENDATION

1. THAT Regional Council authorize an Interim Regional Property Tax Levy to be requisitioned from the Local Municipalities for the year 2022 in the amount of 50% of the amount levied for the General and Special Purposes for 2021, as set out in Report No. FN-34-21 – “Interim Regional Property Tax Requisition for 2022”.
2. THAT the Director of Legal Services be authorized to prepare the appropriate by-law.

### REPORT

#### **Executive Summary**

- This report sets out the interim Regional property tax levy for 2022.
- The amount collected through the interim Regional property tax levy is equal to 50% of the taxes raised in 2021.
- The interim Regional property tax levy is collected by the Local Municipalities in February and April.

#### **Background**

Municipalities raise property taxes to meet their financial requirements on a calendar year basis. However, for various reasons, most municipalities finalize their annual tax rates mid-way through their operating cycle. To allow for a municipality's need to secure funds through tax collection before their tax rates are finalized, Section 316(1) of the *Municipal Act, 2001*, permits upper-tier municipalities (Halton Region) to pass an interim Regional property tax levy by-law. This legislation allows the Region to requisition taxes from each

of the lower-tier municipalities (Local Municipalities) on an interim basis up to an amount equal to 50% of the taxes collected in the previous year.

Under Ontario's property tax collection system, Local Municipalities collect property taxes for regional, local and school board purposes. In Halton, the four Local Municipalities collect taxes in four installments, two interim levies (February and April) and two final levies (June and September) which are then distributed to the Region and School Boards. Through the provisions of the *Municipal Act, 2001*, amounts collected on the interim levies will raise funds up to an amount equal to 50% of the taxes raised in 2021.

## Discussion

The 2021 final Regional property tax requisition as detailed in Schedules B and C to By-law No. 8-21 is \$453,418,153. The interim Regional property tax requisition as authorized through this report is apportioned to the Local Municipalities as follows:

<b>2022 Interim Regional Property Tax Requisition</b>			
	General Region & Police Purposes	Special Purposes (Waste Management)	Total
City of Burlington	\$ 65,629,399.00	\$ 4,816,898.50	<b>\$ 70,446,297.50</b>
Town of Halton Hills	19,527,603.00	1,454,466.00	<b>20,982,069.00</b>
Town of Milton	36,328,072.50	2,640,464.50	<b>38,968,537.00</b>
Town of Oakville	91,113,374.00	5,198,950.00	<b>96,312,324.00</b>
<b>Total</b>	<b>\$ 212,598,448.50</b>	<b>\$ 14,110,779.00</b>	<b>\$ 226,709,227.50</b>

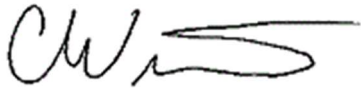
The interim requisition is comprised of \$212,598,448.50 for general Regional and Police purposes and \$14,110,779.00 for area specific waste management programs. The payment dates for the Regional requisition from the Local Municipalities are set to generally coincide with the planned collection dates for the interim tax instalments by the Local Municipalities. The due dates for the 2022 interim Regional property tax levy will be Monday, February 28, 2022 and Friday, April 29, 2022. The interim Regional property tax levy by-law will come into effect on January 1st, 2022.

The tax levy approved in the 2022 Budget and Business Plan will be incorporated into the final tax rates for 2022 and reflected on the two final bills, which will be established through the 2022 Tax Policy process and presented to Regional Council in April 2022.

## FINANCIAL/PROGRAM IMPLICATIONS

Approval of the 2022 interim Regional property tax levy by-law ensures that the property tax revenues necessary to support Regional services, including Police, are received on a timely basis to facilitate cash flow requirements.

Respectfully submitted,



Cyndy Winslow  
Commissioner, Finance and Regional  
Treasurer

Approved by



Jane MacCaskill  
Chief Administrative Officer

If you have any questions on the content of this report,  
please contact:

Cyndy Winslow

Tel. # 6005

Attachments: None

## THE REGIONAL MUNICIPALITY OF HALTON

### BY-LAW NO. 56-21

A BY-LAW TO PROVIDE FOR AN INTERIM REGIONAL PROPERTY TAX REQUISITION FOR THE YEAR 2022.

WHEREAS pursuant to subsection 316(1) of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended (hereinafter referred to as the *Municipal Act, 2001*), the Council of The Regional Municipality of Halton (hereinafter referred to as *Regional Council*), before the adoption of estimates for the year, may by by-law requisition from each Lower-tier Municipality a sum not exceeding fifty per cent (50%) of the amount that, in the rating by-laws of The Regional Municipality of Halton (hereinafter referred to as the *Regional Corporation*) for the previous year, was estimated to be raised in the particular Lower-tier Municipality, as adjusted by the provisions of subsections 316(1)(b) and (c);

AND WHEREAS subsections 316(2), (3), (4) and (5) of the *Municipal Act, 2001* apply with necessary modifications to the amount requisitioned;

AND WHEREAS Regional Council is desirous of imposing such an Interim Regional Property Tax Requisition on the dates and in the amounts set out below.

NOW THEREFORE THE COUNCIL OF THE REGIONAL MUNICIPALITY OF HALTON HEREBY ENACTS AS FOLLOWS:

1. THAT an Interim Regional Property Tax Requisition for 2022 be imposed against each of the Lower-tier Municipalities in an amount equal to fifty per cent (50%) of the levy made by Regional Council against the said Lower-tier Municipalities for General Purposes and for Special Purposes in the year 2021.
2. THAT the Interim Regional Property Tax Requisition for General Purposes and for Special Purposes be apportioned among the Lower-tier Municipalities as follows:

2022 Interim Regional Property Tax Requisition			
	General Region & Police Purposes	Special Purposes (Waste Management)	Total
City of Burlington	\$ 65,629,399.00	\$ 4,816,898.50	\$ 70,446,297.50
Town of Halton Hills	19,527,603.00	1,454,466.00	20,982,069.00
Town of Milton	36,328,072.50	2,640,464.50	38,968,537.00
Town of Oakville	91,113,374.00	5,198,950.00	96,312,324.00
<b>Total</b>	<b>\$ 212,598,448.50</b>	<b>\$ 14,110,779.00</b>	<b>\$ 226,709,227.50</b>

3. THAT one-half of the Interim Regional Property Tax Requisition for General purposes and for Special Purposes be due and payable from each Lower-tier Municipality on the 28th day of February, 2022 and the balance of the Interim Regional Property Tax Requisition for General Purposes and for Special Purposes be due and payable on the 29th day of April, 2022.
4. THAT interest on amounts not paid by each Lower-tier Municipality on the due dates will be charged at a rate equal to the prime rate charged by the Regional Corporation's bankers, provided, however, that this is not to exceed the rate authorized to be charged by subsection 316(5) of the Municipal Act, 2001.
5. THAT the Regional Treasurer is authorized and directed to serve personally, or to mail or cause to be mailed, notices of this requisition and the amounts apportioned, to the Treasurers of the Lower-tier Municipalities.
6. THAT this By-law comes into force on the 1st day of January, 2022.

READ and PASSED this 15th day of December, 2021.

  
\_\_\_\_\_  
REGIONAL CHAIR  
\_\_\_\_\_  
REGIONAL CLERK

Report No. FN-34-21



**VIA EMAIL**

December 20, 2021

Legislative & Planning Services  
Department  
Office of the Regional Clerk  
1151 Bronte Road  
Oakville ON L6M 3L1

Kevin Arjoon, City Clerk, City of Burlington  
Meaghen Reid, Town Clerk, Town of Milton  
Vicki Tytaneck, Town Clerk, Town of Oakville  
Valerie Petryniak, Town Clerk, Town of Halton Hills

---

Please be advised that at its meeting held Wednesday, December 15, 2021, the Council of the Regional Municipality of Halton adopted the following resolution:

**RESOLUTION: ST-09-21/PW-37-21 – Rural Broadband Equipment Attachment Agreement**

1. THAT Regional Council endorses the use of Regional Road streetlights to facilitate the extension of internet services, by Mage Network Inc., to rural areas of Halton Region as outlined in Report No. ST-09-21/PW-37-21 re: Rural Broadband Equipment Attachment Agreement.
2. THAT the Commissioner of Public Works be delegated the authority to negotiate and execute Licensed Attachment Agreements, for an initial term of one year and two optional one year extensions, and any future amendments and ancillary documents thereto, for the attachment of wireless transmitters and power supply on Regional Road streetlights with Mage Networks Inc., as outlined in Report No. ST-09-21/PW-37-21, such Licensed Attachment Agreements, amendments thereto and ancillary documents to be, to the satisfaction of the Director of Legal Services.
3. THAT the Regional Clerk forward a copy of Report No. ST-09-21/PW-31-21 to the City of Burlington, the Town of Halton Hills, the Town of Milton, and the Town of Oakville for their information.

