

TOWN OF HALTON HILLS – GENERAL INFORMATION PACKAGE

COUNCIL MEETING – August 28, 2023

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- 219-249 HALTON REGION – Resolution passed at its Council meeting held on July 12, 2023 regarding 2022 State of Housing Report.
- 250-254 MUNICIPALITY OF SOUTH HURON – Resolution passed at its Council meeting held on July 17, 2023 regarding Time for Change – Municipal Freedom of Information and Protection of Privacy Act.
- 255-267 TOWN OF CALEDON – Resolution passed at its Council meeting held on June 20, 2023 regarding Staff Report 2023-0327: Illegal Land Use Enforcement Update.
- 268-272 TOWN OF PARRY SOUND – Resolution passed at its Council meeting held on June 20, 2023 regarding support for the Township of the Archipelago's submission, approved by the Great Lakes and St. Lawrence Cities Initiative, with respect to calls for action to support attainable and affordable housing while ensuring the protection and health of essential freshwater resources
- 273 TOWNSHIP OF ASPHODEL-NORWOOD – Resolution passed at its Council meeting held on July 25, 2023 regarding Support for Town of Halton Hills – Reducing Municipal Insurance Costs.
- 274 MUNICIPALITY OF DUTTON-DUNWICH – Resolution passed at its Council meeting held on July 19, 2023 regarding Support for Town of Halton Hills – Reducing Municipal Insurance Costs.
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- 278-281 MUNICIPALITY OF NORTH PERTH – Resolution passed at its Council meeting held on June 19, 2023 regarding Reducing Municipal Insurance Costs.

DOWNTOWN ACTON BIA
BOARD OF MANAGEMENT MEETING - Minutes

Monday June 17, 2023, 7:00pm

In-Person (BIA Office) Meeting

AGENDA

I. Call to Order

Monica Parker (Profiles Hair), Chairperson, called meeting to order at **6:59pm**.

II. Attendance

Present: Monica Parker-Galway, Joba Debi, Chris Cambouris, Nicole Walker, Mike Albano, Norman Paulsen, Matthew Galliford

Regrets: Patricia Daleman, SangWon Bak – Leave of Absence

III. Declaration of Pecuniary Interests

- Nicole Walker (Acton Optical) The Agenda includes discussion regarding the art piece “I LOVE ACTON” Heart.

IV. Adoption of Minutes

Motion to adopt May 15, 2023 Minutes.

First: Chris Cambouris (Titan Tek Biz)

Second: Norn Paulsen (Acton Motors)

All in favour. YES

Motion Carried

V. Approval of Agenda

Motion: Approval of April 24, 2023, Meeting Agenda.

- *Additions made to the agenda prior to approval: Other Business – Heart “Art Piece” status update

First: Chris Cambouris (Titan Tek Biz)

Second: Nicole Walker (Acton Optical)

All in favor. YES

Motion Carried

VI. MOU Presentation – Erin Kaiser, Town of Halton Hills Economic Development: 7:02 pm – 7:55pm

- Monica Galway has requested that Eco-Development provides a copy of the MOU Document by email to the DABIA Board for each member to review and respond to before the MOU is sent to Council for approval.
- MOU is intended to be reviewed bi-annually and at the term of each Council. The MOU is considered a living document for review and revision at Council’s discretion.

VII. Coordinator’s Report – Matthew Galliford

- Please see BIA Coordinator’s Report - Attached after formal minutes: ATTACHMENT 1

VIII. Events

- Acton Outdoor (Farmer’s) Market – Market will run from Thursday June 1st to October 5th 2023. Over a dozen vendors registered so far. An accumulated 35 vendors will come go over the season. The Market has generated over \$4300.00 in revenue and continues to generate revenue from Vendors who opted to pay weekly.
- Leathertown Festival – Main stage entertainment is booked; the secondary stage and Kids Zone are booked. Site layout and events areas are in planning stages. Vendors applications and payments are still coming in even past the deadline. So far, we have generated over \$6000.00 in Vendor fees. Estimated expenses so far are approximately \$4000.00 for entertainment, \$1600.00 for portable toilets etc. Sponsorships of monetary donations or in kind are still coming in.
- Motion: To allow the Secondary Music Stage at Leathertown Festival to have a working budget of \$1500.00 for artist bookings. Raised: Monica Galway, First: Nicole Walker, Second: Mike Albano, All in Favor: YES - Passed

IX. Beautification

- Please see the Coordinator’s report
- *There have been concerns raised about the placement and distribution of the Downtown Acton hanging baskets and flowers not being evenly distributed. It is understood that there are some municipal reasons for some of the placements but questions about landlord contributions for additional flowers in locations have been raised. To be continued next meeting.

X. Other Business

- Board Resignation: Joba Debi (Clay Oven Restaurant) has verbally resigned from the Board as she and her husband have sold their business and are moving out of town at the end of July 2023.
- Switch BIA bank account from BMO to Scotia Bank: The Audit was approved by Council on July 10. Moving to Scotia Bank can now commence.
- Review of Annual Subscriptions / Service Contracts: DEFFERRED
- Lease Renewal at 19 Willow Street North: The lease renewal offer has been reviewed.

Motion: The Board will respond with an acceptance of the proposed 2023 – 2024 Lease renewal offer with negotiations for the 2024 – 2026 years. Raised: Monica Galway, First: Chris Cambouris, Second: Nicole Walker

All in favor: Yes – Passed

8:30pm Monica Galway / Joba Debi – Request to leave meeting due to other commitments.

- Communication Protocols: Please review the Town of Halton Hills and Acton BIA Code of Conduct documents and the BIA Bylaws. - DEFFERRED
- AGM Tuesday September 19, 2023 6:30pm: Please suggest agenda items for this meeting.

Nicole Walker has declared a Conflict of Interest on the next agenda item.

- Heart Art-Piece Update: Mike Albano has shared that the Town Application Process has started for the proposed placement of the Heart Art Piece to be installed in the Parkette at Main and Mill Streets. Nancy Wilkes / Nicole Walker have submitted the application and are waiting on a response from the Town of Halton Hills. Mike has asked if the BIA Board has any objections with the proposed placement of the Art Piece being installed in the Parkette. No objections made.

XI. Treasurer's Report

- Mike Albano has informed us that the annual Audit by KPMG has been passed / approved by Town of Halton Hills Council on July 10, 2023.
-

XII. Motion to adjourn.

Raised: Chris Cambouris (Vice-Chairperson / Titan Tek Biz)

First: Nicole Walker (Acton Optical)

Second: Norman Paulsen (Acton Motors)

All in favour. YES

Motion Carried.

Meeting adjourned at 8:57 pm.

Next Meeting: Proposed Date

Monday August 14 at 7:00pm – Town Hall BIA Office

Does this date work?

Please let Matthew know at the office so we can set the schedule.



COMMITTEE OF ADJUSTMENT MINUTES

Minutes of the Committee of Adjustment hearing held on **July 5, 2023**, at 6 p.m. via Zoom.

Members Present: Todd Jenney (Chair), Jane Watson, Lloyd Hillier, Jason Smith
Regrets: Keith Medenblik

Staff Present: Ruth Conard, Planner
Greg Macdonald, Senior Planner
Niloo Hodjati, Secretary-Treasurer, Committee of Adjustment & Consent Official

- 1. CALL TO ORDER**
- 2. DISCLOSURE OF PECUNIARY/CONFLICT OF INTERES**

None.

- 3. APPLICATIONS HEARD**

The order of the listed applications as shown on the agenda was altered to address a deferral.

The Chair's comments about the procedure were as follows:

- Town staff would speak.
- Owner or agent would be given an opportunity to speak.
- Any members of the public would be given an opportunity to speak (owner or agent would have an opportunity to respond, if needed).
- The Committee would then deliberate, ask any questions, and make a decision.
- A decision would be subject to a 20-day appeal period.

b) Minor Variance D13VAR23.019H – Rosen

Location: 573 Main Street, Town of Halton Hills (Glen Williams), Regional Municipality of Halton

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

1. To reduce the side yard setback to an addition from the minimum 2.25 m to permit a side yard setback to the first storey of 0.66 m.
2. To permit a balcony on the second floor of the interior side yard, whereas the by-law does not permit a balcony on the second floor of the interior yard.
3. To reduce the side yard setback from the minimum 1.5 m to permit a side yard setback of 0.2 m (existing shed).
4. To increase the encroachment of the roof overhang for of an accessory structure from the maximum 50% of the side yard setback (0.076 m from the side lot line) to permit a roof overhang encroachment of 100% (0 m from the side lot line), (existing shed).

To accommodate a proposed addition to the dwelling, and an existing shed.

Owner(s): Hillary Rosen, **Agent:** Alana Nielsen

The Secretary-Treasurer stated that issues with Credit Valley Conservation need to be resolved, and that the decision for this application needs to be deferred (the owner and agent were in agreement).

It was MOVED by Jane Watson, SECONDED, and CARRIED

THAT the decision for the application be deferred.

a) Minor Variance D13VAR23.008H – Sprickerhoff

Location: 10237 Fourth Line, Town of Halton Hills (Esquensing), Regional Municipality of Halton

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

1. To increase the floor area of an accessory structure from the maximum 80 sq m to permit a floor area of 328.2 sq m.
2. To increase the total floor area for all accessory structures from the maximum 120 sq m to permit a total floor area of 421 sq m.

To accommodate a proposed storage loft within the existing accessory structure.

Owner(s): Carole Sprickerhoff, **Agent:** Matthew Fratarcangeli

The Town Planner referenced the deferral (the decision was deferred as another structure needed to be added to the sketch, which resulted in a revised total floor area

calculation); and noted no staff objections to approval, subject to condition. The agent was present to speak to the application.

Committee deliberations included: the objection letter, the purpose of the balcony, and the use of the structure.

It was MOVED by Todd Jenney, SECONDED, and CARRIED

THAT the application be approved, subject to condition.

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.
4. Be minor in nature.

4. ADJOURNMENT

Adjourned at approximately 6:15 p.m.



**MINUTES OF THE
ACTIVE TRANSPORTATION COMMITTEE**

June 27, 2023

Minutes of the Active Transportation Committee meeting held on Tuesday June 27, 2023 in the Esqueusing Room, 1 Halton Hills Drive and via Zoom

Members Present: Councillor J. Fogal, Chair, Councillor A. Hilson, A. Sommer, R. Hendry, N. Barros (EP), B. Mandarino, C. Patten (EP), J. Dougherty, C. Lenz (EP)
(EP – Electronic Participation)

Regrets: E. Devries

Staff Present: I. Drewnitski, Transportation Planning Technologist (E), M. Taylor, Senior Landscape Architect (E), K. Okimi, Director of Parks and Open Space (E), M. Lawr, Deputy Clerk - Legislation
(E – Electronically Present)

1. CALL TO ORDER

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

2. DISCLOSURE OF PECUNIARY/CONFLICT OF INTEREST

There were no disclosures of pecuniary or conflict of interest.

3. RECEIPT OF PREVIOUS MINUTES

Recommendation No. ACT-2023-0004

THAT the Minutes of the Active Transportation Committee Meeting held on April 25, 2023 be received.

CARRIED

4. SCHEDULED ITEMS FOR DISCUSSION

Item Nos. 4.e to 4.h were discussed first.

a. Presentation from Safe Streets Halton

I. Drewnitski introduced Nick Morrison from Safe Streets Halton.

N. Morrison provided a presentation to the Committee outlining the organization Safe Streets Halton by providing the core values and vision and examples of recent activities and both current and future projects.

(Presentation on file with the Clerk's office)

N. Morrison advised the Committee that Safe Streets Halton began in April of last year and there are currently 29 volunteers between Burlington, Milton and Oakville.

Councillor J. Fogal inquired about the recruitment of volunteers to represent Halton Hills. N. Morrison noted that there has been outreach online and Safe Streets Halton is currently looking for more in person opportunities for recruitment. Councillor J. Fogal suggested members of Safe Streets Halton attend the Tour of the Hills Event.

More information on Safe Streets Halton can be found at <https://www.safestreetshalton.ca>

b. 2024 Capital Projects: New

K. Okimi and M. Taylor provided information on the following projects:

- Hungry Hollow Management Plan Update
- Silver Creek Trail Feasibility Study

The Committee discussed the idea of prioritizing the Hungry Hollow Management Plan Update project and the Silver Creek Trail Feasibility Study project in case one needs to be deferred. The Committee agreed that both projects should be pushed to be started at the same time as they are both beneficial.

- Trails Development (Fairly Lake Phase 2)

K. Okimi advised that this project is being deferred to a later year to have further public consultation.

- Trails Development (Trafalgar Sports Park Phase 2)

K. Okimi advised that this project is being deferred to a later year based on development in the area.

- Trails Development (Upper Canada College Phase 2)

K. Okimi advised that this project is being deferred while construction is underway.

- Trails Development (Glen South)

K. Okimi advised that this project will be a Bruce Trail style connection and a staff recommendation will be included in the preliminary budget submission. M. Taylor advised that public consultation would occur.

c. 2024 Capital Projects: Revitalization of Existing

K. Okimi and M. Taylor advised that this project is an enhancement of existing trails and asked the Committee for input on any other major areas needing repair or for comments on potentials projects.

A. Sommer noted that the Delrex Boulevard to Cedarvale Park area is a potential project idea. R. Hendry asked staff to clarify what type of trail they would recommend. M. Taylor advised it would be a limestone screening.

Councillor J. Fogal noted that the steep area in the new part of the Hungry Hollow trails should be considered. K. Okimi advised that the Main Street EA is being done which could lead to an efficient time to do grading in that area.

J. Dougherty inquired about the Glen Lawson Master Plan. M. Taylor advised that there is no update currently.

d. Status Update on Ongoing Capital Projects

M. Taylor provided information and photos on the following ongoing capital projects:

- Birchway Place Trail connecting Birchway Place to Acton Legion with overlook – completed
- TSP to Black Creek Estates Trail – completed
- Upper Canada College (UCC) Trail – currently under construction and estimated completion time is August

The Committee asked staff to look into posting trail photos on the Town's website to promote the various trails.

e. Engineering Update

I. Drewnitski provided an update on the following projects:

- Maple Avenue – completed
- Guelph/Sinclair intersection – Will be doing a small unveiling for the Town’s first bike signal. I. Drewnitski will share the unveiling date with the committee once it is confirmed.
- Mountainview Road (Maple to John) – resurfacing almost completed, removing median and asphalt is being added on the west side
- Sargent Road – in progress
- Todd Road resurfacing – deferred to next year
- 10th Sideroad – under construction
- Sixth line resurfacing – under construction
- Halton Hills drive – fully open with bike lanes and multi use paths

f. Education Update

I. Drewnitski advised that staff are working to have Share the Road signs on 15 Side Road and that staff have been distributing Share the Road magnets for vehicles throughout Bike Month.

I. Drewnitski advised that 2 educational workshops were held during Bike Month and that a report on attendance will be brought forward to the Committee next meeting.

g. Encouragement Update

I. Drewnitski advised that the cycling map has been printed and posted online.

I. Drewnitski advised that the Town has been hosting events throughout Bike Month such as Bike to School week, Pop Up events at trails throughout Acton and Georgetown to hand out cycling maps and promote the Bike Month Scavenger Hunt. The Scavenger Hunt has had 204 submissions to date and is continuing to be promoted through the Town’s social channels.

h. Evaluation & Planning Update

I. Drewnitski advised that Public Works staff will be installing a new bike repair station by the end of summer. Staff will continue to monitor bike repair stations for necessary maintenance.

5. WORKING GROUPS

a. Bike It

Councillor J. Fogal provided Bike It's updates on the following events:

- Cycling map – Printed copies have been distributed
- Used Bike Swap – Event was successful, 60 bikes were sold and \$2450 was raised for the Georgetown Breadbasket and Acton Food Share
- Pop up Event – Was held on May 13th at the Gooderham Parkette and promoted the app What 3 Words
- Bike it to the Market – Was held on June 17th where 187 bikes were parked during the event. The Town ran activities as well through the Hey Neighbor program
- Loop Rides – These rides will be run to help cyclists train for the Tour the Hills event in September

6. ITEMS TO BE SCHEDULED FOR NEXT MEETING

Active Transportation Advisory Committee Terms of Reference

Next meeting to be held on September 26, 2023 in a hybrid format.

7. ADJOURNMENT

The meeting adjourned at 8:44 p.m.

Attended: Erin Burke, Suzanne Clarke (Secretary), Sandy Mackenzie, Councillor Norris(Ward 3), Cindy Robinson (Treasure), Derek Smith (Chair),

Absent: Connie Ward **Regrets:** None

Staff: Nikki Jackson (BIA Manager) and Bethany Hanman (Events Manager), Jake Zanth (Marketing Coordinator) and Josh Pereira (Special Events Coordinator)

Guests: None

1. Call to Order: Meeting called to order at 9:05 am by Suzanne Clarke, Secretary.

2. Declaration of Quorum: There was none

3. Approval of Agenda – Approved as presented

Nikki Jackson amended the agenda to include item 6f) Resignations of Cindy Robinson and Connie Ward

Motion: To approve the agenda as amended

Moved by: Suzanne Clarke

Seconded by: Councillor Ron Norris

Carried

4. Declaration of Interest – None declared

5. Approval of Previous Meeting Minutes – May 16, 2023

Motion to accept minutes of May 16, 2023, as presented.

Moved by: Suzanne Clarke

Seconded by: Councillor Norris

Carried

6. New Business

a) New board members applications review

Motion: That the GCBIA Board meeting move In Camera for personal matters about identifiable individuals at 9:10am.

Moved by: Derek Smith

Seconded by: Erin Burke

Carried

Staff and guest left the Zoom meeting. Nikki stayed for the discussion.

Motion: The In Camera meeting move Out of Camera at 9:40am.

Moved by: Suzanne Clarke

Seconded by: Derek Smith

Carried

Motion: DGBIA Board to nominate Ansub Shafique, Robert Chlebowski, Cheryl Discenza, and Andrew Pullman to the DGBIA Board.

Moved by: Derek Smith

Seconded by: Erin Burke

Carried

Motion: DGBIA Board to appoint Ansub Shafique, Robert Chlebowski, Cheryl Discenza, and Andrew Pullman to the DGBIA Board.

Moved by: Councillor Norris

Seconded by: Sandy Mackenzie

Carried

- b) Strategic Planning Committee creation and feedback/discussion from June 13 meeting
 - Derek Smith congratulated Staff on a great job leading the Strategic Planning Workshop
 - Councillor Norris stated that he was encouraged by the attendees and how it was a positive and productive workshop
 - Nikki Jackson, Staff, reported that the next step is to establish a Strategic Planning Committee and the Chair for this committee, to review the report from the June 13 workshop and develop the 2024/2025 workplan.
- c) Budget Committee creation for the 2024 budget
 - All board members were invited to sit on this committee. This committee is chaired by the Treasurer. The first meeting will be scheduled for July 6th. The proposed 2024 Budget will be presented to the Board at the October board meeting.
- d) New date for AGM: Tuesday, October 24, 2023

Motion: That the GCBIA AGM be held on October 24, 2023 and that the GCBIA board meeting scheduled for October 17th, 2023, be moved to October 10, 2023.

Moved by: Derek Smith

Seconded by: Erin Burke

Carried

- e) Councillor Ron Norris' proposal for a coupons page
 - Councillor Norris presented the idea of a coupon page from BIA Businesses offering discounts, to be distributed in various ways in the community. Staff will develop a marketing campaign and present to the marketing committee (Sept 13).
- f) Resignation of Board Members: Cindy Robinson and Connie Ward
 - Derek reported that he had received resignation letters from Cindy and Connie. Cindy has served many years on the board. Derek thanked Cindy for her years of service and overall contribution to the GCBIA. Connie is not able to meet the time requirement of a board member and will be in touch when her schedule allows.

7. Correspondence – Nikki Jackson

- a) ToHH's 2024 budget process
 - Nikki reported that the ToHH's 2024 Budget process was distributed with the board package.
 -
- b) Lynn Ruggle's ask to amend April 2023 board minutes
 - Nikki reviewed Lynn's request with the Board.

Motion: That the Minutes of the GCBIA Board meeting of April 25, 2023 be amended as follows:

Delete: permanent ; Insert: temporary

Moved by: Suzanne Clarke

Seconded by: Erin Burke

Carried

- .