**Regional Municipality of Halton**

HEAD OFFICE: 1151 Bronte Rd, Oakville, ON L6M 3L1  
905-825-6000 | Toll free: 1-866-442-5866



Included please find a copy of Report No. ST-09-21/PW-37-21 for your information.

If you have any questions please contact me at the e-mail address below.

Sincerely,

A handwritten signature in blue ink, appearing to read 'G. Milne', with a stylized flourish at the end.

Graham Milne  
Regional Clerk  
[graham.milne@halton.ca](mailto:graham.milne@halton.ca)



**The Regional Municipality of Halton**

Report To:	Regional Chair and Members of Regional Council
From:	Tony Oliveri, Commissioner, Strategic Transformation Andrew Farr, Commissioner, Public Works
Date:	December 15, 2021
Report No:	ST-09-21/PW-37-21
Re:	Rural Broadband Equipment Attachment Agreement

**RECOMMENDATION**

1. THAT Regional Council endorses the use of Regional Road streetlights to facilitate the extension of internet services, by Mage Network Inc., to rural areas of Halton Region as outlined in Report No. ST-09-21/PW-37-21 re: Rural Broadband Equipment Attachment Agreement.
2. THAT the Commissioner of Public Works be delegated the authority to negotiate and execute Licensed Attachment Agreements, for an initial term of one year and two optional one year extensions, and any future amendments and ancillary documents thereto, for the attachment of wireless transmitters and power supply on Regional Road streetlights with Mage Networks Inc., as outlined in Report No. ST-09-21/PW-37-21, such Licensed Attachment Agreements, amendments thereto and ancillary documents to be, to the satisfaction of the Director of Legal Services.
3. THAT the Regional Clerk forward a copy of Report No. ST-09-21/PW-31-21 to the City of Burlington, the Town of Halton Hills, the Town of Milton, and the Town of Oakville for their information.

**REPORT**

**Executive Summary**

- The purpose of this report is to request the authority for staff to negotiate and execute a Licensed Rural Broadband Attachment Agreements with Mage Networks Inc., for an initial term of one year and two optional one year extensions, and any future amendments and ancillary documentation for the attachment of wireless transmitters and power supply on Regional Road streetlights.

- As communicated in Report No. ST-06-21 re: “Rural Broadband Program Update”, Halton Region continues to advocate to the Provincial and Federal Governments to increase broadband connectivity in Halton’s rural communities. Advocating and encouraging telecommunications providers has resulted in 16 rural Halton applications being made for Provincial and Federal broadband funding, some of which have been successful as outlined below. In addition, further funding announcements are anticipated in early 2022.
- In November 2020, the Centre for Excellence in Next Generation Networks ([CENGN](#)) [awarded project funding to Mage Networks](#), which is currently enabling access for up to 350 homes around Brookville in rural Milton. This project includes the implementation of innovative wireless to home broadband technology delivering up to 100 Mbps download and 100 Mbps upload speeds. The construction for this \$1.5M investment has begun and customer installations will continue through 2022.
- Halton Region has been approached by Mage Networks Inc., to enter into an agreement to allow wireless equipment attachment and power to their devices from Regional Road streetlight infrastructure.

## Background

Halton Region is committed to supporting rural residents with access to reliable internet service. One of the Action items under the Environmental Sustainability and Climate Change Objectives in Halton Region’s 2019-2022 Strategic Business Plan which the Region has undertaken is to “continue to advocate for enhanced broadband service in rural areas”.

Mage Networks Inc. was the successful recipient of grant funding through the Centre of Excellence in Next Generation Networks (CENGN), a provincially supported (separate from the Universal Broadband Fund) funding opportunity related to providing Residential Broadband access to rural communities.

In order to proceed with the full scope of the program, staff recommend Mage Networks Inc. and Halton Region enter into an agreement, for an initial one year term and two optional one year extensions, allowing wireless attachment to and power provisioning from Halton Region’s streetlight infrastructure for the streetlights mutually agreed upon by the parties.

Through Report No. DS-061-21 re: “Agreement for Third Party Attachments to Town Street Lights”, adopted by the Town of Milton’s Council on July 19, 2021, Mage Networks Inc. and the Town of Milton have entered into an agreement to attach equipment to the Town’s streetlights. Mage Networks Inc. have indicated agreements have been completed with Milton Hydro for attaching Mage Networks Inc.’s wireless equipment to hydro poles in the rural project areas in the Town of Milton.

## Discussion

Mage Networks Inc. is the successful recipient of funding from CENGN based on their submission to provide broadband internet access to rural Milton. Key components of the project by Mage Networks Inc. include the following:

- Lightweight pole mounted fixed wireless radio equipment;
- Building a meshed, load-sharing, high capacity, unlicensed fixed wireless network infrastructure;
- 5 km radius of rural Milton to be supported with up to 900 homes available for improved broadband services; and,
- Ability to support guaranteed minimal levels of service.

The Halton Municipal Access Agreement for Telecommunications Carriers, pursuant to the *Telecommunications Act*, permits telecommunication companies (carriers) to install and maintain cables, conduit and other ancillary works along municipal rights-of-way. Neither the Canadian Radio-television and Telecommunications Commission (CRTC) nor the Ontario Energy Board (OEB) currently regulate the attachment of wireless devices to municipal streetlight poles.

The majority of poles required for the Mage Networks Inc.'s project in rural Milton will be supplied by Milton Hydro Inc. and the Town of Milton. In order to complete this project, a small number of Regional streetlight poles or Regional streetlights on Milton Hydro Inc.'s poles are required to implement the wireless network design. Mage Network Inc. must enter into an agreement with Halton Region to mount and receive electrical power on its wireless equipment on a small number of existing Regional Road streetlights in the Town of Milton.

It is important to note that currently no underground related infrastructure is required by Mage Network Inc. If underground infrastructure is proposed at any time, then the current Municipal Access Agreement would be applicable, as well as the associated fees related to those Regional approvals.

### ***Work Completed To-Date***

In preparation of a draft form of agreement for Regional Council's consideration, staff have completed the following:

- Met with the Town of Milton and Mage Networks Inc., to determine project timelines, requests from Mage Network Inc., power requirements, preliminary details regarding equipment proposed for attachment, location requests, and preliminary draft agreement discussions;

- Canvassed other area municipalities and infrastructure owners (i.e. Milton Hydro) regarding any current forms of agreement in place for third party attachments;
- Reviewed Halton Region's own Municipal Access Agreements, and Telecommunications tower siting protocols, in addition to the regulatory programs of the CRTC and the OEB;
- Reviewed the Federation of Canadian Municipalities' (FCM) guide to 5G only as it relates to third party attachments to municipally owned infrastructure; and,
- Held discussions with stakeholders regarding any impacts to streetlight maintenance to be considered as it relates to wireless attachments.

### ***Proposed Agreement***

Highlights of the proposed draft agreement, include the following:

- Non-exclusive rights to attach and power wireless devices to Halton Region's streetlight infrastructure, for an initial term of one year and two optional one year extensions;
- Parameters around access to Halton Region's streetlights for maintenance and inspection by third parties;
- Insurance requirements and indemnity requirements to ensure any risk associated with the attachments rest with the third party and not Halton Region;
- Direction that any public concerns regarding radio frequency or electromotive forces that may be emitted from the proposed attachments are solely the responsibility of the owner of the wireless attachment(s).

Fees proposed within this agreement will be established in order to recover all costs of providing the access to the street light poles more Mage Network Inc.'s wireless equipment.

## FINANCIAL/PROGRAM IMPLICATIONS

The fees proposed through this agreement will be structured to ensure full cost recovery for access to Halton Region's street light infrastructure.

Respectfully submitted,



Ralph Blauel  
Acting Director, Business Planning and  
Corporate Initiatives



Tony Oliveri  
Commissioner, Strategic Transformation



Rob Rivers CET  
Director, Waste Management and Road  
Operations



Andrew Farr  
Commissioner, Public Works

Approved by



Jane MacCaskill  
Chief Administrative Officer

If you have any questions on the content of this report,  
please contact:

Ralph Blauel

Tel. # 3450

Attachments: None



**VIA EMAIL**

December 20, 2021

Legislative & Planning Services  
Department  
Office of the Regional Clerk  
1151 Bronte Road  
Oakville ON L6M 3L1

Heather Watt, Ministry of Municipal Affairs and Housing  
Barb Veale, Conservation Halton  
Kevin Arjoon, City Clerk, City of Burlington  
Meaghen Reid, Town Clerk, Town of Milton  
Vicki Tytaneck, Town Clerk, Town of Oakville  
Valerie Petryniak, Town Clerk, Town of Halton Hills

---

Please be advised that at its meeting held Wednesday, December 15, 2021, the Council of the Regional Municipality of Halton adopted the following resolution:

**RESOLUTION: LPS92-21 – Milton Education Village Regional Official Plan  
Amendment Application – Initiation Report (File No. RQ62A)**

1. THAT Regional staff be directed to proceed with a Statutory Public Meeting for the Proposed Regional Official Plan Amendment (File RQ62A) – “Milton Education Village and Associated Protected Countryside Lands in the Greenbelt” by the end of the first quarter of 2022 to fulfill the requirements of the Planning Act.
2. THAT the Regional Clerk forward a copy of Report No. LPS92-21 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, the Ministry of Municipal Affairs and Housing, and Conservation Halton, for their information and comment.

Included please find a copy of Report No. LPS92-21 for your information and comment.

If you have any questions please contact me at the e-mail address below.

Sincerely,

Graham Milne  
Regional Clerk  
[graham.milne@halton.ca](mailto:graham.milne@halton.ca)

**Regional Municipality of Halton**

HEAD OFFICE: 1151 Bronte Rd, Oakville, ON L6M 3L1  
905-825-6000 | Toll free: 1-866-442-5866



**The Regional Municipality of Halton**

Report To:	Regional Chair and Members of Regional Council
From:	Bob Gray, Commissioner, Legislative and Planning Services and Corporate Counsel
Date:	December 15, 2021
Report No:	LPS92-21
Re:	Milton Education Village Regional Official Plan Amendment Application – Initiation Report (File No. RQ62A)

**RECOMMENDATION**

1. THAT Regional staff be directed to proceed with a Statutory Public Meeting for the Proposed Regional Official Plan Amendment (File RQ62A) – “Milton Education Village and Associated Protected Countryside Lands in the Greenbelt” by the end of the first quarter of 2022 to fulfill the requirements of the *Planning Act*.
2. THAT the Regional Clerk forward a copy of Report No. LPS92-21 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, the Ministry of Municipal Affairs and Housing, and Conservation Halton, for their information and comment.

**REPORT**

**Executive Summary**

- The Milton Education Village represents an important and strategic initiative for the Town and Region. It is the focus of a number of longstanding and ongoing planning initiatives aimed at achieving an overall vision for a complete community and mixed-use area anchored by post-secondary education.
- The Town of Milton has filed a Regional Official Plan Amendment application related to the Milton Education Village. The proposed amendment is provided as Attachment #1 to this report. The application proposes to permit a range of uses on lands adjacent to the Milton Education Village and within the Protected Countryside area of the Greenbelt Plan and the Agricultural System and Natural Heritage System of the Regional Official Plan. The proposed uses, related to the Milton Education Village and the future Wilfred Laurier University Campus, include stormwater management infrastructure, uses related to the use of renewable resources, and related educational uses.



- The purpose of this report is to provide information to Regional Council on the ROPA application, to outline key Regional and Provincial policy considerations, and to discuss next steps in the review of the application.

## Background

The Milton Education Village (MEV) is an area in the Town of Milton located west of Tremaine Road generally between Derry Road to the north and Britannia Road to the south. On its western side, the MEV is adjacent to the Protected Countryside area of the Provincial Greenbelt Plan. The MEV is planned around a vision for a complete community and mixed-use innovation district anchored by a post-secondary education campus. A context map showing the location of the MEV is provided as Attachment #2 to this report.

Planning initiatives related to the MEV have been underway for some time. To assist with understanding the context for the Town of Milton's ROPA application related to the MEV, a brief summary of these past and current planning initiatives is provided below:

- ***Sustainable Halton***

Through the Region's Sustainable Halton process, which culminated with ROPA 38 in 2009, Halton identified a strategy to accommodate growth to the year 2031. This included the addition of the MEV lands to the Urban Area in the Regional Official Plan, with the northern and southern areas of the MEV identified as Employment Areas.

- ***MEV Secondary Plan (OPA 62)***

In accordance with the Regional Official Plan, the Town developed a Secondary Plan to guide development within the MEV. The Secondary Plan was adopted by Town Council in December 2020 and forwarded to the Region for approval in January 2021. In the time since, Regional staff have been working with the Town to address conformity to the Regional Official Plan (e.g., the Employment Area overlay, discussed below in relation to ROPA 48) and to support completion of required technical studies, including those related to water and wastewater infrastructure, transportation infrastructure, and natural heritage. The review of these studies is underway, with the Town recently submitting updated versions for Regional review. Regional staff will continue to work with the Town on any required revisions and towards finalization of these documents, staff will also identify any necessary modifications to the Town's Secondary Plan.

- ***MEV Minister's Zoning Order (MZO)***

As part of the adoption of the MEV Secondary Plan, Town Council directed Milton staff to request a MZO from the Province in order to expedite the core development of the MEV. The Minister of Municipal Affairs and Housing issued such an MZO in June 2021. This MZO generally applies to the northern portion of the MEV, which includes the post-secondary campus lands as well as lands that would accommodate a range of residential, commercial and institutional uses supportive of the campus and the MEV. The effect of the MZO is to permit as-of-right development permissions to move

forward with these uses. However, the proponents of development will still be required to submit applications (plans of subdivision, etc.) to the Town and Region to ensure Town and Regional development interests and requirements (such as the provision of water and wastewater servicing, transportation infrastructure, etc.) are appropriately addressed and secured.

- ***Halton's Regional Urban Structure (ROPA 48)***

As part of the ongoing Regional Official Plan Review process, in July 2021 Regional Council adopted ROPA 48 – “An Amendment to Define a Regional Urban Structure”. This amendment defines Halton's Regional Urban Structure by identifying Strategic Growth Areas and advancing key employment conversions to reinforce growth that supports this defined urban structure. Among other things, the amendment removes the Employment Area overlay from the lands within the MEV, facilitating the mixed-use vision for the area. The Minister of Municipal Affairs and Housing approved ROPA 48 in November 2021, confirming the removal of the MEV lands from the Region's Employment Area overlay.

- ***MEV Development Applications***

In July 2021, a pre-consultation meeting was held for development applications related to lands within the MEV owned by Mattamy Homes and Milton Land Four Investments Inc. that are subject to the MZO. At this time, a concept plan for the MEV in its entirety was provided, including the campus lands owned by Wilfred Laurier University, although they were not part of the formal pre-consultation. Two draft plans of subdivision for Mattamy Homes and Milton Land Four Investments Inc. were provided. They propose various blocks of uses including residential, mixed uses, institutional, and campus uses, as well as open space. The Milton Land Four Investments Inc. plan proposed stormwater management ponds within the Greenbelt Plan lands to the west, which is not supported by the Town of Milton or Halton Region.

In November 2021, a pre-consultation meeting was held for a draft plan of subdivision application related to lands owned by Wilfred Laurier University. The lands subject to the application include areas within the MEV Secondary Plan that are also subject to the MZO. It also includes lands within the adjacent Greenbelt Plan Protected Countryside area that are outside of the Secondary Plan area and that are not subject to the MZO. The draft plan of subdivision presented provides details on the block plan and road network for the campus lands and the integration of the campus with the adjacent Greenbelt Plan lands.