8. Financial Report – Cindy Robinson, Treasurer

Motion to accept the Treasurer's Report for May, 2023

Moved by: Cindy Robinson

Seconded by: Councillor Norris

Motion passed.

- a) Manager's Report – Nikki Jackson, Manager, reported on the MOU discussion with the ToHH. Nikki will be reviewing the draft with Town staff and will update the board at the next board meeting.

9. Business Arising

a) Downtown Palooza July 14 from 5-10pm– Bethany

- Bethany reported that plans are well underway for this event. Whimsy Street Treats is the title sponsor.

b) Rock'n Roll'n Classics Car Show August 25th – Bethany's

- Bethany reported that Josh had been working close with her on this event. Sponsorship would be the key focus over the next month. In addition, car show committee meetings would be taking place.
- Bethany reported that she would be asking board members if they are interested in volunteering at these events

10. Council Update – Councillor Norris

- Councillor Norris, again, commented on the success of the Strat Planning workshop. He was pleased to see the turnout of fellow councillors, Town Staff, board members and BIA members and to hear what they had to say. Councillor Norris stated that the workshop was well-led and had a positive atmosphere.
- Councillor Norris stated that he had a good meeting with Damian Szybalski and learnt a lot about the Economic Department and the role it plays with the BIA and the use of MoU.

11. Committee updates -

a) Marketing and Events Committee – Suzanne Clarke, Committee Chair

- Suzanne reported that the committee had met on June 9th. The Palooza event was well underway. Staff had reported to the committee that they would be approaching BIA business to discuss how they can participate, especially restaurants. This is a road closure events, so great opportunities for patios and bring the businesses out onto the street. Title sponsorship has been acquired from Whimsy and would be reflected in the marketing. A flyer drop would be taking place in South Georgetown, in addition to regular planned advertising.
- Social Media report has been included in the board package. Looking forward to having Jake back full-time over the summer.
- Bethany presented an Events Marketing Style Guide and obtained feedback from the committee. The guide was well received, with suggestions from the committee that would be implemented into the guide.

b) Farmers Market – Bethany Hanman, Events Manager

- Bethany reported that opening day was a great success with 5K in attendance. This was the 30th anniversary celebration which was very well received. The Mayor, Councillors, MPP Ted Arnott, and Acton BIA came by and provided great photo opportunities. The following two weeks have held similar numbers and have been well attended. The Bike It To Market was a great success and involved coordination with Councillor Jane Fogal, town staff and the Rotary Club.
- This year we have 130 vendors. 70 seasonal and the remaining 60 vendors make up of dailies, BIA members and charites.
- Nikki reported that there had been some confusion with Canada Day falling on Saturday, and who could be open and who could not. Nikki stated that she is working closely with ToHH and Halton Region to clarify the answers. Nikki stated that the BIA would communicate information to the members.

c) Beautification Committee – Nikki Jackson

- Beautification committee took place on June 16. We discussed the drafted job description, how it needs to address specifics in compliance with workplace safety, proper qualifications, the skill sets needed. Flowers were planted a week behind schedule even though we all tried to have them planted by the first day of the Farmers' Market.

12. Next Meeting: Tuesday, July 18, 2023 at 9:00am, via Zoom

13. Adjournment

Motion to Adjourn at 10:22 am

Moved by: Suzanne Clarke

Seconded by: Derek Smith

Motion passed

Halton Hills Public Library Board

Wednesday, May 24, 2023
Georgetown Branch Boardroom
7:00 p.m.

Minutes

Present: Betsy Cosper (Chair), Erica Daly, Christina da Rocha-Feeley, Alex Hilson, Bob Inglis, Matt Kindbom, Jane Marshall, Keith Medenblik, Tamara Smith, Alice Strachan, Lisa Teggart

Staff Present: Clare Hanman, Beverley King, Jodie Mandarino, Lori Mazza Brenton (Recorder), Mary Querques

1. Declaration of Quorum

B. Cosper declared that a quorum was present and called the meeting to order at 7:02 p.m.

2. Land Acknowledgement

B. Cosper read an Indigenous Land Acknowledgement.

3. Approval of Agenda

Approved.

Moved by T. Smith
Seconded by K. Medenblik
05/24/23-1

That the agenda be approved as presented.

CARRIED

4. Declaration of Pecuniary Interest

None declared.

5. Minutes

5.1. Minutes of April 26, 2023

The following revisions were requested:

- 6.1 – Article in *Halton Hills Today* (previously recorded as *Hilton Hills Today*)
- 10.3 – Councillor Inglis did not speak to the Tales on the Trail StoryWalk® at the Council meeting
- Correction to the order of the in camera motions

Moved by A. Hilson
Seconded by J. Marshall
05/24/23-2

THAT the minutes of April 26, 2023 be approved as amended.

CARRIED

5.2. In Camera Minutes of April 26, 2023 (CONFIDENTIAL)

Moved by T. Smith

THAT the in camera minutes of April 26, 2023 be approved as presented.

Seconded by M. Kindbom
05/24/23-3

CARRIED

6. Consent Agenda

Moved by B. Inglis

THAT the following consent items be approved:

- Report No. LBD-2023-022 re: Policy Review: Policy Development
- Report No. LBD-2023-023 re: Bird Friendly Halton Hills

Seconded by T. Smith
05/24/23-4

CARRIED

7. Correspondence

7.1. Resident Letter re: Drag Queen Storytime

7.2. Response to Resident Letter re: Drag Queen Storytime

- There was discussion around the procedure for responding to letters and requests of this kind. Initial complaints are addressed by the staff. There is a formal process that includes an official request for reconsideration. Requests that are escalated would then be presented to the Board.
- All items of correspondence were received for information.

8. Delegations/Presentations

8.1. Presentation on Intellectual Freedom

B. King provided a presentation on Intellectual Freedom: Drag Queen Storytime

- The Drag Queen Storytime program aligns with HHPL's Strategic Plan and supports the library's value of intellectual freedom.
- The performers take traditional elements of professional performance for children and add additional components intended to promote inclusion and diversity.
- The underlying message is empowering children to be their own true selves.
- Libraries and other community groups have found that Drag Queen Storytimes are a successful and entertaining way to offer 2SLGBTQ+ positive family programming.
- History of the Drag Queen Storytime program at HHPL:
 - The Board first endorsed the Drag Queen Storytime program in 2019. 150 people attended.
 - It was offered virtually in 2020 with over 760 views on the library's YouTube page.
 - Due to pandemic restrictions, it was not offered in 2021.
 - The program returned to in-person in 2022 in the John Elliott Theatre with a meet and greet in the Children's area. There were 150 participants.
- The intention for 2023 is to return to the same format as last year. The ticketed theatre event allows for better event management, discouraging drop-in attendees. This year, the program will be promoted as Fay and Fluffy Storytime®, not Drag Queen Storytime, a similar approach used by other libraries.
- The library will shift its marketing approach for this program including advertising the performers' names, in line with how other performances are advertised. The library will

work more closely with organizations that support the 2SLGBTQ+ community in Halton, including Pflag and Queer@Rock to offer display space and to share resources.

- Staff will receive de-escalation training, talking points and support to help them address any concerns raised by members of the community.
- This year's event will be on Saturday, July 8 at 10:00 am during the Downtown Georgetown Farmers' Market and Friends of the Library book sale.
- The plaza has also been booked that morning with plans to run children's activities and ensure a welcoming environment both inside and outside.
- Halton Police will be consulted and provided with advance notice of the event. Staff will follow their recommendations.
- B. King is working with the CEOs from other Halton libraries to develop a holding statement in support of Pride activities which will be released if negative feedback is received.

9. Business Arising

9.1. Report No. LBD-2023-024 re: HHPL Board 2023 Objectives

- M. Kindbom, J. Marshall, and B. King met as a subcommittee of the Board to rework the 2023 Board objectives which were first presented at the April Board meeting.
- J. Marshall explained that the document was revised to make it one page, easy to read, and allow for flexibility and measurability. Subcategories have also been added to help guide the work of the Board. It was emphasized that the objectives are not meant to be a checklist for the Board.
- Typically, the objectives are prepared in the fall, but they are being done now because of the timing of the Board appointments and launch of the strategic plan.
- The objectives will be reviewed annually.
- There was discussion around land acknowledgements and our responsibility to the land on which we live on. It was agreed that Board members will rotate responsibility for the land acknowledgment.
- There was further discussion around the possibility of inviting a speaker from the Mississaugas of the Credit and sharing various Indigenous resources, such as the Moccasin Identifier presentation.
- Rising reports:
 - An update on HHPL's Truth and Reconciliation journey including resources. To be presented at the June or September meeting.
 - An update on HHPL's move towards a fines-free model and the impacts. To be presented at the June meeting.

Moved by E. Daly

THAT Report No: LBD-2023-024 re: the revised Halton Hills Public Library Board 2023 Objectives be received;

AND FURTHER THAT the Board approves the revised Board Objectives for 2023.

Seconded by B. Inglis
05/24/23-5

CARRIED

10. Updates (including sub-committees)

10.1. Advocacy Committee

- The committee will meet on June 1, 2023 at 11:30 a.m.

10.2. Friends of the Library (FOL)

- L. Teggart reported that:
 - The Friends have not met.
 - Their Annual General Meeting is May 25, 2023 at 1:00 p.m.

10.3. Council

- Councillor Hilson reported that:
 - The premier has been making changes to planning: Peel Region will be dismantled.
 - The Hungry Hollow Trail opened. There are several free events planned to promote it, including a tree planting event on May 27 and a walk with the Georgetown Lions Club on May 28.
 - The Downtown Georgetown Farmers' Market opens on Saturdays from 8:00 a.m. to 12:30 p.m. starting June 3.
 - The Acton Farmers' Market is now called the Acton Outdoor Market and runs on Thursday evenings from 4:00 to 7:00 p.m. starting June 1.
 - The Town is participating in School Crossing Guard Appreciation Week, a province-wide celebration, June 5-9.
 - Councillor Hilson will be attending the Federation of Canadian Municipalities Conference in Toronto, May 24-28.
- Councillor Inglis reported that:
 - The Town has updated the fireworks by-law. Fireworks may be discharged without a permit on Victoria Day, Canada Day, Lunar New Year, Diwali, and New Year's Eve. A permit is required to discharge fireworks outside these days.
 - The Town will be launching an Automated Speed Enforcement system in response to the high volume of complaints received by the Mayor and Council regarding traffic and speeding. As part of the Town's traffic calm initiatives, a camera will be installed that will rotate to areas throughout Halton Hills. The camera will generate speeding tickets automatically. Residents will be informed in advance of the location of the camera.
 - The Georgetown Armory was designated as a Heritage Site at the last Council meeting.
 - There was discussion about land development around the area near the Georgetown GO station. Currently, the Town is in talks with a developer about some preliminary ideas.
 - Norval United Church has divided their land and designated an area for a six-storey residential building.

10.4. Community Connections

- B. Cosper met with a resident who came into the library to use the Cricit Maker and praised B. Kinsella's outstanding customer service.

- T. Smith noted that the Georgetown food bank is struggling and in need of support. There are a lot of fundraisers people can participate in to help support them. Staff have been involved in a Town-led food drive in collaboration with the United Way with donations split equally between the Georgetown Bread Basket and Acton Food Share.

11. Financial Report

11.1. Month End Report – April 2023

- B. King reported that:
 - Revenue is under budget by approximately 10% due mainly to the end-of-year receipt of the Public Library Operating Grant from the Ministry.
 - Salaries and wages are approximately 6% under budget. This is mainly due to staffing gaps for the Community Librarian, Associate, and Aide positions. The Community Librarian position will be filled May 23 and supervisors are in the process of interviewing for the remainder of the staff vacancies. It is anticipated that the staffing gaps will be reduced by mid-May with the start of the summer students and co-op placements.
 - The percentage remaining at the end of April is 73%, indicating that the library is 6% under budget, which can be attributed to staffing gaps experienced to date.

Moved by A. Strachan THAT the financial month end report for April 2023 be received for information.

Seconded by J. Marshall
05/24/23-6 CARRIED

12. New Business

12.1. Report No. LBD-2023-025 re: Drag Queen Storytimes at HHPL

Moved by A. Hilson THAT Report No. LBD-2023-025 re: Drag Queen Storytimes at HHPL be received.

Seconded by E. Daly
05/24/23-7 CARRIED

12.2. Report No. LBD-2023-026 re: Policy Review: Library Board Member Reimbursement Policy and Planning Policy – First Review

Moved by M. Kindbom THAT Report No. LBD-2023-026 re: Policy Review: Library Board Member Reimbursement Policy and Planning Policy – First Review be received;

AND FURTHER THAT the Halton Hills Public Library Board direct staff to revise the proposed policies based on feedback received during the first review process and bring the revised policy back for second review and approval.

Seconded by L. Teggart
05/24/23-8 CARRIED

12.3. Report No. LBD-2023-027 re: Policy Review: Donations, Sponsorship, and Fundraising Policy – First Review

- The following revisions were recommended:
 - Remove specific references to the ways in which donations can be made.
 - Remove the introductory details about the endowment fund. Instead, that section can start at “Relationship with Community Foundation Halton North (CFHN)”.
 - Merge sections “Gifts-in-Kind” and “Non-Cash Gifts” into one section for clarity.
 - Additional comments can be made directly to staff.
- The Town is looking at developing a similar policy and may refer to the library’s Donations, Sponsorship, and Fundraising Policy (Policy No. BPM-11-004) as a starting place.

Moved by L. Teggart

THAT Report No. LBD-2023-027 re: Policy Review: Donations, Sponsorship, and Fundraising – First Review be received;

AND FURTHER THAT the Halton Hills Public Library Board direct staff to revise the proposed policies based on the feedback received during the first review process and bring the revised policy back to the Board for a second review and approval.

Seconded by T. Smith
05/24/23-9

CARRIED

12.4. Report No. LBD-2023-028 re: 2024 Budget Process and Business Plan Schedule

- The Town’s 2024 budget process begins in June.
- The preliminary operating budget, capital budget, and forecast should be available to share at the June Board meeting.

Moved by J. Marshall

THAT Report No: LBD-2023-028 re: 2024 Budget Process and Business Plan Schedule be received.

Seconded by A. Hilson
05/24/23-10

CARRIED

12.5. Report No. LBD-2023-029 re: Staff Development Day

- Staff would like to close both branches on Monday, November 6, 2023 for a Staff Development Day.
- The first time the library was closed for a full day for a Staff Development Day was in 2019. Nothing was planned for 2020 due to pandemic restrictions. In 2021 and 2022, half-day morning sessions were offered without a library closure.
- These days are well-received by staff. Returning to a full-day closure will ensure staff can fully engage in the professional development activities and reaffirm the library’s commitment to staff wellbeing and personal growth.
- Planning for the day is still in progress. The intention is to start the day with keynote speakers and invite the Board and other Town staff to attend.

- Going forward, Staff Development Day will be included in the Board report for closure dates for the year.

Moved by K. Medenblik THAT Report No: LBD-2023-029 re: Staff Development Day be received;

AND FURTHER THAT the Halton Hills Public Library Board authorize a one-day closure of the system on Monday, November 6, 2023 to support a Library Staff Development Day.

Seconded by C. da Rocha-Feeley

05/24/23-11

CARRIED

A. Strachan left the meeting.

12.6. Report No. LBD-2023-030 re: Chief Librarian & CEO Report – May 2023

Highlights noted from the Chief Librarian’s Report – May 2023:

- The library is involved in several Town of Halton Hills cross-departmental committees, including a manager’s workshop on April 27 to facilitate staff engagement and collaboration.
- The library’s Content & Technologies team won the Town’s Our Thanks to You Sustainability Award.
- On May 23, the library held its first staff milestone recognition event:
 - 15 new staff that started in the last three months were welcomed
 - One staff member was recognized for completing a marketing diploma with McMaster University Continuing Education
 - Several staff members were recognized for their years of service, including one who was celebrating 40 years with HHPL
- The Tales on the Trail Storywalk® initiative launches on June 16. There will be two ceremonies – one at Island Lake Conservation Area with Orangeville Public Library at 10 a.m. and one at Terra Cotta Conservation Area with Halton Hills Public Library at 1 p.m. B. King and B. Cospser will be speaking at the Terra Cotta Conservation Area ceremony. All Board members are welcome to attend both events.
- The all-ages Summer Reading Challenges start in June with special launch events happening in Georgetown on June 17 and in Acton on June 24.
- The library lockers at the Gellert Community Centre had its soft launch this week. A bigger, official launch will be rolled out once staff are confident it is operating efficiently.

Moved by T. Smith THAT Report No: LBD-2023-030 re: Chief Librarian & CEO Report – May 2023 be received.

Seconded by J. Marshall
05/24/23-12

CARRIED

13. In Camera re: Personnel Matter

Moved by B. Inglis

THAT the meeting move In Camera to address the following matters:

13.1 Verbal Update from B. Cospers regarding personnel matters about an identifiable individual.

Seconded by T. Smith

05/24/23-13

CARRIED

Moved by B. Inglis

THAT the meeting move Out of Camera.

Seconded by L. Teggart

05/24/23-14

CARRIED

Motion to approve In Camera items:

Moved by M. Kindbom

THAT the Board approve that the Chair initiates a 360-review program with chosen vendor and that the Chair will organize documentation to extend the contract for the Acting Chief Librarian and CEO until June 30, 2024.

Seconded by C. da Rocha-Feeley

05/24/23-15

CARRIED

14. Health and Safety Report

Nothing to report.

15. Next Meeting

Wednesday, June 28, 2023

7:00 p.m.

Georgetown Branch, Boardroom

16. Adjournment

Moved by J. Marshall

THAT the meeting be adjourned.

Seconded by L. Teggart

05/24/23-16

CARRIED

The meeting adjourned at 9:32 p.m.

Signed: _____
Betsy Cospers, Chair
Halton Hills Public Library Board

Signed: _____
Beverley King, Acting Chief Librarian & CEO
Halton Hills Public Library

APPROVED: June 28, 2023

DATED: June 28, 2023

Subject: Ministry of the Attorney General - M-2023-4196

Our Reference #: M-2023-4196

Her Worship Marianne Meed Ward
Mayor
The Corporation of the City of Burlington

Her Worship Ann Lawlor
Mayor
The Corporation of the Town of Halton Hills

His Worship Gordon Krantz
Mayor
The Corporation of the Town of Milton

His Worship Rob Burton
Mayor
The Corporation of the Town of Oakville

Mr. Gary Carr
Regional Chair
The Regional Municipality of Halton

Subject: Ministry of the Attorney General - M-2023-4196

Dear Mayors Ward, Lawlor, Krantz and Burton, and Chair Carr:

Thank you for your letter requesting the appointment of additional Justices of the Peace at the Halton Provincial Offences Court.

I share the concern expressed by Halton Region regarding the significant court disruptions and backlogs brought about by the COVID-19 pandemic. My ministry has been actively working on numerous court recovery measures to relieve pressure on judicial resources.

There have been many new justices of the peace appointments since the height of the pandemic. My ministry does not have a role in the scheduling or deployment of justices of the peace. Vacancies are identified by the Chief Justice of the Ontario Court of Justice. The Chief Justice informs the Attorney General where she intends to assign the justice of the peace, along with any other requirements for the vacancy, such as bilingual requirements.

The recruitment of justice of the peace candidates for appointment is conducted by the Justices of the Peace Appointments Advisory Committee, an independent organization. The committee advertises vacancies, reviews applications, conducts interviews, classifies candidates as 'not recommended', 'recommended' or 'highly recommended' and reports the classifications to the Attorney General. Further

information, including any advertisements for vacancies, can be found online at: [Advertisements for Justice of the Peace Vacancies NEW – Ontario Court of Justice \(ontariocourts.ca\)](https://www.ontariocourts.ca/Advertisements-for-Justice-of-the-Peace-Vacancies-NEW).

The assignment of judicial resources and the scheduling of court sittings are matters of judicial independence and are at the discretion of the judiciary. Due to their independence, it would not be appropriate for me to comment further on these matters.

I appreciate the ongoing support and cooperation of municipal partners. I look forward to working productively on further enhancements to the administration of cases under the *Provincial Offences Act* and the reduction of backlog in the Regional Municipality of Halton.

Sincerely,

Doug Downey
Attorney General

July 7th, 2023Valerie Petryniak
Town Clerk
Town of Halton Hills
1 Halton Hills Drive
Halton Hills, ON
L7G 5G2**Re: Letter of Support – Future Accuracy of the Permanent Register of Electors**

Dear Valerie Petryniak,

I would like to express my sincere thanks for the support of the Town of Halton Hills as Elections Ontario continues to develop the infrastructure to support the single register of electors for the province of Ontario.