The Region is currently working with Town and landowners within the MEV on how to address Regional interests in infrastructure, servicing requirements, and financial planning in order to support development of the MZO and Secondary Plan lands. Regional servicing allocation will be required for the residential uses that are planned for the MEV lands and staff are working to define how allocation will be addressed.

## The MEV Regional Official Plan Amendment (ROPA) Application

The Town's December 2020 recommendation report on the MEV Secondary Plan noted that an amendment to the Regional Official Plan would be required in order to facilitate the Town's vision for the MEV. First, the report identified the need to remove the Employment Area overlay applicable to the northern and southern portions of the MEV, as residential and non-employment uses would be prohibited in these areas. Second, the report identified the need for a site-specific policy to enable consideration of green infrastructure, including naturalized stormwater management systems, and a broad range of activities related to the use of renewable resources, including education programming, within the Protected Countryside area of the Greenbelt Plan adjacent to the MEV.

Initial discussions between Region and Town staff on an amendment to the Regional Official Plan occurred in early 2020. A formal pre-consultation meeting was held on July 15, 2020 in accordance with the requirements of the *Planning Act* and the Regional Official Plan. Following subsequent discussions, formal meeting notes and application submission requirements were provided to the Town in October 2020.

On November 11, 2020, the Town filed a ROPA application related to the MEV. The application included a Draft ROPA, a Planning Justification Report, and other supplemental information related to the Town's Secondary Plan. Regional staff reviewed the application, deemed it complete on December 16, 2020, and provided notice of the complete application in accordance with the *Planning Act*. The notice letter to the Town advised that as Regional staff progressed through reviewing the application, additional information may be required prior to taking the application forward to Regional Council.

In the time since the application was filed, many of the planning initiatives related to the MEV have progressed and greater clarity has emerged on the nature of the ROPA, the uses it seeks to permit, and its relationship to the Wilfred Laurier University campus.

As noted above, the removal of the Employment Area overlay from the MEV was adopted by Regional Council through ROPA 48 and subsequently approved by the Province in November 2021. Town staff have advised that following the Provincial approval of ROPA 48, the employment conversion aspect of the Town's MEV ROPA will no longer be necessary and will be withdrawn from the application.

With respect to the uses proposed on the adjacent Greenbelt Plan lands, conceptual plans for the university campus were provided in July 2021. In September and October 2021, the Town and Wilfred Laurier University provided additional information in support of this aspect of the ROPA application, including a revised ROPA, an Agricultural Impact Assessment, a Preliminary Design Report for the proposed stormwater management facility, and other supplemental documents. This information has provided a greater degree of clarity on the proposed ROPA, and as a result, Regional staff recommend proceeding with a public meeting in early 2022.

## Discussion

### Proposed MEV ROPA – Content and Purpose

The proposed ROPA as revised and submitted by the Town in October 2021 is provided as Attachment #1 to this report. The proposed ROPA applies to lands located west of the Milton Education Village. The subject lands are approximately 41 hectares (101 acres) in size and are bounded by Bell School Line and the City of Burlington boundary to the west, agricultural and natural heritage lands to the north and south, and the MEV, including the existing velodrome and the future Wilfred Laurier University Campus to the east. The location of the subject lands and their designations as per Map 1 – Regional Structure of the Regional Official Plan are identified on Attachment #2 to this report.

The subject lands are within the Protected Countryside area of the Greenbelt Plan and are subject to its Natural System and Agricultural System, with parts of the lands designated as prime agricultural areas in Provincial mapping of the agricultural land base. In the Regional Official Plan, the lands are located outside of the Urban Area and are designated Regional Natural Heritage System and Agricultural Area on Map 1. The lands are also within the Greenbelt Natural Heritage System and comprise key features and enhancements, linkages, and buffers as shown on Map 1G. The lands also contain Prime Agricultural Areas within the Agricultural System as shown on Map 1E.

The ROPA proposes to amend the Regional Official Plan to enable a number of uses on the subject lands that are related to and supportive of the MEV and the Wilfred Laurier University campus. These proposed uses would be permitted on a site-specific basis and only subject to meeting a number of policy tests and criteria as set out in the proposed amendment. The proposed uses include:

- green infrastructure, such as stormwater management systems;
- a range of uses related to the use of renewable resources;
- greenhouses associated with agricultural operations or scientific study, education and research purposes;
- buildings or structures that may provide temporary lodging and board for the provision of programs and services of Indigenous placemaking and cultural camps; and,
- non-intensive recreation uses related to cultural heritage, scientific study or education and research uses, including outdoor education and classroom spaces.

As noted above, as part of the pre-consultation in July 2021 for development applications within the MEV, a Conceptual Greenbelt and Campus Framework drawing was submitted. As part of the supplemental information provided in October 2021 to support the ROPA application, the Preliminary Design Report for the proposed stormwater management facility included a preliminary concept and layout for the facility on the Greenbelt Plan lands. These drawings are provided as Attachment #3 to this report. They represent concepts and may be subject to further refinement by the proponent and resulting from the assessment of the proposed ROPA. In addition, the layout and nature of the facility

may evolve over time along with the Wilfred Laurier University's programming and research objectives. Having said that, the concepts provide a general understanding of the nature and scale of development contemplated on the subject lands.

The proposed ROPA and the materials provided to support it highlight the unique nature of the proposal and its relationship to the Wilfred Laurier University campus and the MEV.

### Key Policy & Technical Considerations

Many important policy tests and technical assessments must be addressed as part of the proposed ROPA. The Town has provided a Planning Justification Report and supplemental information that addresses many of these considerations. To support Regional Council's understanding of the proposed amendment, key policy and technical considerations are summarized below. In some instances, additional information and analysis that is still required or under review is identified.

### ***Infrastructure in the Greenbelt Plan & Regional Official Plan***

The Greenbelt Plan permits infrastructure in the Protected Countryside under limited circumstances and provided that any infrastructure must meet key objectives and policy tests that address impacts to its Natural Heritage System, Water Resource System, and Agricultural System. The Greenbelt Plan contains specific policies that apply to stormwater management infrastructure. In general, stormwater management systems are prohibited in key natural heritage features, key hydrologic features, and their associated vegetation protection zones.

As the ROPA proposes to permit infrastructure in the form of stormwater management facilities within the Protected Countryside, addressing conformity to the Greenbelt Plan policies discussed above will be a consideration as part of staff's assessment of the application.

In addition to the policies of the Greenbelt Plan, the Regional Official Plan also contains direction related to planning for infrastructure. In particular, within the Regional Natural Heritage System, only 'essential' infrastructure is permitted. The Regional Official Plan defines essential as "that which is deemed necessary to the public interest after all alternatives have been considered".

### ***Additional Uses in the Greenbelt Plan & Regional Official Plan***

In addition to the stormwater management facility, the ROPA proposes a number of other uses that propose to have a relationship to the education and research functions of the Wilfred Laurier University campus. These include a range of uses related to the use of renewable resources, greenhouses, Indigenous placemaking, and non-intensive recreation uses related to cultural heritage, scientific study or education and research uses, including outdoor education and classroom spaces.

The Greenbelt Plan permits specific types of non-agricultural uses such as infrastructure (Section 4.2) and natural resources (Section 4.3), and cultural heritage resources (Section 4.4), among others. The Regional Official Plan permits a number of these types of uses in the Regional Natural Heritage System and Agricultural Area, subject to other policies of the Plan.

As the ROPA proposes to permit a range of non-agricultural uses within the Protected Countryside, addressing conformity to the Greenbelt Plan policies discussed above will be a consideration as part of staff's assessment of the application.

### ***Natural Heritage System Considerations***

The Greenbelt Plan includes a strong natural heritage framework, which only permits development or site alteration in key features and their associated vegetative protection zones under very specific circumstances. These circumstances include for infrastructure subject to specific criteria. According to the Greenbelt Plan, stormwater management infrastructure is prohibited within key natural and key hydrologic features and their associated vegetated protection zones (with an exception for naturalized facilities in the vegetation protection zone of certain significant valleylands).

The Regional Official Plan also includes strong policy direction for its Natural Heritage System. In addition to only permitting 'essential' infrastructure, the Regional Official Plan contains policies that support a systems-based approach to natural heritage and prohibit or restrict development within the Regional Natural Heritage System.