I initially advocated that Elections Ontario maintain a single register of electors as our core business and area of expertise is delivering electoral events. Maintaining a single register provides Elections Ontario with the opportunity to:

- Eliminate duplication and improve efficiency by working with our many data provisioning partners, ultimately creating a more accurate list of electors for our municipal stakeholders
- Continue to enhance services and modernize election processes for voters in a measured and principled manner
- Create specialized outreach and education initiatives to enhance public knowledge of voter registration

We look forward to collaborating with you and your colleagues at the Town of Halton Hills over the coming months as we assume full oversight of the single register of electors for the province of Ontario.

Sincerely,
GregSincerely,
Greg Essensa
Chief Electoral Officer of Ontario

cc Hon. Steve Clark, Minister of Municipal Affairs and Housing - minister.mah@ontario.ca
Hon. Tedd Arnott, MPP of Wellington – Halton Hills - ted.arnott@pc.ola.org
Hon. Michael Chong, MP of Wellington – Halton Hills - michael.chong@parl.gc.ca
Colin Best, Milton Regional Councillor - colin.best@milton.ca
Association of Municipalities of Ontario (AMO) - amo@amo.on.ca
City of Burlington - clerks@burlington.ca
Town of Milton - townclerk@milton.ca
Town of Oakville - townclerk@oakville.ca
Federation of Canadian Municipalities (FCM) - info@fcm.ca



August 17, 2023

In This Issue

- ROMA needs your input on access to services in rural Ontario.
- Municipal Information & Data Analysis System (MIDAS) now updated.
- Ontario Anti-Hate Security and Prevention Grant.
- Release of public information service.
- Housing Accelerator Fund - Applications due August 18.
- Registration for AMO 2023 available onsite beginning August 20.
- Municipal Cybersecurity 101 forum.
- LAS & IPE 2023 Risk Symposium - Are you safe?
- Registration for the one of a kind AMO-LAS Energy Symposium is open!
- LAS Blog: Partners Have Been Improving CSAT with SLWC since 2014.
- Play a game with LAS at the AMO Conference.
- Future Proofing Municipal Workplaces - OMHRA Conference.
- Careers: Simcoe County, Toronto, Ministry of Long-Term Care and Minden Hills.

AMO Matters

ROMA is undertaking research to develop effective policies and recommendations specific to access to health services in rural Ontario, including primary care, home care, hospitals, mental health, and addictions supports. To support this work, ROMA is seeking member input. Do not miss this important opportunity to have your say. You can [access the survey here](#) and have until September to submit your responses.

AMO is pleased to launch a refresh of the [Municipal Information & Data Analysis System](#) (MIDAS). MIDAS is a web-based tool that provides access to the Financial Information Returns (FIRs) to all Ontario municipalities. The [FIR](#) is the main data collection tool used by the Ministry of Municipal Affairs and Housing to collect financial and statistical information on municipalities. Contact MIDASAdmin@amo.on.ca for access.

Provincial Matters*

The Ontario government is providing one-time grants of up to \$10,000 to help faith-based, cultural, 2SLGBTQQIA+, First Nations, Inuit, Métis and Urban Indigenous organizations and communities to enhance or implement measures to ensure community spaces remain safe and secure from hate-motivated incidents.

[Applications are open for 2023-2024](#). The deadline to apply: September 12, 11:59 p.m. EDT.

The [Technical Standards and Safety Authority](#) (TSSA) is Ontario's public safety regulator. TSSA releases public information (e.g., licence statuses or devices at a location) per its privacy codes. [Click here](#) to request a release.

Federal Matters

The CMHC Housing Accelerator Fund is accepting applications! Details are on

the [CMHC website](#). Applications are due August 18.

Eye on Events

The 2023 AMO Conference is days away, being held August 21-23 in the City of London. Online registration is now closed so register onsite as of Sunday, August 20. Event information is [here](#).

It's back! AMO and MISA ON's joint Municipal Cybersecurity 101 Forum returns this fall in time for Cybersecurity Month. Join us virtually on October 12 from 10am to 2pm to learn more about building a cyber resilient municipality. [Register today](#).

Join Local Authority Services (LAS) and Intact Public Entities (IPE) in discussion on Navigating the Road to Resilience in examination of critical municipal risk issues such as climate resiliency, cyber security, risk data management and more. [Register today](#) for all you need to know on municipal risk management - deadline: September 27.

AMO and Local Authority Services (LAS) are pleased to be hosting the 2023 Municipal Energy Symposium on November 2-3 at the Novotel Centre Toronto. [Registration](#) is now open. Space is limited.

LAS

With the volume of water and the amount of money that can be lost to water leaks, customers and water providers find relief in having a plan in place for emergencies. [Read more in our latest blog](#).

Download the AMO Events app and play the AMO/LAS Partner Scavenger Hunt at the conference while you meet with our tradeshow partners. Top delegates will be entered into a draw to win a donation to your local library (a \$200 Value!). Hope to see you there!

Municipal Wire*

The Ontario Municipal Human Resources Association (OMHRA) Fall Conference and AGM - [Future Proofing Municipal Workplaces](#) - September 12-14 at Casino Rama. [Register today!](#)

Careers

[Supervisor, Accounting \(Capital Assets\) - County of Simcoe](#). Responsible for supervising staff and performing financial requirements, including accounting, budgeting, forecasting and reporting. [Apply online](#) by August 30.

[Chief Financial Officer - City of Toronto](#). Overseeing several divisions, coordinating City programs and services, ensuring compliance with fiscal and ethical standards, and providing strategic advice. [Apply online](#) by September 15.

[Project Manager - Ministry of Long-Term Care](#). Implement policies and programs to support Ontario Health, Long-Term Care Homes (LTCHs) and health service providers. [Apply online](#) by August 28.

[Chief Administrative Officer - Township of Minden Hills](#). Responsible for the efficient and effective administration and leadership of all departments and resources of the Township. . Apply to muni.recruit@gmail.com by September 5.

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

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[Policy and Funding Programs](#)

[LAS Local Authority Services](#)

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

[ONE Investment](#)

[Media Inquiries](#)

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AMO's Partners



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August 10, 2023

In This Issue

- 2022 AMO Annual Report now available.
- Join ROMA meeting on *Rural Drainage Act* dispute with national railways.
- ROMA needs your input on access to services in rural Ontario.
- Municipal Information & Data Analysis System (MIDAS) now upgraded.
- Ontario Anti-Hate Security and Prevention Grant.
- Release of public information service.
- Housing Accelerator Portal now open.
- Count down to AMO 2023 - Register today!
- LAS & IPE 2023 Risk Symposium - Are you safe?
- Registration for the one of a kind AMO-LAS Energy Symposium is open!
- Stop by at AMO 2023 and say Hi to LAS!
- Future Proofing Municipal Workplaces - OMHRA Conference.

AMO Matters

AMO is pleased to provide its [2022 Annual Report](#). It will form part of the Secretary-Treasurer's report at the AMO Annual Meeting on Monday, August 21, 2023.

On August 21 at 6 pm, join ROMA Chair and others, in London at the RBC Place, to discuss the ongoing dispute between rural municipalities CN, CP and VIA rail regarding the *Drainage Act*. Learn more [here](#).

ROMA is undertaking research to develop effective policies and recommendations specific to access to health services in rural Ontario, including primary care, home care, hospitals, mental health, and addictions supports. To support this work, ROMA is seeking member input. Do not miss this important opportunity to have your say. You can [access the survey here](#) and have until September to submit your responses.

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Federal Matters

The CMHC Housing Accelerator Fund is now accepting applications! Details are on the [CMHC website](#). Applications are due August 18.

Eye on Events

In just over 2 weeks, over 2,000 participants will join together at the 2023 AMO Annual Conference in London, Ontario. If you haven't registered you have until August 10 to do so [online](#). After that you can register in-person, onsite. Wondering what is on the program? You can find all of the dynamic educational and networking information [here](#).

Join Local Authority Services (LAS) and Intact Public Entities (IPE) in discussion on Navigating the Road to Resilience in examination of critical municipal risk issues such as climate resiliency, cyber security, risk data management and more. [Register today](#) for all you need to know on municipal risk management - deadline: September 27.

AMO and Local Authority Services (LAS) are pleased to be hosting the 2023 Municipal Energy Symposium on November 2-3 at the Novotel Centre Toronto. [Registration](#) is now open. Space is limited.

LAS

LAS is excited to once again host a booth at the AMO Conference with our partners: [ONE Investment](#) and the [Canoe Procurement Group](#). Be sure to stop by booth 500 and say hi this year! We'd love to hear what you're up to.

Municipal Wire*

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August 3, 2023

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- LAS one step closer to speed camera program.
- Learn with LAS at the Conference!
- Mental health in later life: multilingual handouts.
- Careers: LAS, Simcoe, Sioux Lookout, Haliburton, and Niagara Region.

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Eye on Events

AMO is excited about this year's Conference hosted by the City of London at RBC

Place London and DoubleTree by Hilton, August 20-23. View the preliminary [program](#) and [register](#) now for this important event.

Join Local Authority Services (LAS) and Intact Public Entities (IPE) in discussion on Navigating the Road to Resilience in examination of critical municipal risk issues such as climate resiliency, cyber security, risk data management and more. [Register today](#) for all you need to know on municipal risk management - deadline: September 27.

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LAS

LAS and the City of Barrie [partnering](#) to help more Ontario municipalities improve public safety and slow down motorists through the use of speed enforcement cameras in designated safety zones.

LAS staff are gearing up to bring you a busy day of sessions on the Tuesday at the [AMO Conference](#). We'll start with a breakfast session on ASE, and then a lunch session on ESG. Throughout the event, we'll also be part of others on Energy, Cyber Security and Building Permits. Check out the [Conference program](#) for all the details.

Municipal Wire*

The 'Understanding mental health and well-being in later life' project team at CAMH has developed a series of evidence-based handouts for adults 65 and older to raise their awareness of mental health and addiction issues. These handouts are available in twelve languages. [Access here](#).

Careers

[Program Manager - Local Authority Services \(LAS\)](#). Responsible for the overall administration, marketing, and growth of programs (ONE Investment, Natural Gas, Electricity), and management of customer relationships. Apply to careers@amo.on.ca by August 4.

[County Clerk, Director of Statutory Services & Archives - County of Simcoe](#).

Supervises and directs programs and services, as well as the corporate records and information management, access and privacy under both MFIPPA and PHIPA, policy and accessibility programs. [Apply online](#) by August 11.

[Chief Administrative Officer/Clerk - County of Haliburton](#). Responsible for the efficient and effective administration of all departments and resources of the County. Apply to shume@haliburtoncounty.ca by August 17.

[Chief Administrative Officer - Municipality of Sioux Lookout](#). Responsible for the strategic leadership and efficient delivery of all the Municipality's administrative and operational services. Apply to careers@waterhousesearch.net quoting project SL-CAO by August 25.

[Legal Counsel - Niagara Region](#). Responsible for providing legal advice and support on a wide variety of matters to the staff and Council of The Regional Municipality of Niagara. [Apply online](#) by August 25.

About AMO

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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!

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July 27, 2023

In This Issue

- Municipal Information & Data Analysis System (MIDAS) upgrade.
- MPAC Board positions - Call for expressions of interest.
- Ontario Anti-Hate Security and Prevention Grant.
- Release of public information service.
- Housing Accelerator Portal now open.
- AMO 2023 is less than a month away - Register today!
- LAS & IPE 2023 Risk Symposium - Are you safe?
- Registration for the one of a kind AMO-LAS Energy Symposium is open!
- LAS and Partners at the AMO Conference.
- The heat is on!
- Gravel road assessments now available through LAS.
- Careers: LAS, Durham Region, Drummond/North Elmsley and Brampton.

AMO Matters

AMO is pleased to, in the coming weeks, launch a refresh of the [Municipal Information & Data Analysis System](#) (MIDAS). For current users, login will remain the same, however, you will need to save any reports you have saved in the current system as they will not be migrated to the new MIDAS.

AMO has issued a call for expression of interests for building the AMO 2024 list of nominees for the Municipal Property Assessment Corporation (MPAC) Board of Directors. Application deadline has been extended - [apply now](#).

Provincial Matters*

The Ontario government is providing one-time grants of up to \$10,000 to help faith-based, cultural, 2SLGBTQQIA+, First Nations, Inuit, Métis and Urban Indigenous organizations and communities to enhance or implement measures to ensure community spaces remain safe and secure from hate-motivated incidents. [Applications are open for 2023-2024](#). The deadline to apply: September 12, 11:59 p.m. EDT.

The [Technical Standards and Safety Authority](#) (TSSA) is Ontario's public safety regulator. TSSA releases public information (e.g., licence statuses or devices at a location) per its privacy codes. [Click here](#) to request a release.

Federal Matters

The CMHC Housing Accelerator Fund is now accepting applications! Details are on the [CMHC website](#). Applications are due August 18.

Eye on Events

AMO is excited about this year's Conference hosted by the City of London at RBC Place London and DoubleTree by Hilton, August 20-23. View the preliminary [program](#)

and [register](#) now for this important event.

Join Local Authority Services (LAS) and Intact Public Entities (IPE) in discussion on Navigating the Road to Resilience in examination of critical municipal risk issues such as climate resiliency, cyber security, risk data management and more. [Register today](#) for all you need to know on municipal risk management - deadline: September 27.

AMO and Local Authority Services (LAS) are pleased to be hosting the 2023 Municipal Energy Symposium on November 2-3 at the Novotel Centre Toronto. [Registration](#) is now open. Space is limited.

LAS

LAS and our partners are excited to see you at the [AMO Conference](#) in less than a month. Come see us at booth 500 during the tradeshow and be sure to visit our 25 partners as well. See how many you can find! Stay tuned here to learn how else we are involved.

With colder fall temperatures approaching, it's time to think about heating budgets for your municipality. Take advantage of our [Natural Gas](#) program and stay warm this winter. [Contact Fern](#) for more information.

The [LAS Road & Sidewalk Assessment](#) program has expanded to include gravel roads! Keep your rural roads in good shape and meet your asset management obligations. [Contact Tanner](#) to learn more.

Careers

[Program Manager - Local Authority Services \(LAS\)](#). Responsible for the overall administration, marketing, and growth of programs (ONE Investment, Natural Gas, Electricity), and management of customer relationships. Apply to careers@amo.on.ca by August 4.

[Director, Affordable Housing Development and Renewal - Durham Region](#). Responsible for the development and implementation of projects and programs designed to increase the supply of affordable, suitable and sustainable supply of housing. [Apply online](#) by August 24.

[Public Works Manager - Township of Drummond/North Elmsley](#). Take charge of strategic leadership, administrative management, and the overall operations of the Public Works Department. Apply to jlaidlaw@dnetownship.ca by August 10.

[Mechanical Inspector, Plumbing - City of Brampton](#). Performs plumbing and on-site sewage inspections to ensure construction and installations meet all referenced standards set by the Ontario Building Code as well as plans, specifications, documents and applicable laws and by-laws. [Apply online](#) by August 9.

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July 20, 2023

In This Issue

- ROMA encourages rural municipalities to apply for Housing Accelerator Fund.
- Municipal Information & Data Analysis System (MIDAS) upgrade.
- Provide your feedback on AMO's digital communications.
- MPAC Board positions - Call for expressions of interest.
- AMO 2023 is just over a month away - Register today!
- Take advantage of Land Use Planning Training at the AMO Conference.
- LAS & IPE 2023 Risk Symposium - Are you safe?
- Registration for the one of a kind AMO-LAS Energy Symposium is open!
- Blog: LAS Goes on a Road Trip.
- Careers.

AMO Matters

The Rural Ontario Municipal Association (ROMA) wants to make sure that rural, small and northern communities consider applying for the [Housing Accelerator Fund](#) by August 18. Don't miss this opportunity! Questions, call CMHA 1-800-668-2642 or [email](#). ROMA is interested in [hearing](#) from members who will be and are considering submitting an application.

AMO is pleased to, in the coming weeks, launch a refresh of the [Municipal Information & Data Analysis System](#) (MIDAS). For current users, login will remain the same, however, you will need to save any reports you have saved in the current system as they will not be migrated to the new MIDAS.

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AMO has issued a call for expression of interests for building the AMO 2024 list of nominees for the Municipal Property Assessment Corporation (MPAC) Board of Directors. Application deadline has been extended - [apply now](#).

Eye on Events

AMO is excited about this year's Conference hosted by the City of London at RBC Place London and DoubleTree by Hilton, August 20-23. View the preliminary [program](#) and [register](#) now for this important event.

We are offering a number of training opportunities focused on both the fundamentals of land use planning and strategic decision making at this year's conference, Saturday, August 19 and Sunday, August 20. [Register today](#) for one of the limited spots.

Join Local Authority Services (LAS) and Intact Public Entities (IPE) in discussion on Navigating the Road to Resilience in examination of critical municipal risk issues such as climate resiliency, cyber security, risk data management and more. [Register today](#).

for all you need to know on municipal risk management - deadline: September 27.

AMO and Local Authority Services (LAS) are pleased to be hosting the 2023 Municipal Energy Symposium on November 2-3 at the Novotel Centre Toronto. [Registration](#) is now open. Space is limited.

LAS

LAS' Municipal Program Specialist writes about his spring outreach road trip visiting many scenic municipalities in Ontario. Read more [here](#).

Careers

[Program Manager - Local Authority Services \(LAS\)](#). Responsible for the overall administration, marketing, and growth of programs (ONE Investment, Natural Gas, Electricity), and management of customer relationships. Apply to careers@amo.on.ca by August 4.

[Strategic Initiatives Manager - Niagara Region](#). Responsible for providing quality business, policy and strategic analysis and consultation to advance corporate priorities. [Apply online](#) by July 26.

[Director of Planning - Township of Georgian Bay](#). Involved in departmental goal setting and budget preparation and monitoring, Council report creation and presentation. Apply to jobs@gbtownship.ca by August 6.

[Chief Administrative Officer - Township of Russell](#). Responsible for providing strategic leadership and direction in the development and execution of administrative and operational policies, procedures and initiatives. Apply to jobs.emplois@russell.ca by August 4.

[Chief Administrative Officer - Town of Fort Frances](#). Responsible for the strategic planning, development, coordination, and leadership in the delivery of services. Apply to jobs@fortfrances.ca by August 20.

[Commissioner, Community and Operations Services - City of Oshawa](#). Responsible for providing innovative vision and strategic direction to the Community and Operations Services Department. [Apply online](#) by August 18.

[Supervisor, Stores - Town of Oakville](#). Supervises all activities of the Central Stores functions. [Apply online](#) by July 29.

[Chief Administrative Officer/Clerk - County of Haliburton](#). Perform all duties pursuant to the provisions of the *Municipal Act*, the Procedural Bylaw and Delegation of Authority By-law. Apply to shume@haliburtoncounty.ca by August 17.

[Director, Business Intelligence & System Planning - County of Simcoe](#). Responsible for leading the strategic policy development, service planning, data and quality assurance, and risk management. [Apply online](#) by July 26.

[Engineering Technician II - County of Simcoe](#). Conduct engineering reviews including, but not limited to, environmental assessments, traffic control, storm water management, road design and more. [Apply online](#) by August 1.

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July 13, 2023

In This Issue

- ROMA encourages rural municipalities to apply for Housing Accelerator Fund.
- Provide your feedback on AMO's digital communications.
- MPAC Board positions - Call for expressions of interest.
- Off-road vehicle consultation.
- AMO 2023 is just over a month away - Register today!
- Take advantage of Land Use Planning Training at the AMO Conference.
- LAS & IPE 2023 Risk Symposium - Are you safe?
- Registration for the one of a kind AMO-LAS Energy Symposium is now open!
- BLOG: Accelerating Digital Services.
- Mini workshop: Uncovering Savings in Water/Wastewater Plants.
- Canoe supplies for your summertime activities.
- Webinar: Aging Well and Financial Security.
- No Hot Pets campaign.
- Careers: LAS, Niagara Region, King, Simcoe, Ottawa, and Greater Madawaska.

AMO Matters

The Rural Ontario Municipal Association (ROMA) wants to make sure that rural, small and northern communities consider applying for the [Housing Accelerator Fund](#) by August 18. Don't miss this opportunity! Questions, call CMHA 1-800-668-2642 or [email](#). ROMA is interested in [hearing](#) from members who will be and are considering submitting an application. Learn more about the [Housing Accelerator Fund](#) by attending a virtual information webinar on July [13](#) or [18](#) at 1 pm.

Please complete this [six-minute survey](#) on AMO's brand and digital communications. Help AMO shape our future brand and member engagement!

AMO has issued a call for expression of interests for building the AMO 2024 list of nominees for the Municipal Property Assessment Corporation (MPAC) Board of Directors. Application deadline has been extended - [apply now](#).

Provincial Matters

The Ministry of Transportation is seeking feedback on Off-Road Vehicle safety enhancement proposals in a session on July 17. Materials will be distributed in advance. To register email kemar.palmer@ontario.ca.

Eye on Events

AMO is excited about this year's Conference hosted by the City of London at RBC Place London and DoubleTree by Hilton, August 20-23. View the preliminary [program](#) and [register](#) now for this important event.

We are offering a number of training opportunities focused on both the fundamentals of land use planning and strategic decision making at this year's conference, Saturday,

August 19 and Sunday, August 20. [Register today](#) for one of the limited spots.

Join Local Authority Services (LAS) and Intact Public Entities (IPE) in discussion on Navigating the Road to Resilience in examination of critical municipal risk issues such as climate resiliency, cyber security, risk data management and more. [Register today](#) for all you need to know on municipal risk management - deadline: September 27.

AMO and Local Authority Services (LAS) are pleased to be hosting the 2023 Municipal Energy Symposium on November 2- 3 at the Novotel Centre Toronto. [Registration](#) is now open. Space is limited.

LAS

The day-to-day reality of how digital solutions will impact citizens and municipal workers is not always made clear. [Read three cases](#) that municipalities may encounter before going fully digital.

LAS and Stephen Dixon are hosting a 1-hr virtual workshop on July 19 at 10am. Find out how to determine energy savings potential at your Water/Wastewater Treatment Plants using RETScreen Expert. Attendees receive a 14-day RETScreen trial license. It's less than a week away - [Register today!](#)

Ontario municipalities rely on the [Canoe Procurement Group](#) to supply their most needed summertime activities. From fitness to playgrounds and lawncare to heavy construction, Canoe makes it easy to buy products and services you use every day. Take some time to review the 250+ approved vendors and save time with your purchase. [Contact Sarah](#) to get started!

Municipal Employer Pension Centre of Ontario (MEPCO)

OMERS and the National Institute on Aging are hosting a webinar on July 21 on income security and maintaining good health and well-being. Register [here](#).

Municipal Wire*

The Ontario SPCA and Humane Society, and participating SPCAs and humane societies across the province have launched a summer [No Hot Pets campaign](#). As a part of this campaign, individuals are encouraged to contact their municipality to request they enact a bylaw to protect animals from being left unattended in vehicles.

Careers

[Program Manager - Local Authority Services \(LAS\)](#). Responsible for the overall administration, marketing, and growth of programs (ONE Investment, Natural Gas, Electricity), management of customer relationships, and supervision of the Client Relations Specialists, Energy Billing/Settlement team and the Board Coordinator. Apply to careers@amo.on.ca by August 4.

[Director Asset Management - Niagara Region](#). Accountable for leading and providing management, guidance and direction in developing and sustaining the corporate Asset Management program. Submit online application by August 2.

[Manager of Communications & Public Engagement - King Township](#). Provides expert counsel to Council/Senior Management on issues related to communications and media, public relations and outreach. Apply by July 21.

[Manager, Early Learning & Childcare Services - County of Simcoe](#). Work alongside an innovative team of professionals responsible for system planning and management of

the licensed child care and early years sector. Submit your [application online](#) by July 14.

Payroll Technical Analyst - City of Ottawa. Manages the payroll system and is responsible for the delivery of pay, time entry, pension and benefit services, and reimbursements. Apply by July 28.

Chief Administrative Officer - Township of Greater Madawaska. Works collaboratively with the senior management team to provide the best possible advice to the Mayor and Council. Apply to finance@greatermadawaska.com by July 21.

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July 6, 2023

In This Issue

- Provide your feedback on AMO's digital communications.
- MPAC Board positions - Call for expressions of interest.
- Input sought on revisions to Cannabis Standards.
- Off-road vehicle consultation.
- Electrification and Energy Transition Panel - Call for feedback.
- Housing accelerator portal open with interactive webinars.
- Register for the AMO 2023 Annual General Meeting and Conference.
- Register for in-person Land Use training at the AMO Conference.
- Councillor training: Fall dates.
- Human Rights and Equity Training: November workshop.
- LAS & IPE 2023 Risk Symposium, October 4-5, Casino Rama Orillia.
- Registration for AMO-LAS Energy Symposium is now open!
- Mini workshop: Uncovering Savings in Water/Wastewater Plants.
- Deadline extended for BPS energy reporting.
- Canoe vendor spotlight: Radiomobile, L3Harris, Getac, Whelen.
- Careers: AMO, Ministry of Transportation, MMAH, London, Malahide.

AMO Matters

Please complete this [six-minute survey](#) on AMO's brand and digital communications. Help AMO shape our future brand and member engagement!

AMO has issued a call for expression of interests for building the AMO 2024 list of nominees for the Municipal Property Assessment Corporation (MPAC) Board of Directors. Application deadline has been extended - [apply now](#).

Provincial Matters

The Alcohol and Gaming Commission of Ontario (AGCO) is looking for input on proposed revisions to the Registrar's Standards for Cannabis Retail Stores. The deadline is July 11. [Register](#) to provide feedback.

The Ministry of Transportation is seeking feedback on Off-Road Vehicle safety enhancement proposals in a session on July 17. Materials will be distributed in advance. To register email kemar.palmer@ontario.ca.

Organizations are invited to provide submissions to the [Electrification and Energy Transition Panel](#) via email at energypanel@ontario.ca until June 30 at 5:00 pm. Feedback will inform the Panel's report to the Minister of Energy.

Federal Matters

Learn more about the [Housing Accelerator Fund](#) by attending a virtual information webinar on July [13](#) or [18](#). Applications are due August 18.

Eye on Events

AMO is excited about this year's Conference hosted by the City of London at RBC Place London and DoubleTree by Hilton, August 20-23. View the preliminary [program](#) and [register](#) now for this important event.

We are offering a number of training opportunities focused on both the fundamentals of land use planning and strategic decision making at this year's conference, Saturday, August 19 and Sunday, August 20. [Register today](#) for one of the limited spots.

Secure your spot in AMO's iconic councillor training this fall. This training provides councillors in all stages of their careers information, insights, and the necessary tools to be an effective local leader. [Register today](#).

Understanding your role and responsibilities as an elected official when it comes to [Human Rights & Equity](#) is critical. This training examines your legislative responsibilities and understanding what equity means and how it can be implemented. [Register today](#) to build your knowledge in these complex areas.

Join Local Authority Services (LAS) and Intact Public Entities (IPE) in discussion on Navigating the Road to Resilience in examination of critical municipal risk issues such as climate resiliency, cyber security, risk data management and more. [Register today](#) as space is limited. Deadline to Register: September 27.

The AMO and Local Authority Services (LAS) are pleased to be hosting the 2023 Municipal Energy Symposium on November 2- 3 at the Novotel Centre Toronto. [Registration](#) is now open. Space is limited.

LAS

Does your water/wastewater treatment plant use a lot of energy? [Register](#) for a free virtual mini-workshop with LAS and Stephen Dixon. We'll show you how you can identify energy conservation opportunities at your plant using RETScreen. [Contact Christian Tham](#) for further details.

The Ministry of Energy has extended the reporting deadline for 2021 energy usage data under O. Reg 25/23 until October 31, 2023. Watch for additional Ministry-hosted webinars in September. For any questions related to MOE's energy reporting requirements, please email BPSsupport@ontario.ca.

The Canoe Procurement Group continues to expand! Our [Enforcement Solutions](#) category is growing with the addition of Radiomobile, L3Harris, Getac, and Whelen Engineering. Simplify procurement while keeping your community safe. [Contact Sarah](#) to learn more.

Careers

[Senior Manager, Policy - AMO](#). This is a leadership role as a key contributor to AMO's overall policy and government relations strategy and activities. Submit cover letter and CV via confidential email to: careers@amo.on.ca, subject: Senior Manager, Policy by July 7.

[Senior Advisor - AMO](#). Advise Senior Management and Board of Directors on policy and government relations strategies related to housing, LUP and natural resource / environmental management. Submit cover letter and CV via confidential email to: careers@amo.on.ca, subject: Senior Advisor by July 7.

Director, Standards and Contracts Branch - Ministry of Transportation. Provides technical, operational and strategic leadership to a team that leads the planning, development, implementation and delivery of the ministry's highway engineering and construction standards, specifications and policies. Please apply online only, by July 11.

Municipal Policy Specialist - Ministry of Municipal Affairs and Housing. Lead and coordinate policy and program development initiatives and projects related to local government strategies, policies, programs, and research activities. Please apply online only, by August 1.

Deputy City Manager, Legal Services - City of London. The DCM is responsible for providing the vision, strategic direction, and overall management of the Legal Services Service Area. Applications should be submitted online ideally by August 4.

Chief Administrative Officer - Township of Malahide. The CAO will be instrumental in the completion and execution of the strategic plan. Apply to hr@malahide.ca by July 26.

About AMO

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VIA EMAIL

July 18, 2023

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

Valerie Petryniak, Town Clerk, Town of Halton Hills

Please be advised that at its meeting held Wednesday, July 12, 2023, the Council of the Regional Municipality of Halton adopted the following resolution:

**RESOLUTION: LPS57-23/SS-11-23 - 17 Guelph Street in Georgetown -
Regional Capital Funding Approval Request to Create 12 New
Assisted Rental Housing Units**

1. THAT Regional Council approve \$3,840,000.00 in funding from the Comprehensive Housing Strategy new units capital reserve for 12 new purpose-built assisted rental housing units as outlined in Report No. LPS57-22/SS-11-23.
2. THAT the Chief Administrative Officer be authorized to execute a Contribution Agreement and any ancillary documents with Homestarts Incorporated, in a form satisfactory to the Director of Legal Services as set out in Report No. LPS57-23/SS-11-23.
3. THAT the Regional Clerk forward a copy of Report No. LPS57-23/SS-11-23 to the Town of Halton Hills for its information.

Included please find a copy of Report No. LPS57-23/SS-11-23 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

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 Alex Sarchuk, Commissioner, Social and Community Services
Date:	July 12, 2023
Report No:	LPS57-23/SS-11-23
Re:	17 Guelph Street in Georgetown - Regional Capital Funding Approval Request to Create 12 New Assisted Rental Housing Units

RECOMMENDATION

1. THAT Regional Council approve \$3,840,000.00 in funding from the Comprehensive Housing Strategy new units capital reserve for 12 new purpose-built assisted rental housing units as outlined in Report No. LPS57-22/SS-11-23.
2. THAT the Chief Administrative Officer be authorized to execute a Contribution Agreement and any ancillary documents with Homestarts Incorporated, in a form satisfactory to the Director of Legal Services as set out in Report No. LPS57-23/SS-11-23.
3. THAT the Regional Clerk forward a copy of Report No. LPS57-23/SS-11-23 to the Town of Halton Hills for its information.

REPORT

Executive Summary

- Regional Council has approved an Assisted Housing Development Portfolio to create up to 600 new purpose-built rental assisted housing opportunities between 2021 and 2031 contingent on funding from the Federal and Provincial Government.
- In November 2021, Regional Council approved Report No. LPS84-21/SS-25-21 re: "Portfolio Approach to Achieving Comprehensive Housing Strategy Objectives" which included Third Party Initiatives (Municipal Partnerships). (See Attachment #1)
- In November 2021, Regional Council approved Report No. LPS90-21/SS-31-21/FN-43-21 re: "Halton Region and Town of Halton Hills Partnership to Seek

Development of Assisted Rental Housing – 17 Guelph Street, Georgetown” which directed Regional staff to work with the Town of Halton Hills to issue a Request for Expression of Interest to create potential new assisted rental housing on the site.

- The Request for Expression of Interest resulted in four submissions. Homestarts Incorporated was selected as the successful applicant by a Town of Halton Hills and Halton Regional review team. Homestarts Incorporated is a non-profit organization that manages multiple social housing properties in Halton.
- On June 19, 2023, Town of Halton Hills Council approved the use of 17 Guelph Street for assisted housing purposes. Approval was provided for Town staff to enter into a long-term land lease agreement with Homestarts Incorporated. (See Attachment #2)
- This report seeks Regional Council approval of \$3,840,000 to create 12 new assisted housing units on the 17 Guelph Street site. Requested funding represents \$320,000 per unit (61% of total estimated development costs). Funding will be made available from the Comprehensive Housing Strategy (CHS) new unit account T7103B.
- The balance of development costs will be funded through developer equity, mortgage financing and donations. (Attachment #3 –Capital Budget)
- Homestarts Incorporated has a Memorandum of Understanding (MOU) with Home Suite Hope to provide supportive housing onsite.
- Seven units (six 1-bedroom and one 2-bedroom) will house Halton seniors from the Region’s Halton Access to Community Housing (HATCH) waitlist. Five additional units (three 2-bedroom units and two 3-bedroom units) will house single mothers and children receiving support from Home Suite Hope. This not-for-profit organization provides integrated supportive services for single mothers with children experiencing homelessness or precarious housing.
- Regional funding for the project will be contingent on Homestarts Incorporated entering into a land lease agreement with the Town of Halton Hills and will flow as developmental milestones are completed.

Background

In Report No. LPS90-21/SS-31-21/FN-43-21 re: “Halton Region and Town of Halton Hills Partnership to Seek Development of Assisted Rental Housing - 17 Guelph Street, Georgetown”, Regional Council directed Regional staff to partner with the Town of Halton Hills and issue a Request for Expression of Interest (REOI) for the development of assisted rental housing on surplus lands that the Town of Halton Hills owns located at 17 Guelph Street, Georgetown. Report No. LPS57-23/SS-11-23 is a report back on this process with a recommendation for Regional Council’s consideration.

In 2022, the Town of Halton Hills and Halton Region jointly initiated a Request for Expressions of Interest (REOI-03-22) to select a developer to create new assisted housing opportunities on the site. With the Town contributing the land and Halton Region awarding potential capital funding, it was the intent to create a deeper level of housing affordability.

The 2022 Request for Expression of Interest resulted in four submissions. Homestarts Incorporated was selected as the successful applicant by a joint Town of Halton Hills and Halton Region review team. Homestarts Incorporated is a non-profit organization founded in 1975 that manages multiple social housing properties in Halton.

Town of Halton Hills Council approval has been received to proceed with the development of assisted housing on the 17 Guelph Street site. The Town will retain ownership of the land and enter into a long-term lease agreement with Homestarts Incorporated.

This report seeks Regional Council approval to allocate \$3,840,000 (\$320,000 per unit) for each of the 12 units proposed on the site) under Halton Region’s Portfolio Approach – Third Party Initiatives stream (See Attachment #1: Summary of Halton Region’s Portfolio Approach). All units created will count towards the Region’s Comprehensive Housing Strategy new assisted housing opportunities target.

Discussion

A 12 unit purpose built assisted housing building is proposed for development on the 17 Guelph Street, Georgetown site. The building will be multi-generational and will include housing for low-income seniors and families. An architectural rendering of the proposed development is below:

Figure 1: 17 Guelph Street, Georgetown – Preliminary Concept Rendering Prepared by ARCHITECT OF RECORD: GRINHAM ARCHITECTS | DESIGN ARCHITECT: STAKT ARCHITECTURE INC.



Homestarts Incorporated will own and manage the building. They will enter into a sub-lease agreement with Home Suite Hope who will directly place families participating in their supportive housing program into designated units. A small office will be made available on-site from which Home Suite Hope will support residents of the building and surrounding community.

Home Suite Hope is a Halton based not for profit that provides integrated supportive services for single mothers and their children experiencing homelessness or precarious housing. The agency supports families to transition from poverty to stability/financial self-sufficiency. Housing subsidy, life skills programming, professional mentorship and development, intensive case management and employment supports are provided in a coordinated way. Home Suite Hope also fully funds two-year college diplomas for single mothers.

If the sublease with Home Suite Hope is not finalized, Homestarts Incorporated will work with the Region and/or with another local housing provider to maintain affordability of the project and will look for another supportive housing collaborator for the supportive units in the building.

Units

Rents for all 12 units will be made available at or below 79% Median Market Rents as established by the Canada Mortgage and Housing Corporation (CMHC) annually with no Regional subsidy.

Six 1-bedroom units and one 2-bedroom unit will be made available to eligible Halton Seniors on the Region’s HATCH assisted housing waitlist. One and two-bedroom units continue to be the most demanded unit types amongst seniors on the HATCH waitlist.

Three 2-bedroom units and two 3-bedroom units will house single mothers and their children participating in the Home Suite Hope supportive housing program. Placement into these units will be done directly by Home Suite Hope. Rental subsidies will be made available directly by Home Suite Hope during the period of the MOU with Homestarts Incorporated during the long-term lease.

Based on CMHC 2023 data, the chart below summarizes the unit break down and proposed monthly rents:

Types of Units to be Provided	#	Medium Market Rent (MMR) 2023 Amount	Rent to be charged	% Reduction
1 bedroom (HATCH Seniors)	6	\$1,230.00	\$861	70% MMR
2 bedroom (HATCH seniors)	1	\$1,480.00	\$1,036	70% MMR
2 bedroom supportive housing (Home Suite Hope)	3	\$1,480.00	\$1,169	79% MMR
3 bedroom supportive housing (Home Suite Hope)	2	\$1,674.00	\$1,322	79% MMR

Regional Funding Request

The estimated total development cost of the project is \$6,334,498 based on a Class D estimate that Homestarts Incorporated received from an architect and potential contractor.

Regional Council approval is sought to allocate \$3,840,000 in total funding towards the 12 unit project. Regional funding amounts to \$320,000 per unit and represents 61% of total projected development costs. Subject to Regional Council's approval of this report, Regional funding will be provided from the Comprehensive Housing Strategy New Units account. Regional funding will flow to Homestarts Incorporated as development milestones are completed.

The balance \$2,494,498 in projected development costs will be funded through owner equity, mortgage financing anticipated through the CMHC Co-Investment federal program and donations.

Development Approach

While the Town of Halton Hills has led most of the pre-development site work to date, there are still municipal planning approvals that will be required, including a minor variance for a parking reduction, before construction can start.

Homestarts Incorporated has engaged the services of a development consultant who, through an anticipated construction management approach, will help procure the development team required to build the proposed project.

Should Homestarts Incorporated be unable to obtain outstanding planning approvals, including the minor variance, and/or a mutually-agreeable land lease agreement cannot be reached between the Town of Halton Hills and Homestarts Incorporated, then the assisted housing development at 17 Guelph Street will not proceed. The project may also not proceed if Homestarts Incorporated is unable to secure mortgage financing. This risk will be mitigated by advancing minimal grant funding prior to confirmation of mortgage financing. Council approval of Report No. LPS57-23/SS-11-23 will allow Homestarts Incorporated to include confirmation of Regional capital funding to strengthen their CMHC Co-investment application.

Proposed Project Schedule

The proposed project schedule was provided by Homestarts Incorporated based on their anticipated achievement of the following developmental milestones:

1. Committee of adjustment to request Minor Variance for parking reduction - September 2023
2. Site Plan approval – Jan 2024
3. Building permit application submitted Feb 2024

4. Construction Tender and Award - March 2024
5. Building permit issued April 2024
6. Construction Start - April 2024
7. Structural Framing – Nov 2024
8. Substantial Performance - June 2025
9. Occupancy Permit Issuance - July 2025

Next Steps

Homestarts Incorporated is seeking assurance that Regional capital funding is available for this project before proceeding to finalize pre-development activities and start construction.

Subject to Regional Council's approval of this report, the Town of Halton Hills and Homestarts Incorporated will execute a long-term land lease agreement. A Regional Contribution Agreement will also be executed with Homestarts Incorporated for approved Regional capital funding.

Regional Staff will work with all parties to monitor the capital budget, construction procurement and completion of developmental milestones. Regional staff will continue to provide concierge support to all parties to ensure successful project completion.