A Scoped Characterization and Baseline Inventory (SCBI) Report and a Functional Stormwater and Environmental Management Strategy (FSEMS) were prepared to support the development of the MEV lands. These studies remain under review by the Region and Conservation Halton, with the Region's most recent comment provided to the Town in November 2021. The focus of these studies was to address the natural heritage components of the MEV Secondary Plan lands. The Greenbelt Plan lands which are subject to the ROPA have not received the same level of detailed analysis.

The detailed analysis of the ROPA lands is planned to occur through a future Subwatershed Impact Study which is currently underway. It will be important that these studies contain the requisite information for staff to assess conformity with the policies of the Greenbelt Plan and the Regional Official Plan given the policies noted above.

### ***Agricultural System Considerations***

As noted above, portions of the subject lands are identified as prime agricultural areas in the Regional Official Plan, and a greater portion of the lands are designated as prime agricultural areas in the Provincial mapping of the agricultural land base. The Provincial Policy Statement (PPS), 2020, the Greenbelt Plan, and the Regional Official Plan all generally discourage non-agricultural uses within prime agricultural areas, only permitting certain uses such as infrastructure, natural resource uses, cultural heritage resources,

existing uses, and lot creation, and only after the completion of an agricultural impact assessment. The Regional Official Plan largely reflects the Greenbelt Plan policy framework, only permitting non-agricultural uses where permitted by the Greenbelt Plan and requiring impact assessments for non-farm uses.

An Agricultural Impact Assessment (AIA) was submitted in October 2021 to support the application and is currently under review. The AIA must provide information and assess the need for the non-agricultural use, evaluate alternatives, and outline impacts to agricultural lands and activities. These will be important considerations for staff to assess conformity with the policies of the Provincial Policy Statement, Greenbelt Plan and the Regional Official Plan.

### Next Steps

The Town and Wilfred Laurier University have submitted a number of documents that provide information in support of the ROPA application, which are currently under review. Where there is additional information required, staff have been working closely with the Town and Laurier to ensure all necessary rationale is provided to support the review and processing of the ROPA application.

Public consultation is an important part the process to amend the Regional Official Plan. To that end, the Town's application and supporting materials will be made available for review on **halton.ca**. The application and supporting materials have also been circulated for comment to the Ministry of Municipal Affairs and Housing, Conservation Halton, and other public agencies. A public information centre and a statutory public meeting of Regional Council will be held in the first quarter of 2022 to provide opportunities for the public to ask questions and provide feedback on the application.

Following the public information centre and statutory public meeting, and based on all feedback received, Regional staff will prepare a report to Regional Council with a recommendation on the application later in 2022.

## FINANCIAL/PROGRAM IMPLICATIONS

The cost of reviewing the Regional Official Plan Amendment is funded from the Planning Services Operational Budget.

Respectfully submitted,



Curt Benson  
Director, Planning Services and Chief  
Planning Official



Bob Gray  
Commissioner, Legislative and Planning  
Services and Corporate Counsel

Approved by



Jane MacCaskill  
Chief Administrative Officer

If you have any questions on the content of this report,  
please contact:

Curt Benson

Tel. # 7181

Attachments: Attachment #1 – Proposed MEV ROPA (RQ62A) - October 2021 Version  
Attachment #2 – MEV Context Map  
Attachment #3 – Wilfred Laurier University Greenbelt Lands Concept Plans



DECLARATION

IN THE MATTER OF REGIONAL OFFICIAL PLAN AMENDMENT NUMBER xx

IN THE REGIONAL MUNICIPALITY OF HALTON

I, \_\_\_\_\_, in my capacity as Regional Clerk for the Regional Municipality of Halton, hereby declare that notice of adoption by Council for the Regional Municipality of Halton was given under Section 17(23) of the Planning Act, R.S.O., 1990, c.P.13.

There were no appeals to ROPA xx within the time allowed for appeal. Under Section 17(27) of the Planning Act, R.S.O. 1990, c.P.13, Regional Official Plan Amendment Number xx came into force and effect on \_\_\_\_\_, being the day following the last day for filing a notice of appeal.

Signed Date

Regional Clerk

Regional Municipality of Halton

THE CONSTITUTIONAL STATEMENT ..... 1

PART A THE PREAMBLE ..... 2

    Purpose ..... 2

    Location..... 2

    Basis ..... 2

PART B THE AMENDMENT ..... 4

    Introductory Statement ..... 4

    Details of the Amendment..... 4

## THE CONSTITUTIONAL STATEMENT

**Part A, The Preamble**, does not constitute part of this Amendment.

**Part B, The Amendment**, consisting of 4 items, to remove the Employment Areas overlay from the Subject lands and policies constituting Amendment No. xx to the Regional Plan, the Official Plan for Halton Planning Area, Regional Municipality of Halton. The title of Amendment No. xx is “Milton Education Village and associated Protected Countryside lands in the Greenbelt”.

**Part C, The Appendices**, does not constitute part of this Amendment.

## PART A THE PREAMBLE

### Purpose

The purpose of this Amendment is to facilitate development of the Milton Education Village (“MEV”) lands as a complete, mixed-use and integrated community and ‘innovation district’ anchored by a post-secondary education campus.

### Location

The amendment applies to the MEV lands and the Protected Countryside lands in the Greenbelt, which are shown on Schedule “A” attached hereto as “The Amendment Area”.

The subject lands are located west of Tremaine Road (Regional Road 22), north of Britannia Road (Regional Road 6), south of the Union Gas pipeline corridor, which is approximately 600 m south of Derry Road (Regional Road 7), and are generally east of Bell School Line.

### Basis

The Region of Halton Official Plan provides for Urban Areas that are planned to accommodate the distribution of population and employment in the Region and the four Local Municipalities. Within the Urban Area, the Regional Plan also provides for an Employment Area overlay that sets out policies and permitted uses.

The MEV includes lands within the Region’s Urban Area and two portions within the Employment Area overlay. The MEV is the proposed site for a new post-secondary education campus.

The Town of Milton recognizes the unique opportunity for the development of the MEV lands as a complete mixed-use community and ‘innovation district’ anchored by the post-secondary education campus. The ‘innovation district’ will provide economic opportunities for knowledge-based employment focussed on science, technology, engineering, arts and mathematics (STEAM). The intent is to accommodate more employment in a higher density, compact urban form rather than lower density land extensive industrial and warehousing uses.

Approximately two thirds of the proposed post-secondary education campus are designated Greenbelt Natural Heritage System, within lands designated Protected Countryside in the Greenbelt Plan. Being at the intersection of the urban area and the natural environment, there is a clear opportunity to develop a “living lab” approach to on-site teaching and research, and supporting social, economic and cultural well-being of all communities.

The Region of Halton Official Plan states that the *objectives* for the Natural Heritage System including the Greenbelt Natural Heritage System are, among other things, to “provide opportunities for scientific study, education and appropriate recreation” and “to provide opportunities, where appropriate, for passive outdoor recreational activities” .

Green infrastructure, including but not limited to stormwater management systems, and a broad range of activities related to the use of renewable resources, including education programming, are permitted within lands designated Protected Countryside in the Greenbelt Plan.. Stormwater management facilities including stormwater management best practices within the Greenbelt lands adjacent to the MEV will serve the surrounding public and private urban areas such as the MEV, public roads, and the Mattamy

National Cycling Centre lands. The function of the stormwater management facilities within the Greenbelt lands adjacent to the MEV will serve the surrounding urban area, to provide opportunities for academic research, and support the recommended strategies of the Bronte Creek Watershed Plan. As such, the stormwater management facilities will serve the public interest. By enabling consideration of educational programming and green infrastructure projects, including stormwater management systems on these lands, subject to appropriate policy checks and balances, the ROPA will support and complement the optimal use of the MEV lands. Flexibility to consider innovative and creative stormwater management systems in the Protected Countryside will also serve provincial, regional and local interests, and support optimal use of the MEV lands, including the efficient delivery of the post-secondary education campus.

## PART B THE AMENDMENT

### Introductory Statement

All of this part constitutes Amendment No. xx to the Regional Plan, the Official Plan for Halton Planning Area, Regional Municipality of Halton.