Conclusion

Halton Region has a multi-year Portfolio Approach to achieve the Comprehensive Housing Strategy objectives and create up to 600 purpose built rental and assisted rental housing opportunities between 2021 and 2031.

The 17 Guelph Street project supports the following Comprehensive Housing Strategy Update 2014-2024 objectives:

- Direction 1: Promote complete and healthy communities
- Direction 4.1: Increase accessible housing opportunities for Halton residents
- Direction 4.2: Increase housing with supports for Halton residents

This potential partnership project is a first both for Halton Region and the Town of Halton Hills. It represents a unique opportunity to leverage a municipally-owned surplus property and provide Regional capital funding to achieve the shared objective of creating new, purpose-built assisted rental housing units in Halton Hills.

FINANCIAL/PROGRAM IMPLICATIONS

As outlined above, a total of \$3,840,000 is estimated to be required for 12 new purpose-built assisted rental housing units as described in this Report. Capital project T7103AA – Guelph Street Development will be set-up with a budget of \$3,840,000. This will be

financed by capital project T7103B – CHS – Assisted Housing Development (Attachment #3).

This funding represents \$320,000 per unit (61% of total estimated development costs). The balance of development costs will be funded through developer equity, mortgage financing and donations.

Respectfully submitted,



Curt Benson
Director, Planning Services and Chief
Planning Official



Bob Gray
Commissioner, Legislative and Planning
Services and Corporate Counsel



Andrew Balahura
Director, Housing Services



Alex Sarchuk
Commissioner, Social and Community
Services

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 – Summary of Halton Region's Portfolio Approach
Attachment #2 – Town of Halton Hills Council Report No. BEC-2023-008 re: "17 Guelph Street – Affordable Housing Development Update"
Attachment #3 – Halton Region Capital Budget and Financing Plan

Summary of Halton Region’s Portfolio Approach

In November of 2021, through approval of Report No. LPS84-21/SS-25-21 re: “Portfolio Approach to Achieving Comprehensive Housing Strategy Objectives”, Regional Council approved a portfolio approach to housing which committed to deliver up to 600 new assisted housing opportunities through both capital and operational programs by 2031. All units created/acquired through the Portfolio Approach support the Region’s Comprehensive Housing Strategy (CHS) new assisted housing opportunities target.

The Portfolio Approach includes three streams of capital development:

Stream 1: Third Party Initiatives – under this stream the Region partners with local municipalities and/or third party non-profit, co-operative and private sector developers to create new assisted housing opportunities. Through the Region’s concierge model, the Region works with interested developers to ready them for funding consideration. The Region issues Requests for Expression of Interest (REOI), solicits proposals and provides funding to Regional Council approved projects to create assisted housing units in broader purpose built rental developments for an established period of time. The Region is a funder only under this development stream.

Stream 2: Regional Site Development – under this stream the Region develops new assisted housing on land it owns as well as land owned by HCHC. This stream includes development of vacant land and intensification of current owned sites. The Region is both the owner and developer under this development stream.

Stream 3: Regional Acquisition – under this stream the Region purchases land, buildings or units to address HATCH waitlist demand. Halton’s practice in these matters is to position Halton Region as the owner of the asset and request HCHC to operate and manage the asset, together with the tenants, on the Region’s behalf. Third party operational management from specific agencies can also be utilized in specialized supportive housing environments purchased by the Region.

In addition, the Region uses operational housing subsidies to create new assisted housing opportunities. Rent supplement and portable housing allowance instruments are used to deepen rent affordability for HATCH applicants who require additional supports in these new units.

The following chart outlines the Portfolio Approach and the three capital streams:



Report No. LPS57-22/SS-11-23 re: “17 Guelph Street in Georgetown - Regional Capital Funding Approval Request to Create 12 New Assisted Rental Housing Units” seeks Regional Council approval to create 12 units of assisted housing under Stream 1: Third Party Initiatives – Municipal Partnership Projects.



REPORT

TO: Mayor Lawlor and Members of Council

FROM: Erin Kaiser, Manager of Economic Development & Innovation
 Tony Boutassis, Manager of Investment Attraction

DATE: June 2, 2023

REPORT NO.: BEC-2023-008

SUBJECT: 17 Guelph Street - Affordable Housing Development Update

RECOMMENDATION:

THAT Report No. BEC-2023-008, dated June 2, 2023, regarding a status update on the affordable housing development at 17 Guelph Street, be received;

AND FURTHER THAT, acknowledging and consistent with the prior Council direction on the development, Council authorize the Mayor and Clerk to execute a Land Lease Agreement with Homestarts Incorporated, and any other related documents, to the satisfaction of the Town solicitor and appropriate Town Commissioner(s) for the land lease, development, construction and operation of 17 Guelph Street as affordable housing for the term and conditions of the Agreement;

AND FURTHER THAT, acknowledging and consistent with the prior Council direction on the development, Council authorize the Mayor and Clerk to execute a Memorandum of Understanding and any other related documents, that may be required between the Town and Homestarts Incorporated for the land lease, development, construction and operation of 17 Guelph Street as affordable housing.

KEY POINTS:

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

- The 17 Guelph Street property is a Town-owned surplus site. Council direction has been to leverage the property for affordable housing opportunities. Report [ADMIN-2020-0043](#), dated November 8, 2020, provided an overview of the 17 Guelph Street project and the Town's approach for facilitating its development.

- The majority of Town-initiated pre-development work for the proposed 17 Guelph Street redevelopment is complete, including technical studies as well as the Council-approved Official Plan and Zoning By-law amendments.
- With Council's approval of Report [ADMIN-2021-0029](#), Town and Regional staff issued a joint public call in the form of a Request for Expression of Interest (REOI) in the fourth quarter of 2021 to solicit applicants interested in designing, building, operating and maintaining 17 Guelph Street as affordable rental housing.
- Two potential proponents were selected to move forward through the REOI process in the form of a partnership between two parties.
- Through prior approvals, Council has already directed staff to proceed with entering into a Lease Agreement with Homestarts Incorporated and Home Suite Hope Shared Living (in partnership) for the development, construction and operation of 17 Guelph Street as affordable housing. Based on subsequent work and discussions to draft the Land Lease Agreement, a technical refinement is needed, whereby the Agreement will be directly with Homestarts, rather than also with Home Suite Hope – while recognizing that the two organizations continue to move the project forward as a partnership.

BACKGROUND AND DISCUSSION:

1. 17 Guelph Street – Context and History

Halton Hills, the broader region and province face a significant need for affordable housing options. In 2019, the Halton Hills Affordable Housing Working Group was established through Report No. [TPW-2019-0031](#) to guide the Town's affordable housing initiatives. Work completed with the Working Group, additional research and community engagement indicated a significant need for more affordable housing options, including for affordable and assisted rental housing. The inadequate supply of affordable housing options is also an economic development challenge as it makes workforce attraction and retention difficult.

In line with Council's Strategic Plan priorities, Town staff has advanced a number of actions to support the development of affordable housing options. This includes Council's direction from June 2019 to dispose of 17 Guelph Street, a Town-owned surplus property (Figure 1). The proposed development at 17 Guelph Street was envisioned to be a 14-unit mixed-income and affordable rental apartment building.

In August 2020, Council directed Town staff to advance pre-development activities and to identify a preferred partnership opportunity. An update on these efforts was provided in November 2020 through report [ADMIN-2020-0043](#).

Through Recommendation Report No. [PD-2022-0004](#), dated February 2, 2022, Council approved the Official Plan and Zoning By-law Amendment applications to allow for a 4-

storey, 14-unit affordable housing/assisted living apartment building at 17 Guelph Street (Georgetown). The development applications were prepared and submitted by the Economic Development division.

In 2021, the Town approached Halton Region staff about the opportunity to explore development of assisted rental housing at 17 Guelph Street. Subsequently, a joint Request for Expressions of Interest (REOI) was issued for the Region and Town to:

- Gauge non-profit and private sector interest;
- Arrange for the potential lease of the municipally-owned land to a partner(s); and
- Work with applicants who meet initial REOI eligibility pass/fail criteria in order to better understand the proposed partner's vision for the site and its alignment with Regional and Town objectives.

In 2021, through Report No. [ADMIN-2022-0022](#), Council endorsed the joint initiative between the Town and Halton Region along with the [Term Sheet](#) to facilitate the development of affordable housing at 17 Guelph Street.

Throughout the 17 Guelph Street process, the Town was guided by the [Affordable Housing Working Group](#). Having made significant progress, the Working Group was sunset in 2022.

Figure 1: Location of 17 Guelph Street



2. REOI Results

The REOI was published in January 2022. Four applications were received from interested parties to the REOI process. All four applicants were interviewed, and after careful consideration, the Town and Region selected two proponents to advance in the partnership - Homestarts Incorporated and Home Suite Hope Shared Living Corporation.

Homestarts is a non-profit organization dedicated to the success of housing co-operatives. It provides management, maintenance, restoration, training, consulting, and community development services to co-ops throughout Ontario. Homestarts has assisted communities with over 150 co-operative housing projects. Home Suite Hope is a Halton-based organization that helps mothers with children overcome homelessness. When a family is selected, they are taken through a 4-year program that provides housing and college tuition for the mother so they can come out strong and independent. To date, they have served 30 single parents and 52 children. Seven of their participants have already completed the full four-year program and of that, 100% are no longer receiving social assistance or rental subsidies, 86% are employed full-time, and of those, 100% are earning over the Canadian median income.

In April 2023, through confidential report BEC-2023-002, Council already approved the selection and continuation of the REOI with the above proponents, as well as entry into a Land Lease Agreement. Based on subsequent discussions and the drafting of the Land Lease Agreement, it has been determined that the Land Lease Agreement should be directly with Homestarts as they will be responsible for delivering on the overall Term Sheet requirements, rather than with Home Suite Hope who will utilize a portion of the units within the overall development. This is a technical refinement. The two organizations continue to advance the project jointly, as previously outlined.

3. Shared Responsibility

Housing affordability is a shared responsibility among various levels of government, private and non-profit sectors. The Town and Region are advancing the 17 Guelph project, an innovative partnership, to create much needed affordable/assisted housing opportunities on municipal lands.

In order for Regional staff to advance their report to Regional Council, since the formal Land Lease Agreement remains under active development, in the interim, a Memorandum of Understanding is required between the Town and Homestarts Incorporated to confirm the intent of entering into a Land Lease Agreement. Once Halton Region staff receive the Memorandum of Understanding, they will be in a position to prepare a report to Regional Council for the next available meeting to continue the advancement of the project. The Land Lease Agreement will follow.

4. Original Concept vs Proposed Concept

The Term Sheet, included in the REOI, outlined the initial land and development framework between the Town and the future developer/operator. However, as noted in ADMIN-2021-0029, it was acknowledged that amendments to the Term Sheet may be required as the project progresses, and formal agreement(s) are prepared and reviewed by legal counsel.

To ensure the financial feasibility of the project, the proponents have proposed some adjustments to the Term Sheet. The changes are being carefully considered.

Changes from the original concept may require further approvals, including Minor Variance approval. Among others, key areas of change from the original concept relate to items such as architectural design, unit mix, parking and setbacks. The adjustments to the development concept are an attempt by the proponents to reduce the escalated construction and operating costs of the building to ensure that the project is financially viable.

5. Next Steps

- **Demolition and Clean-Up in Spring/Summer 2023:** In the spring/summer of 2023, demolition work will commence at 17 Guelph Street. This will involve the removal of any existing structures or infrastructure that may impede the construction process and clean-up of the site from contamination found in the Phase 2 Environmental Site assessment. The demolition and clean-up will be led by Recreation and Parks.
- **Record of Site Condition:** Before construction can begin, a Record of Site Condition will need to be obtained. This document confirms that the site is free of any hazardous materials or contaminants that could pose a risk to public health or the environment.
- **Memorandum of Understanding:** To facilitate reporting to Regional Council, an MOU is required between the Town and the proponents, while the formal Land Lease Agreement continues to be developed.
- **Halton Region Council:** Halton Region staff will prepare a report to Regional Council for the next available meeting, anticipated for summer 2023.
- **Land Lease Agreement:** The Town will enter into a Land Lease Agreement with the Homestarts. The proponent(s) will be responsible for all site-specific approvals from the Site Plan Control stage and beyond. This will include detailed design, financing, construction/development, operation and maintenance of the site as affordable rental housing in perpetuity.
- **Amendments and Permits:** As the project moves forward, the proponent(s) will be required to apply for any applicable amendments and/or permits, including Minor Variance, Site Plan and building permits. Similar to any other eligible applicant, the proponent(s) may seek the reduction and/or waiver of applicable Town fees and/or apply for eligible program(s) through the Community Improvement Plan.

It is important to note that, should the proponent(s) not obtain the necessary remaining approvals, including the Minor Variance, and/or a mutually-agreeable Land Lease Agreement cannot be reached, the affordable housing development at 17 Guelph Street outlined in this report will not be able to proceed. Should this occur, at this time, there is no alternative affordable housing proposal for 17 Guelph Street. It is possible that the project may also ultimately not proceed should the proponent(s) not secure the

necessary funding – among other factors. Halton Regional approval of funding is also pending.

STRATEGIC PLAN ALIGNMENT:

This report aligns to the Town’s Strategic plan recognizing the value to foster a healthy community that provides a clean environment and range of economic and social opportunities to ensure a superior quality of life in our community.

This report also aligns to the Town’s Strategic plan in recognizing the value to achieve sustainable growth to ensure that growth is managed to ensure a balanced, sustainable, well-planned community infrastructure and services to meet the needs of its residents and businesses.

This report also identifies shaping growth as one of the Town’s Strategic priorities.

Affordable housing is a focus area in the Town’s Strategic Plan that supports the Shaping Growth priority. The recommendations of this report contribute to ensuring that housing is accessible to all residents at any age or stage of life.

RELATIONSHIP TO CLIMATE CHANGE:

This report impacts and/or helps address climate change and the Town's Net Zero target through climate mitigation.

One of the considerations in the design, construction and operation of the 17 Guelph Street project will be energy efficiency and the implementation of the Town’s Green Development Standards.

PUBLIC ENGAGEMENT:

Significant public engagement has been conducted to inform and engage the community about the 17 Guelph Street project, as well as affordable housing in general, including:

- Let’s Talk Halton Hills project webpage for affordable housing was launched in November 2020, which included an engagement tool soliciting residents’ vision for 17 Guelph Street.
- An Affordable Housing Virtual Open House was held on March 4, 2021, which provided an overview of the 17 Guelph Street project and was followed by discussion.
- A Statutory Public Meeting for the Official Plan and Zoning By-law Amendment applications was held on October 4, 2021.

INTERNAL CONSULTATION:

Town staff from Planning and Development, Development Engineering, Transportation, Recreation and Parks, Finance, Purchasing, and Corporate Communications have been engaged as the 17 Guelph Street project has advanced. Halton Region staff have been consulted.

FINANCIAL IMPLICATIONS:

This report will be funded through an existing approved budget source.

Funds have been set aside for the building demolition, which is being led by Recreation and Parks. Depending on the complexity of the Land Lease Agreement, additional legal support may be sought. If there are any additional financial requirements, Town staff will report to Council accordingly.

Reviewed and approved by,

Damian Szybalski, Commissioner of Business, Environment & Culture

Chris Mills, Chief Administrative Officer

Halton Region

Revised Capital Budget & Financing Plan

Project No: T7103AA**Project IDs:** N/A**Project Description:** Guelph Street Development

Section "A" - Revised Budget		
Description	Gross Costs	CHS - Assisted Housing Development
Approved Budget & Financing:		
Total	\$ -	\$ -
Budget Increase/(Decrease) as per (LPS57-23/SS-11-23)	3,840,000	
Total Revised Budget	\$ 3,840,000	
Section "B" - Financing Plan		
Revised Financing Plan	\$ 3,840,000	\$ 3,840,000
Funding Increase/(Redeployed)	\$ 3,840,000	\$ 3,840,000
Reserve/Reserve Fund Account Number		T7103B



VIA EMAIL

July 18, 2023

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

Kevin Arjoon, City Clerk, City of Burlington
Meaghan 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, July 12, 2023, the Council of the Regional Municipality of Halton adopted the following resolution:

RESOLUTION: LPS54-23 - 2022 Employment Survey Results

1. THAT Report No. LPS54-23 re: “2022 Employment Survey Results” be received for information.
2. THAT the Regional Clerk forward a copy of Report No. LPS54-23 to the City of Burlington, the Town of Halton Hills, the Town of Milton, and the Town of Oakville for their information.

Included please find a copy of Report No. LPS54-23 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

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:	July 12, 2023
Report No:	LPS54-23
Re:	2022 Employment Survey Results

RECOMMENDATION

1. THAT Report No. LPS54-23 re: "2022 Employment Survey Results" be received for information.
2. THAT the Regional Clerk forward a copy of Report No. LPS54-23 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

- In 2022, the Region conducted its 13th annual Employment Survey to collect and update information about business and employment activities across Halton.
- The 2022 Employment Survey Results report is provided as Attachment #1 (document under separate cover) to this report. The results of the 2022 Employment Survey show increases to the total number of businesses and jobs in Halton. Key findings from the 2022 Employment Survey include:
 - A total of 13,820 businesses were identified across Halton Region, which is an increase from the 13,600 businesses identified in 2021. The net increase of 220 businesses results from the 555 businesses identified as closed and 775 newly identified businesses in 2022.
 - A total of 240,200 jobs were estimated in Halton in 2022, representing an increase of 2.3 per cent (5,400 jobs) from 234,800 jobs estimated in 2021.
 - Of the 7,410 businesses that responded to the survey question regarding working from home, 23.3 per cent (1,729 businesses) indicated that the businesses had work-from-home arrangements with employees.

- The Transportation and Warehousing sector had the highest net decrease of businesses in 2022, down 3.5 per cent from 316 businesses in 2021 to 305 businesses in 2022. Conversely, the Health Care and Social Assistance sector had the highest net increase of businesses, up 3.4 per cent from 1,716 businesses in 2021 to 1,775 businesses in 2022.
- The Information and Cultural Industries sector had the highest net decrease of an estimated 1,320 jobs in 2022, down 22.8 per cent from the 5,800 estimated jobs in 2021 to 4,480 estimated jobs in 2022. Conversely, the Educational Services sector saw a net increase of about 2,410 estimated jobs, up 11.9 per cent from the 20,200 estimated jobs in 2021 to 22,610 estimated jobs in 2022.
- Given the continued need to adjust surveying methods due to the COVID-19 pandemic (i.e., completing most surveys remotely, over the phone or electronically), the participation rate for the 2022 Employment Survey remained lower than pre-pandemic years (when the participation rate was as high as 80 per cent). At the conclusion of the 2022 Employment Survey, 7,741 businesses, or 56.0 per cent, had participated in the Survey.
- While lower than previous years, the participation rate continues to rebound year-over-year – from 40.3 per cent in 2020 to 47.9 per cent in 2021. This trend is expected to continue, as the 2023 Employment Survey, now underway, has largely returned to an in-person survey method. A report on the results of the 2023 Employment Survey will be provided to Regional Council in 2024.

Background

The 2022 Employment Survey was the 13th annual survey of businesses in Halton Region. Through the Employment Survey, the Region collects and updates information on businesses and employment activities across Halton. This includes data on: number of employees, type of employment (full-time, part-time, or seasonal), employees working from home, business locations, and industry sectors, among other things.

Information gathered through the Employment Survey is used to inform land use and economic development strategies, infrastructure and service improvements, and, to provide an overall understanding of economic and employment trends in Halton Region.

2022 Employment Survey – Methodology Update

The approach to the 2022 Employment Survey included a mix of survey methods, adjusted throughout the survey period as appropriate in consideration of and adherence to public health measures. During the survey, businesses were provided with a range of options to participate, which included providing responses through:

- face-to-face interviews (when and where appropriate, while following all public health measures);
- telephone interviews;

- retuning an electronically completed survey questionnaire by email; or
- completing the online survey form available on halton.ca.

As part of the survey, the team of Employment Surveyors also conducted site visits of all visible business locations in Halton Region in order to visually verify and confirm business activities (i.e. business closures and newly opened businesses).

Given the continued adjustments to the survey methods as described above, 56.0 per cent (7,741 businesses) participated in 2022 and provided up-to-date information, 41.3 per cent (7,706 businesses) were unavailable to participate, and 2.7 per cent (373 businesses) declined to participate. In cases where businesses were unavailable or declined to participate, information from previous survey responses were carried over, where appropriate. While lower than previous years (which saw participation rates of up to 80 per cent), the participation rate continues to rebound year-over-year – from 40.3 per cent in 2020 to 47.9 per cent in 2021.

The 7,741 responses received in 2022 provide valuable information about business and employment activity in Halton Region.

Discussion

2022 Employment Survey Highlights

The 2022 Employment Survey Results report accompanies this report (Attachment #1, document under separate cover), and provides information on business and employment activity in Halton based on the results of the 2022 Employment Survey. It also highlights key observed trends in the identified business and estimated job counts, including the distribution of businesses and jobs across Halton by municipality and land use area.

The 2022 Employment Survey results suggest:

- **Business operations in Halton Region show signs of recovery with a net increase compared to the number of businesses identified in 2021.**

A total of 13,820 businesses were identified in Halton in 2022, which is a slight increase from the 13,600 businesses identified in 2021. The total number of businesses identified in 2022 includes 775 new businesses identified for the first time through the 2022 Employment Survey, resulting in an increase of 220 in net business counts compared to the 555 businesses that were identified as having closed/consolidated since 2021. Business closures do not include businesses that were temporarily closed.

While each municipality saw varying impacts on the number of business operations, the share of Halton's total businesses identified within each municipality also remained relatively unchanged. Oakville continues to have the highest share of businesses in Halton at 37.7 per cent (5,209 businesses), followed by Burlington at 37.0 per cent

(5,119 businesses). Milton and Halton Hills have shares of 15.0 per cent (2,076 businesses) and 10.2 per cent (1,416 businesses), respectively.

- **There was a net increase in the number of jobs in Halton.**

The 2022 Employment Survey Results report estimated a total of 240,200 jobs in Halton, a net increase of about 5,400 jobs or a 2.3 per cent increase from the 234,800 jobs identified in 2021. The total number of jobs estimated in 2022 represents the growth of 3,800 jobs gained from new businesses established in 2022, as well as a growth of 17,900 jobs gained in existing businesses that remained active. Combined, this represents an estimated total of 21,700 job gains in 2022. Furthermore, there were 5,200 estimated jobs lost due to business closures in 2022 and 11,100 jobs lost by existing active businesses. Combined, that represents an estimated 16,300 jobs lost in 2022. Typically, the Employment Survey observes an overall net increase of jobs from both existing businesses and newly identified businesses resulting in more jobs than the previous years, which is consistent with the results of the 2022 Employment Survey.

By municipality, while each municipality saw varying impacts on the number of jobs, the share of Halton's total jobs remain relatively unchanged. Oakville continues to have the highest share of jobs in Halton at 38.8 per cent (93,100 estimated jobs), followed by Burlington at 36.5 per cent (87,800 estimated jobs). Milton and Halton Hills have shares of 15.7 per cent (37,700 estimated jobs) and 9.0 per cent (21,600 estimated jobs), respectively.

- **Businesses that have work-from-home arrangements with employees continue to represent a significant portion of the workforce. However, the work-from-home responses in 2022 show a slight decrease from 2021.**

In 2022, the Employment Survey continued to inquire about work-from-home trends amongst Halton's business sectors by including a new question introduced in 2020 that asked whether employees worked from home, and if so, how many were doing so. Of the 7,410 businesses that responded to this survey question, 23.3 per cent (1,729 businesses) indicated that the businesses had work-from-home arrangements with employees. This demonstrates a 3.4 per cent decrease from 2021. Of those respondents that had work-from-home arrangements with employees, an estimated 20,100 employees were identified to be working from home, representing about 42.0 per cent of the total employees within these businesses. This suggests that less than half of the employees are working from home at businesses with work-from-home arrangements. In 2021, slightly more than half of the employees were working from home at businesses with work-from-home arrangements. Overall, this indicates a decrease in work-from-home arrangements in 2022 compared to 2021 as employees gradually return to work at the business location.

The work-from-home survey question will continue to be included as part of the Employment Survey to allow for observation of this trend over time.

- **In 2022, in terms of business counts, the Transportation and Warehousing sector had the highest net decrease in businesses whereas the Health Care and Social Assistance sector had the highest net increase.**

In terms of business operations, the Transportation and Warehousing sector had the highest net decrease in the number of business counts by 3.5 per cent, from 316 businesses identified within the sector in 2021 down to 305 businesses in 2022. The Transportation and Warehousing sector includes businesses transporting passengers and goods, warehousing and storing goods, and providing services to these establishments.

Top Sector with the Highest Net Decrease in Business Count	2021 Business Count	2022 Business Count	Change Between 2021 and 2022
Transportation and Warehousing Sector	316	305	- 11 (- 3.5%)

Conversely, the Health Care and Social Assistance sector had the highest net increase in the number of businesses by 3.4 per cent, from 1,716 businesses identified within the sector in 2021 to 1,775 businesses in 2022. The Health Care and Social Assistance sector includes businesses providing health care by diagnosis and treatment, providing residential care for medical and social reason, and providing social assistance, such as counselling, welfare, child protection, community housing and food services, vocational rehabilitation and child care, to those requiring such assistance.

Top Sector with the Highest Net Increase in Business Count	2021 Business Count	2022 Business Count	Change Between 2021 and 2022
Health Care and Social Assistance Sector	1,716	1,775	+ 59 (+ 3.4%)

- **In 2022, in terms of job counts, the Information and Cultural Industries sector had the highest net decrease in the number of jobs whereas the Educational Services sector had the highest net increase.**

The Information and Cultural Industries sector had the highest net decrease in the number of jobs with an estimated 1,320 jobs lost, representing a 22.8 per cent decrease, down from 5,800 jobs identified within the sector in 2021 to 4,480 jobs in 2022. The Information and Cultural Industries sector includes businesses engaging in producing and distributing (except by wholesale and retail methods) information and cultural products.

Top Sector with the Highest Net Decrease in Job Count	2021 Job Count (Estimate)	2022 Job Count (Estimate)	Change Between 2021 and 2022 (Estimate)
Information and Cultural Industries Sector	5,800	4,480	- 1,320 (- 22.8%)

Conversely, the Educational Services sector had the highest net increase in the number of jobs with an estimated 2,410 jobs gained, representing an 11.9 per cent increase, from 20,200 jobs identified within the sector in 2021 to 22,610 jobs in 2022. The Educational Services sector includes businesses providing instruction and training in a wide variety of subjects.

Top Sector with the Highest Net Increase in Job Count	2021 Job Count (Estimate)	2022 Job Count (Estimate)	Change Between 2021 and 2022 (Estimate)
Educational Services Sector	20,200	22,610	+ 2,410 (+ 11.9%)

Conclusion

The results of the 2022 Employment Survey provide valuable information and insight relating to Halton’s businesses and employment activities.

The 2023 Employment Survey is currently underway, and has returned to the in-person survey methods used in pre-pandemic years and is expected to conclude in September.

In addition, in accordance with the Transition approach related to Bill 23, *More Homes Built Faster Act, 2022* endorsed by Council in May 2023 through Report No. LPS34-23 re: “Regional Planning in a Post-Bill 23 Environment”, staff will work with local municipalities to continue to provide this information in a manner that responds to local municipal needs and priorities. A report on the results of the 2023 Employment Survey will be provided to Regional Council in 2024.

FINANCIAL/PROGRAM IMPLICATIONS

The cost of undertaking the annual region-wide comprehensive employment survey is funded from the Planning Services Operating 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 – 2022 Employment Survey Results (Document Under Separate Cover)



2022

Employment Survey Results





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Message from Halton Regional Chair Gary Carr

On behalf of Regional Council, I am pleased to present the results of the 2022 Employment Survey. I encourage you to read this year's Employment Survey to learn more about trends in Halton's business communities and gain valuable insights on employment activities and trends in the region. The Employment Survey helps to inform land use and economic development strategies, as well as infrastructure and service improvements in Halton as we work to support future growth and a strong economy.

The results of the 2022 Employment Survey show that Halton's businesses are continuing to adapt to changing business needs in order to stay competitive. There are positive signs of recovery from the COVID-19 pandemic as many businesses across Halton continue to implement work-from-home arrangements with employees, grow their workforce, and shift to more goods-producing activities.

Here are a few areas I would like to highlight from the 2022 Employment Survey, based on the responses from some businesses:

- Jobs identified in Halton increased by an estimated 2.3 per cent between 2021 and 2022.
- Businesses identified in Halton increased by 1.6 per cent between 2021 and 2022.
- More than 23 per cent of employers indicated they had staff working from home.
- Businesses operating since 2021 (or longer) added 17,900 jobs between 2021 and 2022.
- Employment Areas in Halton hosted more than 40 per cent of total businesses and 49 per cent of total jobs. 23 per cent of the businesses in Employment Areas partake in goods-producing activity and employ 35.5 per cent of the jobs in Employment Areas.

I want to thank businesses across Halton's communities for participating in the 2022 Employment Survey.

Through our joint effort with business owners and operators to prepare for the future of employment in the region, we keep Halton a great place to live, work, raise a family and retire. To learn more about employment in Halton, visit [halton.ca](https://www.halton.ca).

Sincerely,

Gary Carr
Halton Regional Chair

Introduction and Highlights

2022 Employment survey

In 2022, the Region conducted its 13th annual Employment Survey of businesses in Halton. Through the survey, the Region collects and updates information on businesses and employment across Halton. This includes data such as the number of employees, type of employment (full-time, part-time or temporary), industry sector and business space.

The survey targets businesses that have a physical location in Halton and are visible to the general public. The survey is voluntary, and the results presented in the report are based on the responses received. Where a response was not received in 2022, information from a previous response, where available, has been carried forward. See page 19 for methodological notes for 2022.

Report content

This report provides a summary of the 2022 Employment Survey results. In particular, the report:

- highlights the total number of businesses identified and jobs estimated in 2022 and provides a five-year trend from 2018 to 2022;
- presents additional information on businesses and jobs based on survey responses; and
- examines the geographic distribution of businesses and jobs across Halton, including within the Employment Areas identified in Halton’s Regional Official Plan.

The 2022 Employment Survey Results report is organized as follows:

	Businesses Provides highlights related to businesses in Halton.
	Jobs Provides highlights related to jobs in Halton.
	Businesses and Jobs by Sector Identifies key economic sectors in Halton by businesses and jobs.
	Employment Area Provides highlights of businesses and jobs within Halton’s Employment Areas.

For information on the survey methodology, please see page 19.

2022 business highlights

13,820 businesses in Halton <i>(13,600 in 2021)</i>	+220 net change in businesses between 2021 and 2022 <i>(-47 between 2020 and 2021)</i>
555 business closures <i>(894 in 2021)</i>	40.3% of businesses were located in Halton's Employment Areas <i>(41.7% in 2021)</i>




Retail trade
Top sector by business count




2022 job highlights

240,200 estimated (rounded) jobs in Halton <i>(234,800 in 2021)</i>	+5,400 net change in jobs between 2021 and 2022 <i>(6,400 between 2020 and 2021)</i>
71.8% of estimated (rounded) jobs were full-time positions <i>(72.1% in 2021)</i>	49% of estimated (rounded) jobs were located in Halton's Employment Areas <i>(51% in 2021)</i>



Manufacturing
Top sector by job count



Businesses: Summary



13,820 businesses identified in 2022

+220 net change in businesses between 2021 and 2022

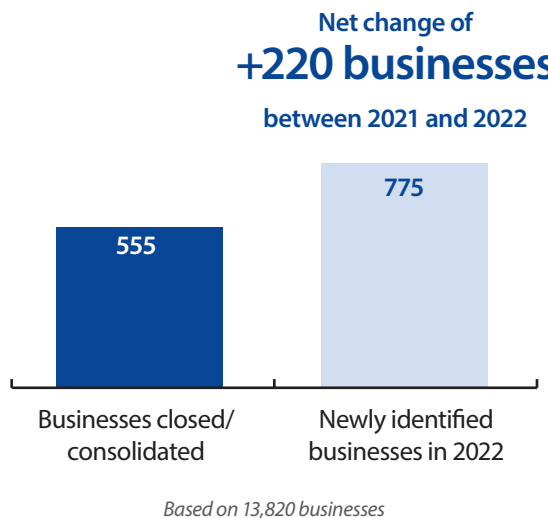
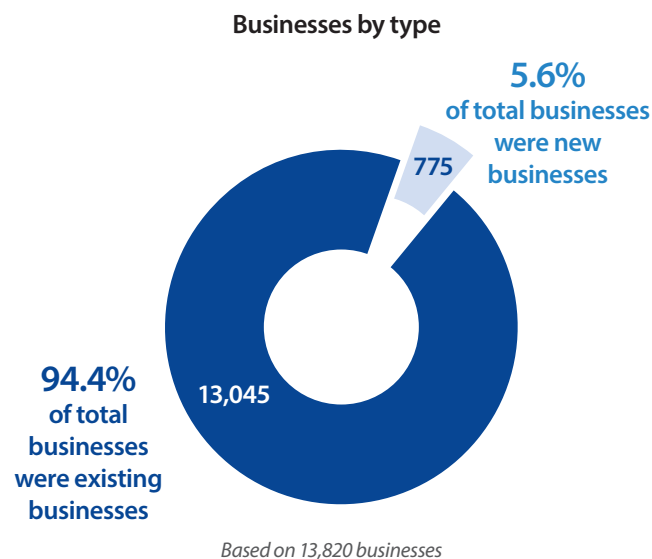
Businesses by type

The 2022 Employment Survey identified a total of 13,820 businesses in Halton Region. Of the businesses identified, 94.4 per cent (13,045 businesses) were existing businesses, or businesses that have been operating in Halton since 2021 or earlier. The remaining 5.6 per cent (775 businesses) were businesses identified for the first time in 2022. These represent businesses that were not identified during previous survey years.

Net change between 2021 and 2022

In 2022, 555 businesses that have been operating in Halton since 2021 or earlier were identified as closed. The survey also identified 775 new businesses in 2022. As a result, there was an overall net increase of 220 businesses between 2021 and 2022. Business closures do not include businesses that were temporarily closed (i.e. anticipated to reopen at a later date).

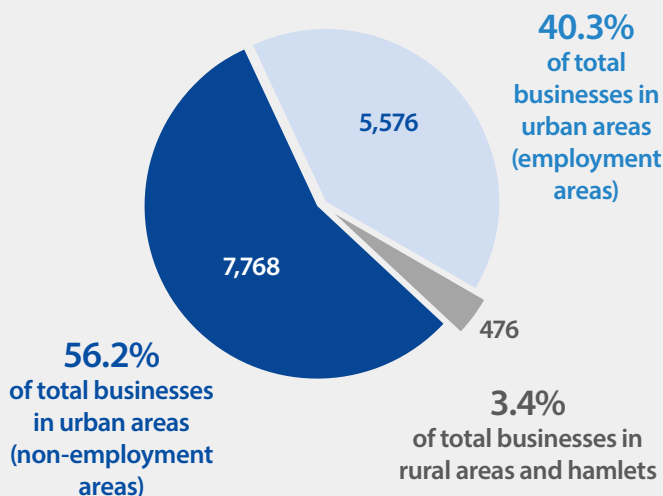
Net change of total businesses between 2021 and 2022



Businesses by Halton's land use areas

In 2022, 96.5 per cent (13,344 businesses) of Halton's total businesses were located in urban areas. Urban areas are where the majority of Halton's population and employment growth occur. Within the urban areas are employment areas with a specific role of supporting Halton's key economic activities. 40.3 per cent (5,576 businesses) of Halton's total businesses were located in the employment areas. For more highlights on the employment areas, see page 17 of the report.

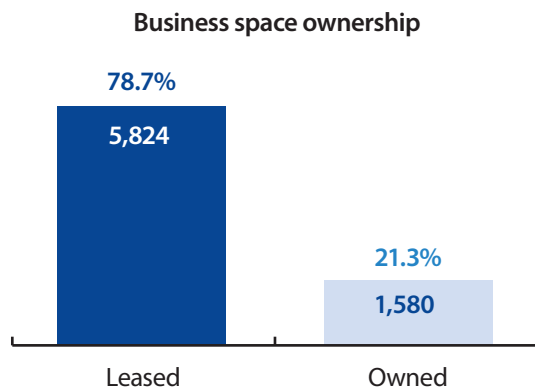
The remaining 3.4 per cent (476 businesses) were located in hamlets and rural areas. Hamlets are part of Halton's settlement area, but located within rural areas. Limited population and employment growth are directed to these areas; however, they play an important economic role in Halton to support rural and agricultural activities.





Business space ownership

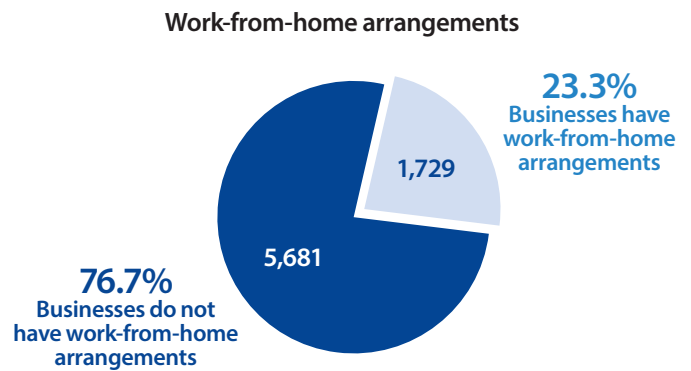
In 2022, 78.7 per cent (5,824 businesses) of businesses that responded to the survey operated in a business space that was leased. The remaining 21.3 per cent (1,580 businesses) owned the business space. 7,404 businesses responded to the survey question on the business space ownership.



Based on 7,404 responses

Work-from-home arrangements

In 2022, of the 7,410 businesses that responded to the work-from-home survey question, 23.3 per cent (1,729 businesses) indicated that the business had work-from-home arrangements with employees. The remaining 76.7 per cent (5,681 businesses) indicated that they do not have work-from-home arrangements.



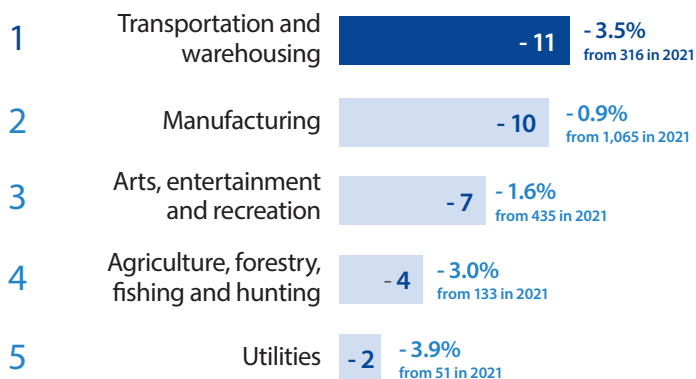
Based on 7,410 responses

Top sectors by net business closures

In 2022, the Transportation and Warehousing sector had the highest decrease in net number of businesses due to higher number of closures with a decrease by 11 businesses, or a 7.2 per cent decrease from 316 businesses identified within the sector in 2021.

The chart below identifies the top five sectors by net number of business closures. For descriptions of the sectors, see page 20 of this report.

Top 5 sectors by net number of business closures



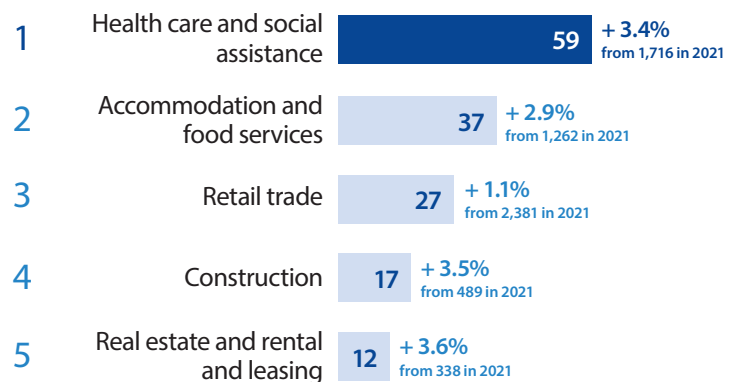
Based on 555 business closures and 775 new businesses

Top sectors by net new businesses

In 2022, the Health Care and Social Assistance sector had the highest increase in net number of businesses with an increase by 59 businesses, or a 3.4 per cent increase from 1,716 businesses identified within the sector in 2021.

The chart below identifies the top five sectors by net number of new businesses. For descriptions of the sectors, see page 20 of this report.