### Details of the Amendment

The Regional Plan is amended as follows:

**Item 1** Within the Subject Lands, the *Employment Areas* shown as an overlay on top of the Urban Area on Map 1 and Map 1C are removed.

**Item 2** Part III, Land Use Designations, Agricultural System and Agricultural Area, is amended to include a new subsection **100 (22) (x)**, which will state:

**100 (22) (x)** On lands legally described as....., infrastructure and activities related to the use of renewable resources may be permitted in accordance with the Bronte Creek Watershed Plan and subject to all other applicable policies, legislation, regulations, guidance and municipal planning documents.

Infrastructure and activities related to the use of renewable resources will only be permitted in *Prime Agricultural Areas* subject to the following:

- i. there is an identified need to use additional land for the proposed use and it is demonstrated that there are no reasonable alternatives that avoid prime agricultural land; and
- ii. an Agricultural Impact Assessment is completed. Where adverse impacts on the agricultural system are unavoidable, measures will be required to minimize or mitigate the impacts as far as possible;
- iii. Lot creation in the *Prime Agricultural Areas* will only be permitted for infrastructure, where the facility or corridor cannot be accommodated by using easements or rights-of-way. Severances that do not result in the creation of a new lot in the prime agricultural areas will only be permitted for easements, corrections of deeds, quit claims, and minor boundary adjustments.

**Item 3** Part III, Land Use Designations, Regional Natural Heritage System, is amended to include a new subsection **117.1 (21)**, which will state:

**117.1 (21)** On lands legally described as [.....], the following uses are also permitted:

- i. infrastructure and activities related to the use of renewable resources, generally in accordance with the Bronte Creek Watershed Plan and subject to all other applicable policies, legislation, regulations, guidance and municipal planning documents;
- ii. *utility* facilities, green infrastructure that may include natural and human-made elements that provide ecological and hydrological functions and processes, including but not limited to stormwater management systems, stormwater management best practices, such as stormwater attenuation and re-use, water conservation and efficiency, and low impact development, and activities related

- to the installation of and access to such facilities. *Utility* facilities and green infrastructure uses include scientific study or education and research uses;
- iii. greenhouses associated with agricultural operations or scientific study, education and research purposes;
- iv. buildings and structures that may provide temporary lodging and board for the provision of programs and services of Indigenous place-making and culture camps; and

For greater certainty, *agricultural operations* and non-intensive recreation uses include non-intensive activities related to cultural heritage, scientific study or education and research uses.

*Development or site alteration* permitted by this subsection will be required to demonstrate the following:

- i. No negative impacts on *key features* or their ecological functions;
- ii. Maintenance or enhancement of connectivity along the system and between key feature and areas;
- iii. Incorporation of other natural features into the design of infrastructure and activities related to the use of renewable resource use;
- iv. Restriction of the disturbed area to less than 25% of the total developable area of the property;
- v. No impervious areas;
- vi. Maintenance or restoration of a least 30% of the total developable area of the property to natural self-sustaining vegetation.

Notwithstanding 139.3.7(4), within 120 metres of a *key feature*, proposals for *development* and *site alteration* will be supported by a study that establishes a *vegetation protection zone* of at least 30 metres (measured from the outside boundary of the feature) and is of sufficient width to protect, and where possible restore or enhance, the feature and its ecological functions.

Stormwater management systems are prohibited in key features of the natural heritage system and their associated vegetation protection zones.

Good environmental stewardship practices and the development of a connected system of publicly accessible open space and trails will be encouraged to support recreational enjoyment and study of the Greenbelt Natural Heritage System. Activity will be directed away from sensitive landscapes through clear demarcation of where public access will be permitted.

**Item 4** Part III, Land Use Designations, is amended to include a new section **139.1**, Milton Education Village, which will state:

139.1 It is the policy of the Region to:

- (1) Require the Town of Milton to include policies in an area specific plan for the Milton Education Village with the objective of achieving a minimum target of 3,659 jobs by 2031.

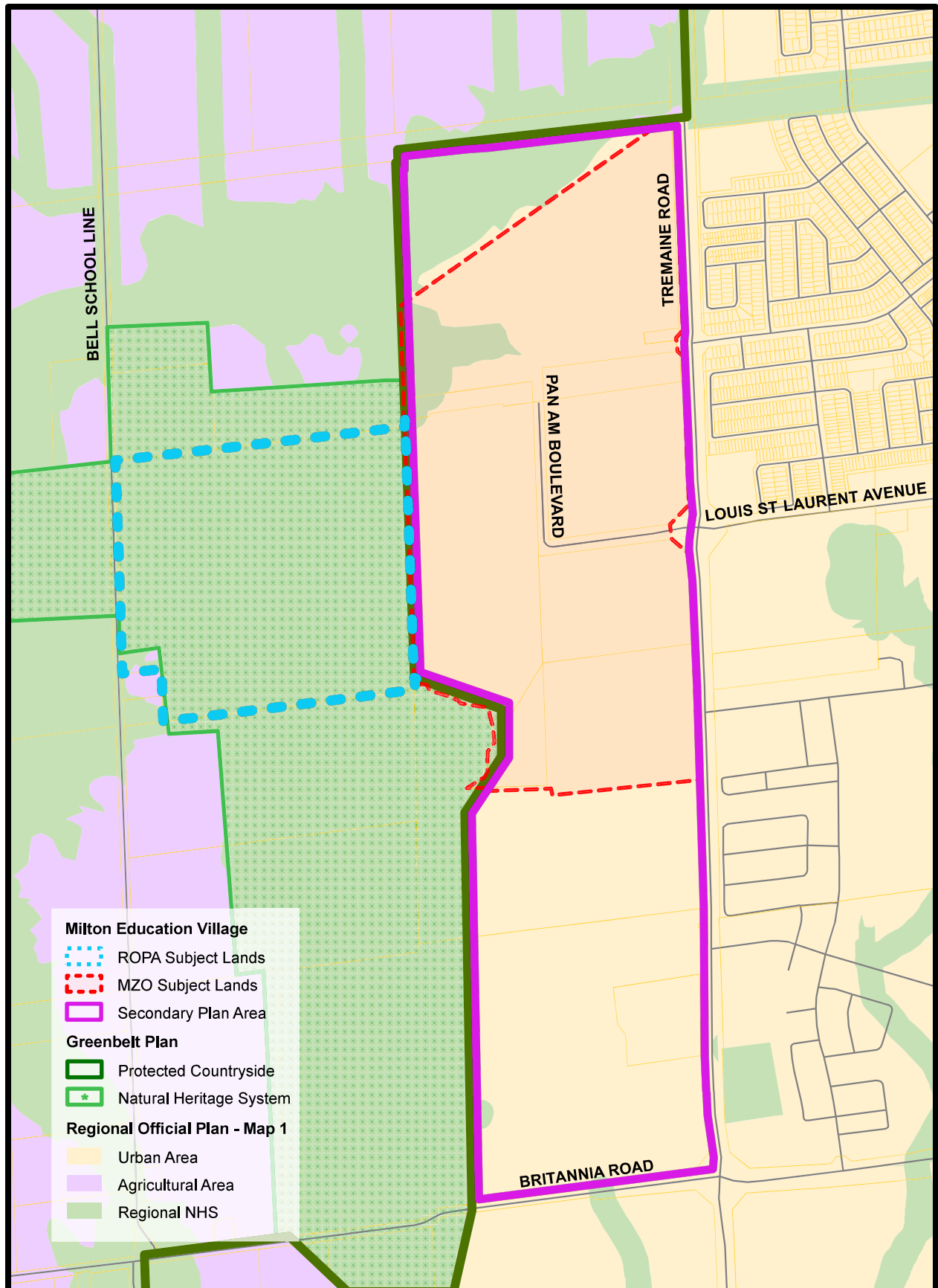
- (2) Require the Town of Milton to include policies in an area specific plan for the Milton Education Village for the phasing of development and requirements to be met for each phase of development.

**Item 5** Notwithstanding Section 139.3.7(3), new *agricultural uses*, and uses for scientific study or education and research are permitted.

**Item 6** On lands legally described as....., Section 139.3.7(5) does not apply.

**Item 7** Part III, Land Use Designations, is amended to include a new section **139.3.8**, Protected Countryside Milton Education Village, which will state: **[NTD: in the alternative, move Items 5 and 6 here.]**







## Conceptual Greenbelt and Campus Framework

### Laurier Milton Campus Master Plan

Without Prejudice

0m 50m 100m 200m

BrookMcIlroy/



MEV WLU MILTON CAMPUS – SWMF 2 – PRELIMINARY DESIGN REPORT

Introduction  
October 29, 2021



Figure 1.2 – SWMF-2 and ICT-9

th v:\01606\active\160622935 - laurier milton\report\ropal2021-10-29\_160622935\_ropa\_sub.docx



## The Regional Municipality of Halton

THE FOLLOWING RESOLUTION WAS APPROVED BY REGIONAL COUNCIL AT ITS MEETING HELD WEDNESDAY, NOVEMBER 17, 2021

WHEREAS childcare spaces in Halton and across Ontario have decreased as a result of the pandemic, and the lack of childcare spaces is a barrier to our economic recovery, and an Ontario Chamber of Commerce report, "The She-Covery Project: Confronting the Gendered Economic Impacts of COVID-19 in Ontario", confirmed that child care is simply unaffordable and/or inaccessible for too many working families in Ontario;

WHEREAS Tina Agrell from Advancement of Women Halton, wrote in the *Oakville Beaver*: "As Ontario lays the groundwork for recovery, the development of a quality, inclusive, and publicly funded childcare system is crucial. Why? To invest in the development of Ontario's children; to support economic development to end the 'she-cession' and support the return of women to the labour force. It pays for itself through employment and income taxes; and it eliminates parent's financial barriers to a quality and inclusive childcare system";

WHEREAS the Federal government introduced its plan for early learning and child care in April 2021, made agreements with eight provinces and one territory and recently campaigned on delivering \$10 a day care in five years or less;

WHEREAS Ontario's Minister of Education stated in August 2021 "We're very committed to a good deal for Ontario, but it must respond to the unique advantages of this province";

WHEREAS the Canadian Centre for Policy Alternatives reported that in 2020, the median cost for an infant in full-day child care in the GTA suburbs was between \$17,400 and \$19,300, and under the new national child care plan, parents in Halton would save \$14,843 a year for an infant in 2026;

NOW THEREFORE BE IT RESOLVED:

THAT Halton Region supports the creation of accessible and affordable child care spaces for Halton families;

THAT Halton Region encourages the Federal government and the Ontario government to reach an equitable childcare agreement that acknowledges the provincial investment in full-day kindergarten and delivers affordable and accessible child care spaces for Ontario families;

AND THAT a copy of this resolution be sent to Prime Minister Justin Trudeau, the Federal Minister of Families, Children and Social Development, Premier Doug Ford, the Minister of Education for Ontario, local Members of Provincial Parliament, local Members of Parliament, the Association of Municipalities of Ontario, Ontario's Big City Mayors, the Big City Mayors Caucus (Canada), the Federation of Canadian Municipalities, the Ontario Coalition for Better Child Care and the Advancement of Women Halton.

\* \* \* \* \*

# Resolution

**Date:** December 10, 2021  
**Resolution No.** 133/21

---

Moved By: Tom Adams  
Seconded By: John Brennan

#133/21

**WHEREAS** the province continues to proceed with Stage 2 of the Environmental Assessment for the GTA West highway project, including corridor route planning and preliminary design; and

**WHEREAS** the federal Minister of the Environmental and Climate Change has designated the GTA West highway project under the Impact Assessment Act to further assess the potential impacts of the project on federal interests; and

**WHEREAS** CVC staff have received correspondence from the province committing to follow a voluntary project review process as a pilot for the detail design stages for the GTA West highway project; and

**WHEREAS** CVC staff remains concerned with the lack of meaningful consultation from the province through the environmental assessment stages for the GTA West highway project – in particular, as it relates to the proposed bridge crossings of the Credit River and Levi Creek;

**THEREFORE, BE IT RESOLVED THAT** the report entitled 'GTA West Highway and Transit Corridor Study Update' be received and appended to the minutes of this meeting as Schedule 'H'; and

**THAT** the Board directs CVC staff to prepare correspondence on their behalf to be sent to the province acknowledging their commitment to enter into a voluntary review process agreement with CVC for the detailed design stages of the GTA West Highway project – while continuing to express concern regarding the lack of meaningful consultation and submission of any substantive technical reports for review and comment throughout the environmental assessment stages for this project and our concerns for the design of the Credit River crossing; and further

**THAT** the correspondence along with a copy of this resolution be circulated to the Premier of Ontario, the Minister of Transportation, the Minister of Environment, Conservation and Parks, the Minister of Natural Resources and Forestry, the GTA West Team, member municipalities, adjacent conservation authorities and MPPs along the GTA West Transportation Corridor.

**Original signed K. Ras**  
**CARRIED**

**TO:** The Chair and Members  
of the Board of Directors,  
Credit Valley Conservation

**SUBJECT:** **GTA WEST HIGHWAY AND TRANSIT CORRIDOR  
STUDY UPDATE**

**PURPOSE:** **To update the Board of Directors of CVC on the status of the  
GTA West Highway and Transit Corridor Study and CVC staff's  
involvement to date**

**BACKGROUND:**

In August 2020 the province posted a bulletin identifying the 'preferred route' for the GTA West Highway and Transit Corridor study (the 'GTA West Highway' project). At that time, Credit Valley Conservation (CVC) staff had yet to receive the submission of any substantive technical studies for review and comment. At the Board of Directors of CVC (the 'Board') meeting held in September 2020, an information item in the form of a briefing note was provided to the Board outlining:

- the status of the GTA West Highway project environmental assessment (EA);
- a review of proposed regulatory changes to the project EA process; and
- an update on CVC staff's technical review, comments, and anticipated next steps.

At that time, the Board requested staff to provide a more detailed report on the GTA West Highway project for the next Board meeting – including an update on municipal and adjacent conservation authority (CA) related activities.

At the November 2020 Board meeting, staff provided a detailed review and update on the status of the GTA West Highway project, focused on the potential environmental impacts of the project, and partner agency related activities. Of particular interest to CVC is the proposed location and design of the Credit River crossing – including the protection of public health and safety as it relates to managing the risks of natural hazards, and potential impacts to natural heritage and water resource systems.

The Board passed CVC Board Resolution #103/20, requesting the Ministry of Transportation (MTO) to commit to:

- Provide the technical reports in support of the GTA West Highway project EA and preferred route selection for public/agency review for comment, prior to detail design stage or construction of any associated major infrastructure;

- Use the mitigation hierarchy (avoid, minimize, mitigate and offset) to address potential negative impacts of the project on natural heritage systems, water resources systems and public health;
- Include considerations for existing and proposed trails or recreation facilities (such as the Credit Valley Trail) in designing infrastructure (e.g., bridges etc.) through the EA process - in particular, at the Credit River crossing;
- Address CVC's regulatory and policy interests, including representing the provincial interest on natural hazards –ensuring they are implemented through detail design as approved through the EA process: and,
- Engage with CVC staff through a Service Level Agreement (or similar agreement) to follow a voluntary project review (VPR) process for the detail design and implementation phases of the project.

The MTO continues to proceed with Stage 2 of the GTA West Highway project EA – including corridor route planning and preliminary design. To date, CVC staff have still not received any technical studies in support of the project that contain any substantive information or have engaged with the MTO in any meaningful consultation.

### **ANALYSIS:**

#### **GTA West Highway Project and the Federal Impact Assessment Act**

In early 2021 the (Federal) Minister of Environment and Climate Change (the 'Minister') considered the potential impacts of the GTA West Highway project under the *Federal Impact Assessment Act* (IA Act). The IA Act outlines a process for assessing the impacts of major projects, and projects carried out on federal lands or outside of Canada to determine if a more comprehensive Federal Impact Assessment (FIA) may be required. This initial process is led by the Impact Assessment Agency of Canada (IAAC).

Prior to making its determination, the IAAC requested input on the GTA West Highway project from stakeholders, including CVC. Attached as Schedule 'H', Appendix 1 is correspondence sent to the IACC by CVC staff, outlining CVC's involvement in the GTA West Highway project as previously described.