Top 5 sectors by net number of new businesses

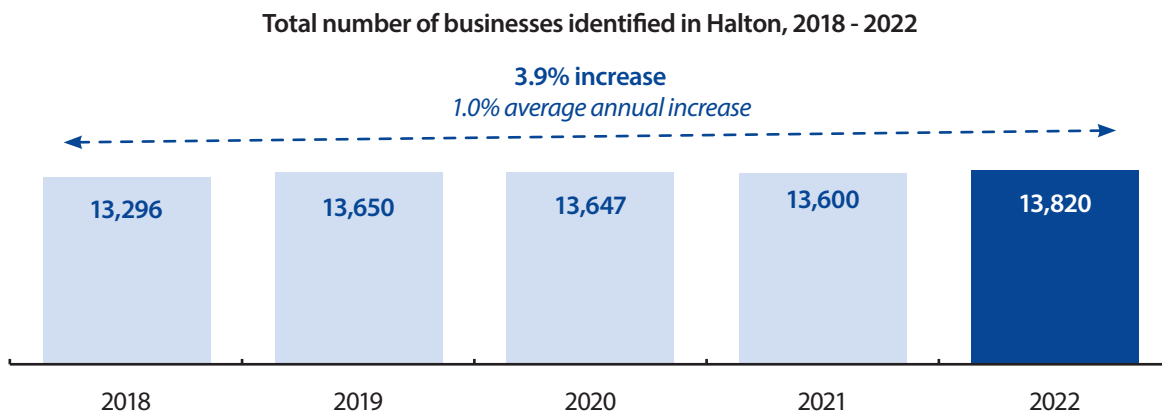


Based on 555 business closures and 775 new businesses



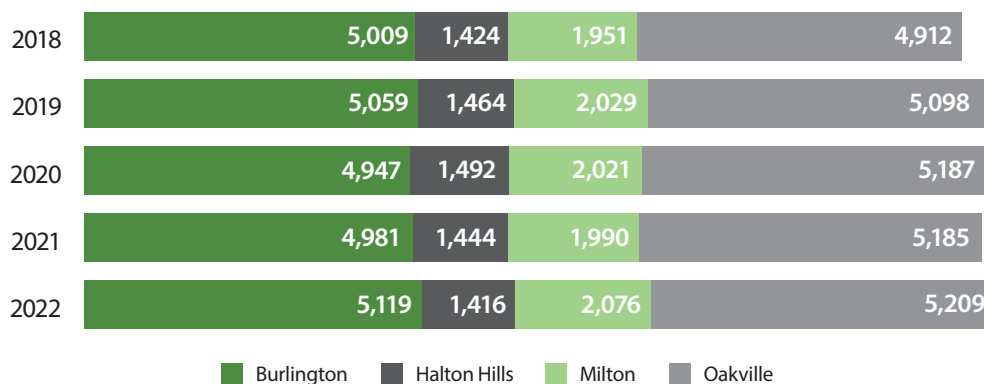
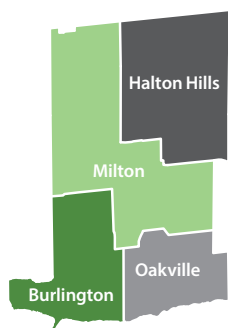
Five-year business trend in Halton (2018 – 2022)

Between 2018 and 2022, the Employment Survey results show an overall increase by 3.9 per cent (524 businesses) in the total number of businesses identified over the five-year period. The results suggest an average annual increase by 1.0 per cent, or 105 (rounded) businesses each year during this period.



Five-year business trend by municipality (2018 – 2022)

By municipality, Milton had the highest annual rate of change in the number of businesses identified, with an average annual increase by 1.6 per cent. Halton Hills observed a declining trend in the number of businesses, experiencing an average annual decrease by 0.1 per cent. Burlington and Oakville both observed an increasing trend in the number of businesses, with Burlington experiencing an average annual increase of 0.6 per cent and Oakville with an average annual increase of 1.5 per cent.



	Burlington	Halton Hills	Milton	Oakville	Halton Region
Five-year change (2018 – 2022)	2.2%	-0.6%	6.4%	6.0%	3.9%
Annual average (2018 – 2022)	0.6%	-0.1%	1.6%	1.5%	1.0%



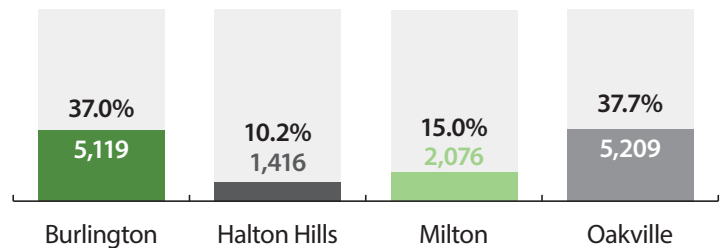
Businesses: Geographic distribution

Distribution by municipality

By municipality, Oakville had the highest share of the total identified businesses in 2022 at 37.7 per cent (5,209 businesses), followed by Burlington with a share of 37.0 per cent (5,119 businesses). Together, Oakville and Burlington were home to about 75 per cent of Halton's total businesses identified in 2022.

Milton and Halton Hills had shares of 15.0 per cent (2,076 businesses) and 10.2 per cent (1,416 businesses), respectively.

Distribution of businesses in Halton by municipality

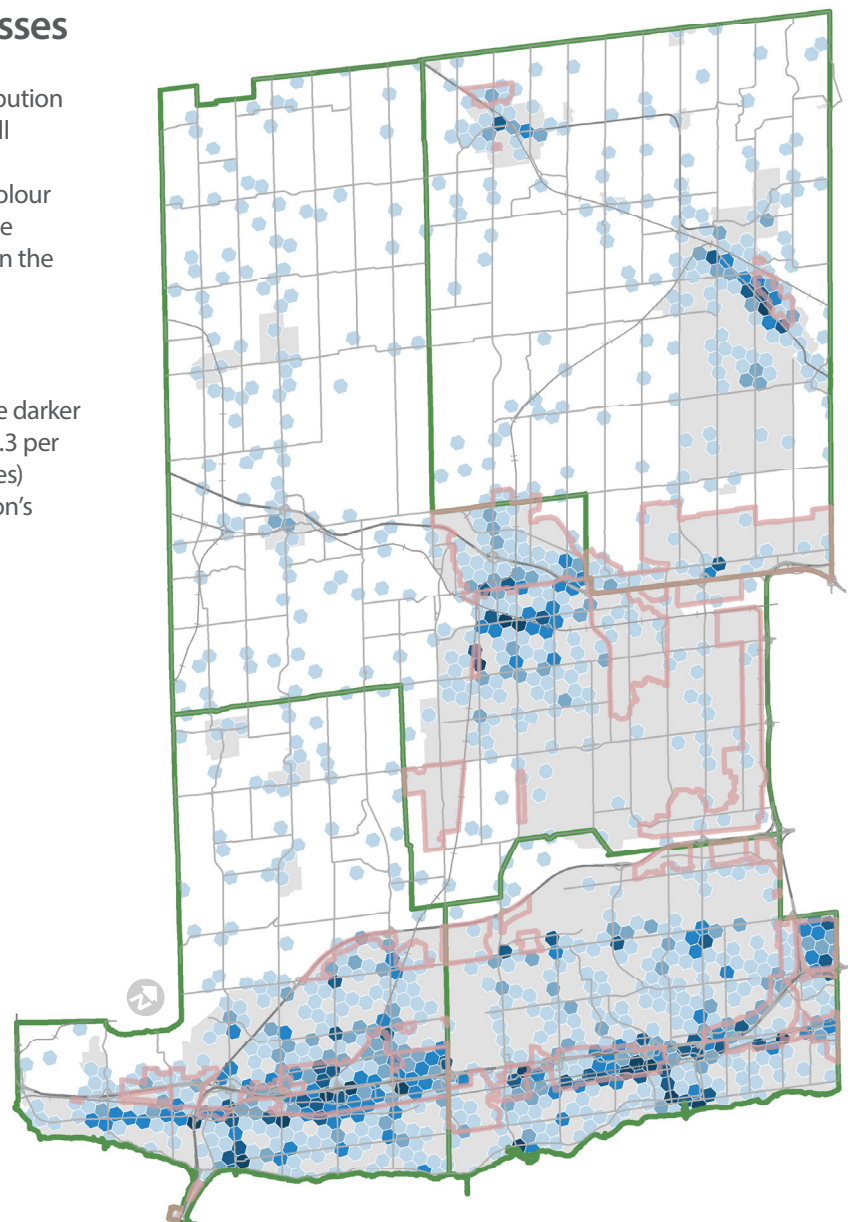


Based on 13,820 businesses

Geographic distribution of businesses

The map shown on this page identifies the spatial distribution of businesses across Halton Region. To provide an overall picture of where businesses are located in Halton, each geographic area highlighted on the map is assigned a colour based on the number of businesses within that area. The darker the colour, the higher the number of businesses in the area.

The 13,820 businesses identified in 2022 are located throughout Halton's settlement areas (urban areas and hamlets) and rural agricultural areas. As illustrated by the darker shades, there are visible concentration of businesses (40.3 per cent of the total businesses identified, or 5,576 businesses) located within the Employment Areas identified in Halton's Regional Official Plan.



- 1 to 10 businesses
- 11 to 25 businesses
- 26 to 50 businesses
- 51 to 100 businesses
- 100+ businesses
- Settlement Boundary
- Employment Area

2022 Employment Survey

Jobs: Summary



240,200

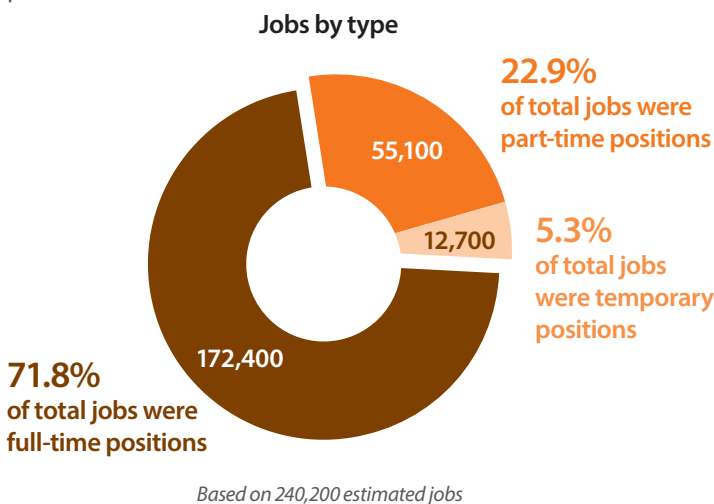
Total estimated (rounded) jobs in 2022

+ 5,400

Net estimated (rounded) change in jobs between 2021 and 2022

Jobs by type

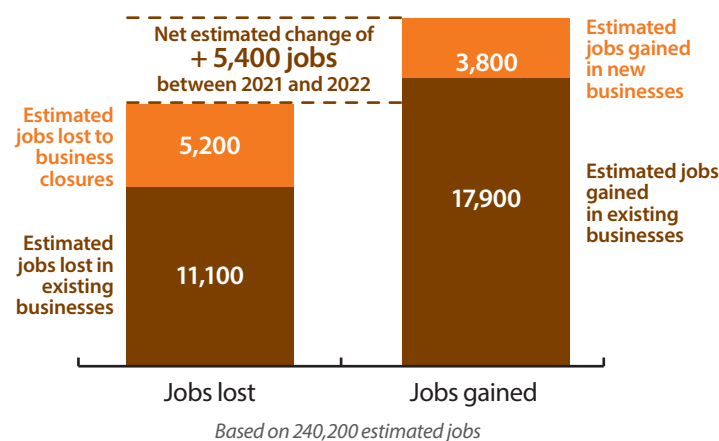
The 2022 Employment Survey estimated a total of 240,200 jobs in Halton Region. The majority of jobs in 2022 were full-time positions¹, representing 71.8 per cent of total jobs (172,400 jobs). 22.9 per cent of the jobs (55,100 jobs) were part-time positions². The remaining 5.3 per cent (12,700 jobs) were temporary positions³.



Net change between 2021 and 2022

Between 2021 and 2022, there was an estimated net increase by 2.3 per cent (5,400 jobs) in total jobs. Increase was due to more jobs gained from new and existing businesses (3,800 jobs and 17,900 jobs, respectively) than jobs lost to business closures and in existing businesses (5,200 jobs and 11,100 jobs, respectively).

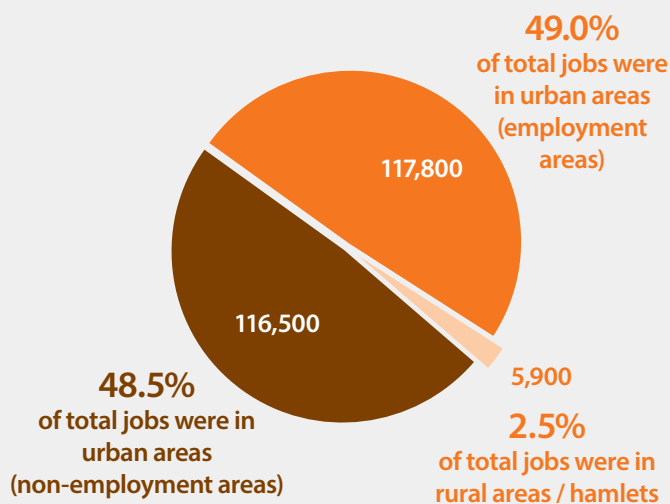
Net estimated change of total jobs between 2021 and 2022



Jobs by Halton's land use area

In 2022, 97.5 per cent (234,300 jobs) of Halton's total jobs were located in urban areas. Urban areas are where the majority of Halton's population and employment growth occur. Within the urban areas are employment areas with a specific role of supporting Halton's key economic activities. 49.0 per cent (117,800 jobs) of Halton's total jobs were located in the employment areas. For more highlights on the employment areas, see page 17 of the report.

The remaining 2.5 per cent (5,900) were located in hamlets and rural areas. Hamlets are part of Halton's settlement area, but located within rural areas. Limited population and employment growth are directed to these areas; however, they play an important economic role in Halton to support rural and agricultural activities.



1. Full-time positions are based on jobs that consist of 30 hours or more per week.

2. Part-time positions are based on jobs that consist of 30 hours or less per week.

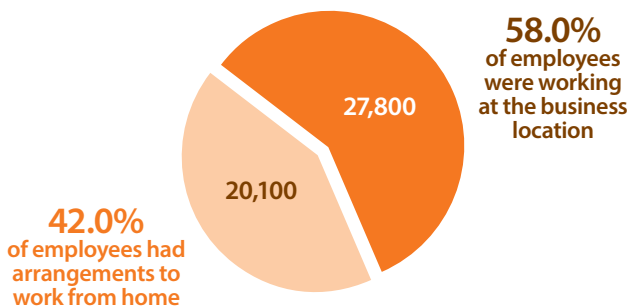
3. Temporary positions are based on jobs that are under a contract for a specific, limited amount of time, such as seasonal or holidays.



Employees working from home

In 2022, 7,410 businesses responded to the survey question regarding working from home. Of those, 1,729 businesses indicated employees had the ability to work from home. In total, the 1,729 businesses employed 47,900 jobs with 42.0 per cent (20,100 jobs) working from home. The remaining 58.0 per cent (27,800 jobs) at those businesses continued to work at the business location.

Employees working from home at businesses with work-from-home arrangements

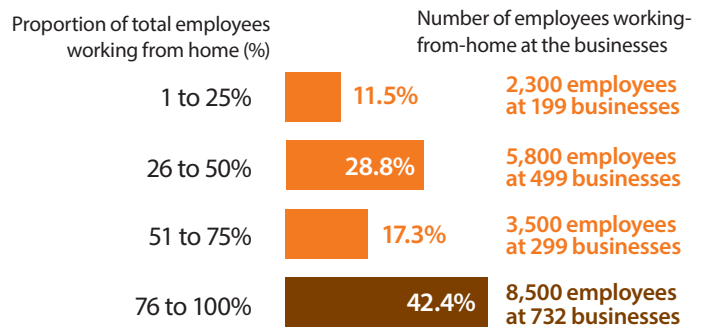


Based on 1,729 businesses with work-from-home arrangements and 47,900 work-from-home jobs

Work-from-home by proportion

The proportion of employees working from home differed within the 1,729 businesses that indicated employees had the ability to work from home. At a majority of these businesses (42.4 per cent), between 76 to 100 per cent of employees worked from home. 17.3 per cent of these businesses had between 51 and 75 per cent of their employees working from home, while the remaining 40.4 per cent of the businesses had 50 per cent or less of their workforce working from home.

Work-from-home by proportion



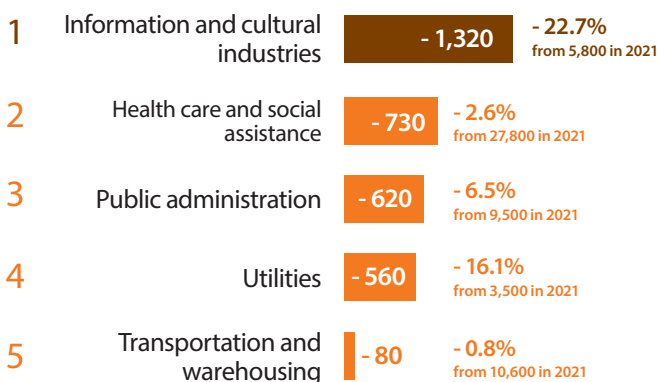
Based on 1,729 businesses and 20,100 work-from-home jobs

Top sectors by net jobs lost

In 2022, the Information and Cultural Industries sector had the highest number of jobs lost with an estimated net decrease by 1,320 jobs, or a 22.7 per cent net decrease from 5,800 jobs in 2021.

The chart below identifies the top 5 sectors by net number of jobs lost. For descriptions of the sectors, see page 20 of this report.

Top 5 sectors by number of net jobs lost



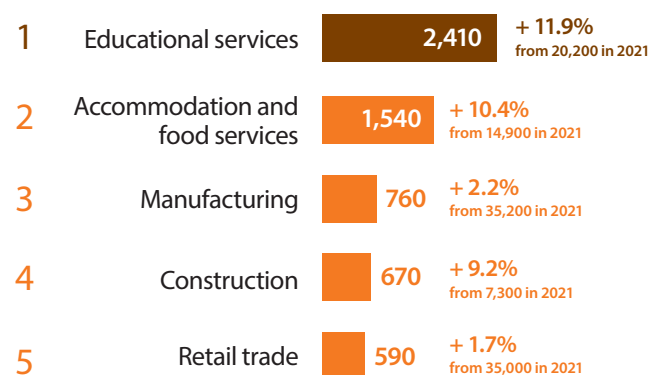
Based on 240,200 jobs with NAICS

Top sectors by net jobs gained

In 2022, the Educational Services sector had the most number of new jobs with an estimated net increase by 2,410 jobs, or an 11.9 per cent increase from 20,200 jobs in 2021.

The chart below identifies the top 5 sectors by net number of new jobs. For descriptions of the sectors, see page 20 of this report.