In May 2021, the Minister designated the GTA West Highway project under the IA Act consistent with the recommendations of the Impact Assessment Agency of Canada (IAAC). The Minister reached the decision to designate the project under the IA Act, as it was determined the project may cause adverse direct or incidental effects on the critical habitat of federally listed species at risk that may not be mitigated through project design or application of standard mitigation measures, or through existing legislative mechanisms. The Minister also considered the public concerns related to these potential effects.

Under the IA Act, MTO is required to submit an Initial Project Description (IPD) for the GTA West Highway project which includes:

- a review of the preliminary consultation and engagement program;
- justification for the need for the project;



- potential alternatives for the project;
- existing and future conditions reports; and
- the studies currently being undertaken to inform the potential changes as a result of the project.

The IPD is to be submitted to the IACC and will be used to determine if a comprehensive FIA will be required. It is anticipated the GTA West Highway project IPD will be submitted to the IACC for review in early 2022. Currently, the MTO is planning to hold a Public Information Centre (PIC) intended to assist in informing the content of the IPD.

### **Most Recent Communications Regarding the GTA West Highway Project**

#### *GTA West Highway Project Preliminary Design Team (Consultants)*

Over the summer/fall 2021, CVC staff have been contacted by the lead consultants for the GTA West Highway project preliminary design team to set up meetings to consult on the proposed location and design of the future bridge crossings within CVC's jurisdiction (Credit River and Levi Creek crossings). While CVC staff have provided several flexible dates/times to meet, the design team has cancelled these meetings - and CVC staff continues to wait for further communications from the project team to coordinate.

#### *Provincial GTA West Team (the province)*

In October 2021, CVC staff received a letter from the Provincial GTA West team confirming that MTO has committed to follow CVC VPR process during the detailed design stages of the GTA West Highway project as a pilot for MTO (see Schedule 'H', Appendix 2). Toronto and Region Conservation (TRCA) had also received a similar letter.

To take advantage of our shared experiences, CVC and TRCA staff met to discuss developing a joint VPR agreement for MTO's consideration to promote a streamlined process, and to improve project timing/cost predictability, expectations, and transparency. Currently, CVC staff is coordinating with TRCA to develop a draft VPR agreement to provide to MTO for discussion in early 2022.

CVC staff are pleased with the province's commitment to develop a VPR agreement for the detailed design phases of the GTA West Highway project and will continue to work with TRCA and the province on this aspect. However, CVC staff remains concerned with the lack of meaningful consultation and the submission of technical studies for review and comment through the EA process – as the EA provides the principles and preliminary design to guide the subsequent processes. Given the length of time since our last communication, staff are recommending that correspondence be prepared and submitted to the province reiterating our concerns and design objectives, in particular for the crossings of the Credit River.

### **COMMUNICATIONS PLAN:**

There are no Communications implications for this project.

### **FINANCIAL IMPLICATIONS:**

There is no financial impact to CVC for this project.

**CONCLUSION:**

In August 2020 the province posted a bulletin identifying the 'preferred route' for the GTA West Highway project – with limited consultation, or the submission of any substantive technical studies for CVC staff input. In 2020 the Board requested the Minister of Transportation to commit to several key items, including considerations for passive and active recreational facilities in the project design (e.g., Credit Valley Trail at the proposed Credit River bridge crossing), and addressing CVC's regulatory and policy interests in a meaningful way through the environmental assessment and detailed design stages of the project.

In May 2021, the federal Minister of Environmental and Climate Change designated the GTA West Highway project under the *Impact Assessment Act* to further understand the potential impacts of the project on federal interests, and related public concerns. It is anticipated the province will respond to this request for more information by the federal Minister in early 2022.

Recently, correspondence has been received from the province committing to enter into a voluntary project review agreement with CVC as a pilot, for the detailed design stages of the GTA West Highway project. Currently, CVC staff is coordinating with TRCA staff to prepare a joint voluntary project review agreement – and anticipate providing a draft to the province for discussion in early 2022. While CVC staff are pleased with this development, concerns remain with the lack of meaningful consultation or the submission of technical studies for review and comment throughout the environmental assessment stages of the GTA West Highway project – particularly as it relates to the proposed bridge crossings at the Credit River and Levi Creek.

**RECOMMENDED RESOLUTION:**

***WHEREAS*** – *The province continues to proceed with Stage 2 of the Environmental Assessment for the GTA West highway project, including corridor route planning and preliminary design; and*

***WHEREAS*** *the federal Minister of the Environmental and Climate Change has designated the GTA West highway project under the Impact Assessment Act to further assess the potential impacts of the project on federal interests; and*

***WHEREAS*** *CVC staff have received correspondence from the province committing to follow a voluntary project review process as a pilot for the detail design stages for the GTA West highway project; and*

***WHEREAS*** *CVC staff remains concerned with the lack of meaningful consultation from the province through the environmental assessment stages for the GTA West highway*

*project – in particular, as it relates to the proposed bridge crossings of the Credit River and Levi Creek;*

***THEREFORE, BE IT RESOLVED THAT*** the report entitled 'GTA West Highway and Transit Corridor Study Update' be received and appended to the minutes of this meeting as Schedule 'H'; and

***THAT*** the Board directs CVC staff to prepare correspondence on their behalf to be sent to the province acknowledging their commitment to enter into a voluntary review process agreement with CVC for the detailed design stages of the GTA West Highway project – while continuing to express concern regarding the lack of meaningful consultation and submission of any substantive technical reports for review and comment throughout the environmental assessment stages for this project and our concerns for the design of the Credit River crossing; and further

***THAT*** the correspondence along with a copy of this resolution be circulated to the Premier of Ontario, the Minister of Transportation, the Minister of Environment, Conservation and Parks, the Minister of Natural Resources and Forestry, the GTA West Team, member municipalities, adjacent conservation authorities and MPPs along the GTA West Transportation Corridor.

**Submitted by:**



---

Josh Campbell  
Director, Planning and Development Services

**Recommended by:**



---

Deborah Martin-Downs  
Chief Administrative Officer



December 15, 2021

The Honorable Doug Ford  
Premier of Ontario  
Premier's Office  
Room 281, Legislative Building  
Queen's Park  
Toronto, ON M7A 1A1

Dear Premier Ford:

**RE: Province-Wide Assessment Update**

The Council of the Corporation of Tay Valley Township at its Council meeting on December 14<sup>th</sup>, 2021 adopted the following resolution:

**RESOLUTION #C-2021-12-20**

**“WHEREAS**, the government of Ontario recently announced the continued postponement of the province-wide assessment update for the 2022 and 2023 taxation years;

**AND WHEREAS**, this means that property values will continue to be based on the January 1, 2016 valuation date until at least 2024;

**AND WHEREAS**, the Municipality of Tay Valley Township is aware of the important increase in property values throughout the province and within its own jurisdiction;

**AND WHEREAS**, the continued postponement of property valuation translates into a significant loss of taxation revenue for Municipalities;

**NOW THEREFORE BE IT RESOLVED THAT**, the Council of Tay Valley Township urges the government of Ontario to reconsider its decision and to direct MPAC to proceed with a province-wide assessment update in order for Ontario Municipalities to be able to collect property taxes based upon actual property values;

---

Tay Valley Township  
217 Harper Road, Tay Valley, Ontario K7H 3C6  
[www.tayvalleytwp.ca](http://www.tayvalleytwp.ca)  
Phone: 613-267-5353 or 800-810-0161 Fax: 613-264-8516

**AND BE IT FURTHER RESOLVED THAT**, a copy of this resolution be forwarded to the Premier of Ontario, Scott Reid, MP, Randy Hillier, MPP, MPAC, AMO and to all Ontario municipalities.”

If you require any further information, please do not hesitate to contact the undersigned at (613) 267-5353 ext. 130 or [clerk@tayvalleytwp.ca](mailto:clerk@tayvalleytwp.ca).

Sincerely,



Amanda Mabo, Acting CAO/Clerk

cc: Scott Reid, MP, Lanark – Frontenac – Kingston  
Randy Hillier, MPP, Lanark – Frontenac - Kingston  
Municipal Property Assessment Corporation (MPAC)  
Association of Municipalities of Ontario (AMO)  
All Ontario Municipalities