Top 5 sectors by number of net jobs gained



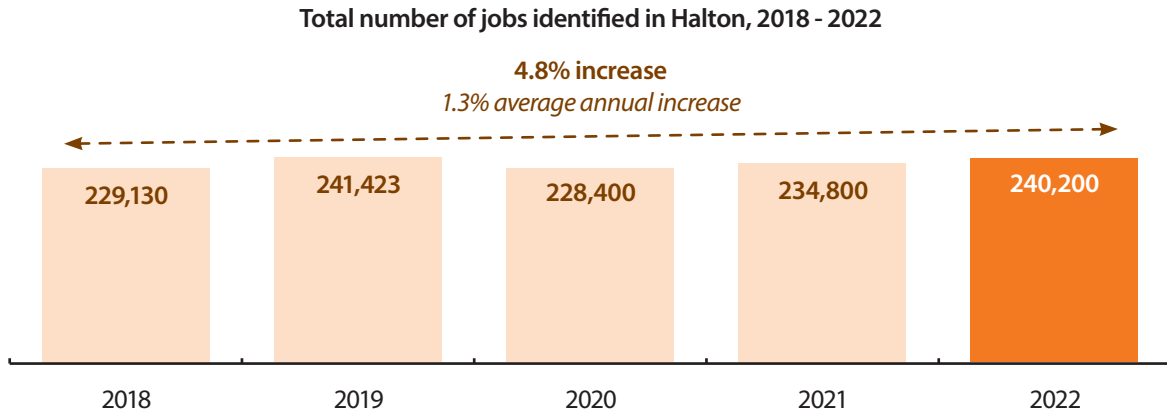
Based on 240,200 jobs with NAICS

Jobs: Five-year trends



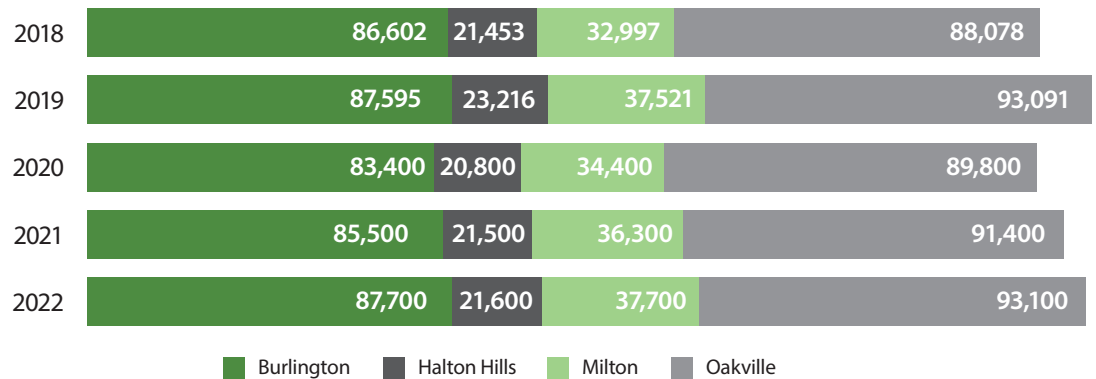
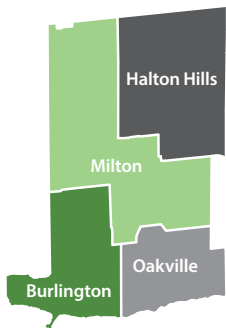
Five-year job trend (2018 – 2022)

Between 2018 and 2022, the Employment Survey results show an overall increase by 4.8 per cent (11,070 jobs) in the total number of jobs identified in Halton over the five-year period. The results suggest an average annual increase by 1.3 per cent over the last five years, or 2,210 (rounded) additional jobs identified each year during this period.



Five-year job trend by municipality (2018 – 2022)

By municipality, Milton had the highest annual rate of change in the number of jobs identified with an average annual increase by 3.7 per cent. Oakville had the second highest average annual increase by 1.4 per cent. Burlington and Halton Hills both had an average annual increase by 0.4 per cent.



	Burlington	Halton Hills	Milton	Oakville	Halton Region
Five-year change (2018 – 2022)	1.3%	0.7%	14.3%	5.7%	4.8%
Annual average (2018 – 2022)	0.4%	0.4%	3.7%	1.4%	1.3%

Jobs: Geographic distribution

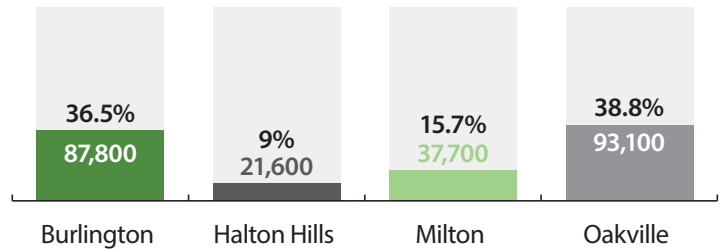


Distribution by municipality

By municipality, Oakville had the highest share of the total estimated jobs in 2022 at 38.8 per cent (93,100 jobs), followed by Burlington with a 36.5 per cent share (87,800 jobs). Together, Oakville and Burlington were home to over 75 per cent of Halton's total estimated jobs in 2022.

Milton and Halton Hills had shares of 15.7 per cent (37,700 jobs) and 9.0 per cent (21,600 jobs), respectively.

Distribution of jobs in Halton by municipality

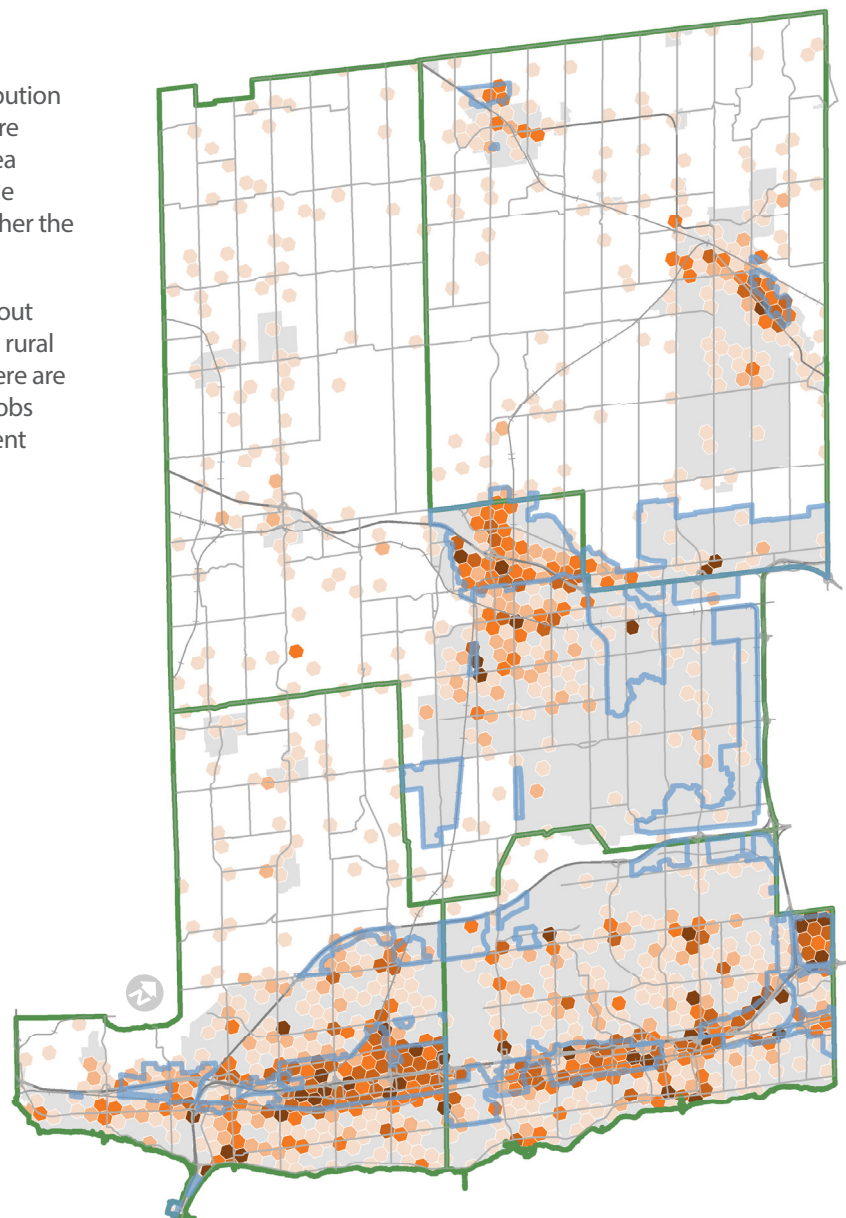


Based on 240,200 estimated jobs

Geographic distribution of jobs

The map shown on this page identifies the spatial distribution of jobs across Halton Region. To provide an overall picture of where jobs are located in Halton, each geographic area highlighted on the map is assigned a colour based on the number of jobs in an area. The darker the colour, the higher the number of jobs in the area.

The 240,200 estimated jobs in 2022 are located throughout Halton's settlement areas (urban areas and hamlets) and rural agricultural areas. As illustrated by the darker shades, there are visible concentrations of jobs (49.0 per cent of the total jobs estimated, or 117,800 jobs) located within the Employment Areas identified in Halton's Regional Official Plan.



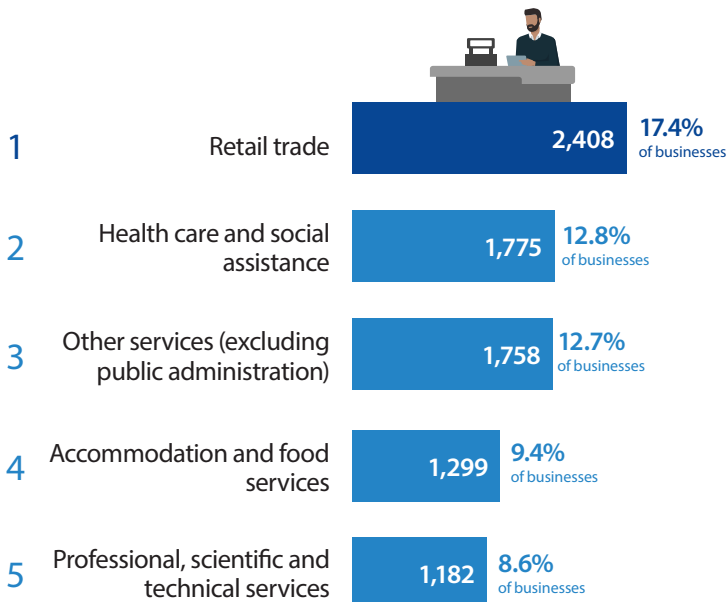
- 1 to 100 total jobs
- 101 to 250 total jobs
- 251 to 500 total jobs
- 501 to 1,000 total jobs
- 1,001 to 4,000 total jobs
- Settlement Boundary
- Employment Area

Businesses and jobs: Key Trends in 2022



Top 5 sectors by business count

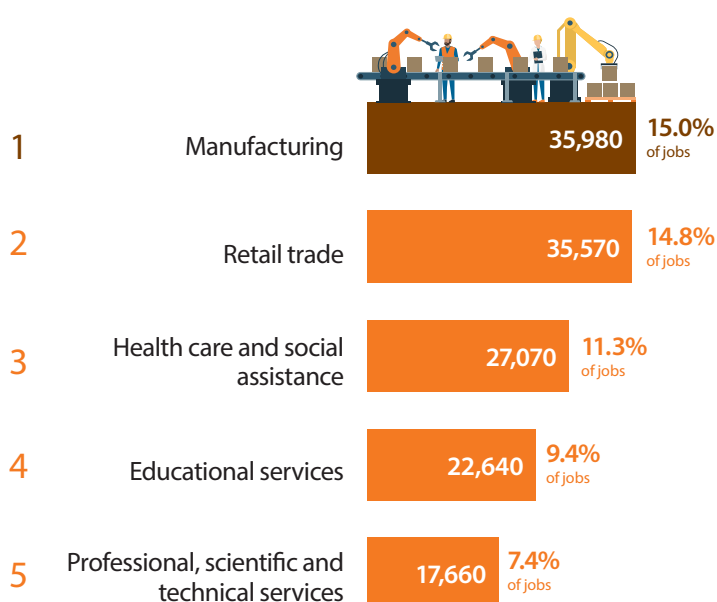
The top sector by total identified business count in 2022 was the Retail Trade sector, representing 17.4 per cent of the total businesses identified in Halton (2,408 businesses). The chart below provides the top 5 sector by business count.



Based on 13,820 businesses with NAICS

Top 5 sectors by job count

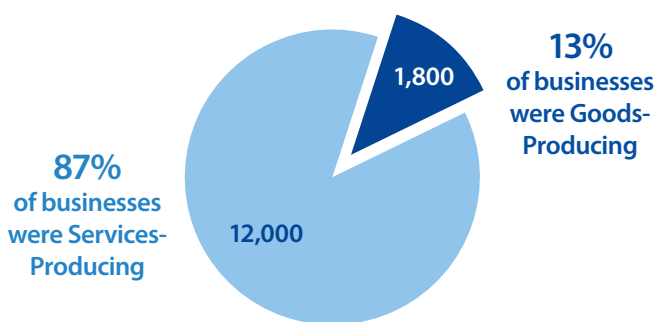
The top sector by total estimated job count in 2022 was the Manufacturing sector, representing 15.0 per cent of the total jobs estimated in Halton (35,980 jobs). The chart below provides the top 5 sector by job count.



Based on 240,200 jobs with NAICS

Goods vs. service producing businesses

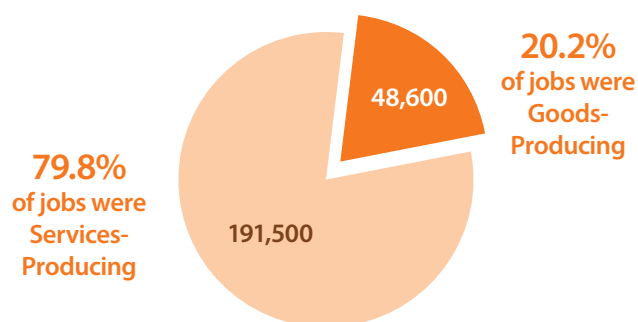
Of the 13,820 businesses identified within Halton Region in 2022, 13,800 businesses were generated by goods and service-producing sectors. The majority of businesses fell under service-producing sectors, representing 87.0 per cent (12,000 businesses). The remaining 13.0 per cent (1,800 businesses) were generated by goods-producing sectors.



Based on 13,800 businesses with NAICS

Goods vs. service producing jobs

Of the 240,200 jobs identified within Halton Region in 2022, 240,100 jobs were generated by goods and service-producing sectors. The majority of jobs were generated by service-producing sectors, accounting for 79.8 per cent (191,500 jobs). The remaining 20.2 per cent (48,600 jobs) were associated with goods-producing sectors.



Based on 240,100 jobs with NAICS

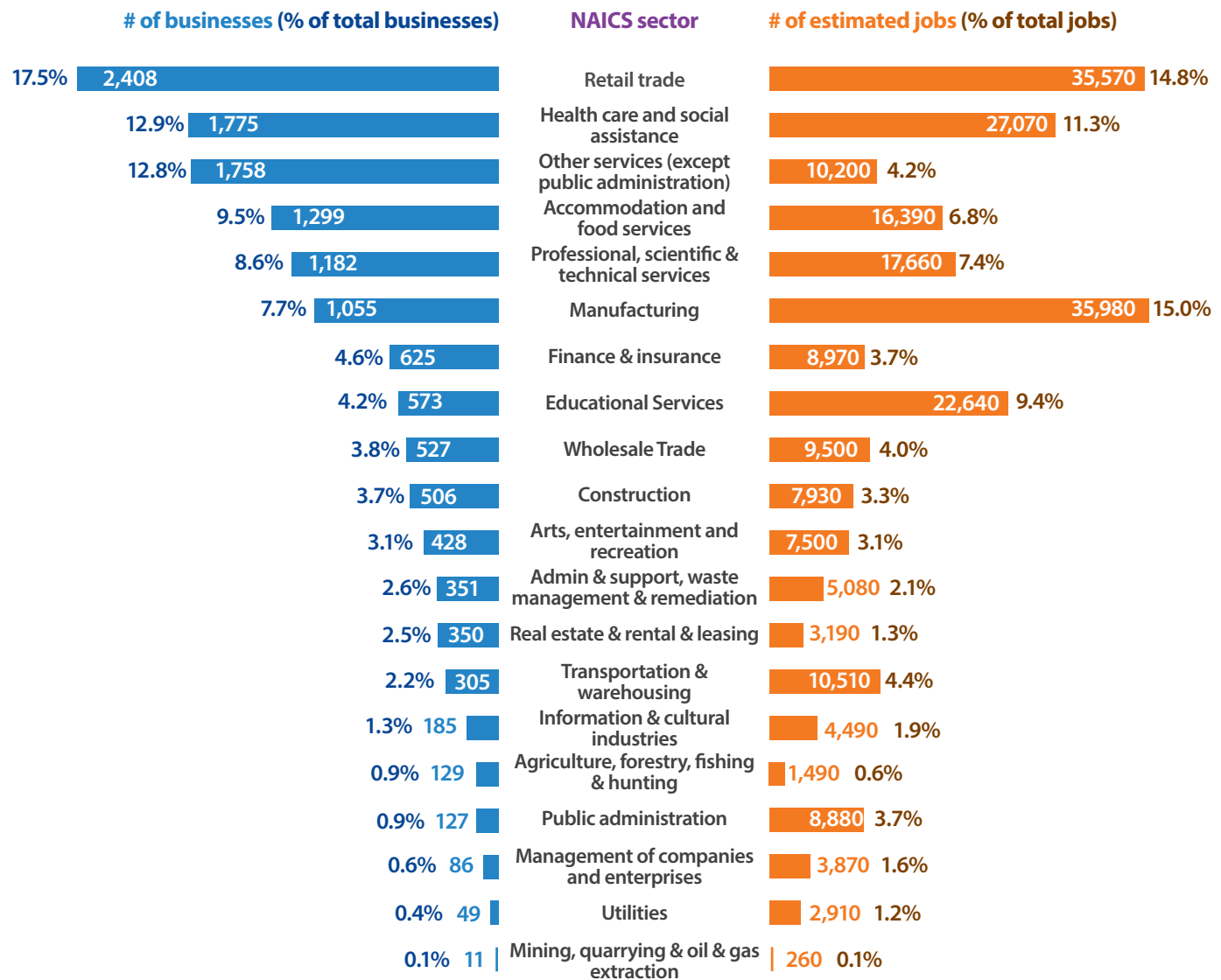
For descriptions of the NAICS sectors and the sectors associated with goods or service producing industries, refer to page 20 of this report.



Businesses and jobs: All sectors

Businesses and jobs by NAICS economic sectors

The graph below represents business and jobs identified in the 2022 Employment Survey results by the sectors as defined in the North American Industrial Classification System (NAICS). For a full description of the sectors, see page 20 of this report.



Based on 13,820 businesses with NAICS

1. Other Services (Except Public Administration) include businesses that are not classified in any other sector, such as repairing motor vehicles, machinery, or equipment; providing personal care services, funeral services, laundry services and other services to individuals, such as pet care services and photo finishing services; organizing and promoting religious activities; supporting various causes through grant-making, advocating (promoting) various social and political causes, and promoting and defending the interests of their members. As defined in the North American Industrial Classification System (NAICS).

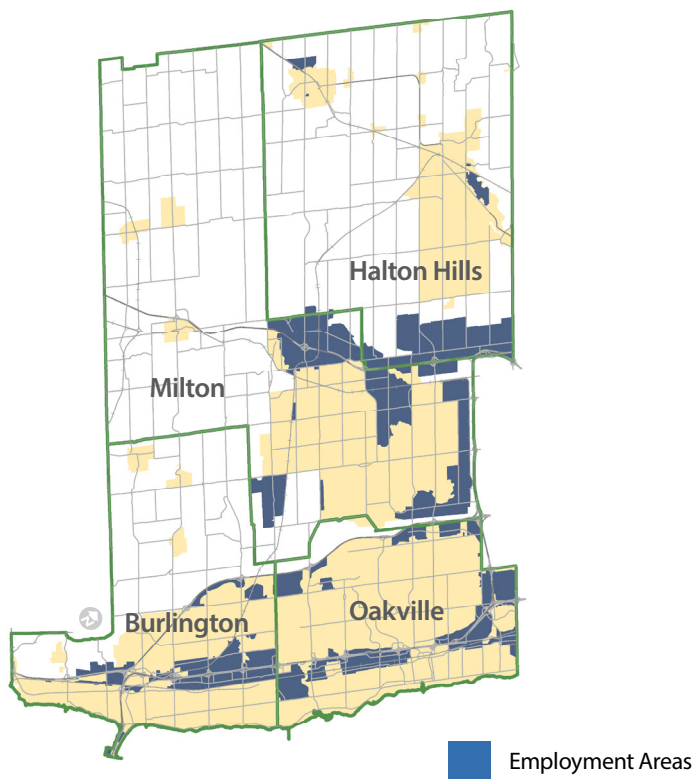


Employment Areas: Highlights

About Halton's Employment Areas

Under the Growth Plan for the Greater Golden Horseshoe (2020), the Province requires municipalities to designate Employment Areas within their official plans to protect and plan for employment uses over the long term.

Through the Regional Official Plan, Halton Region has identified Employment Areas to ensure sufficient lands are available to accommodate forecasted employment growth. These lands are also strategically identified and located based on their close proximity and access to existing major highway interchanges and rail yards.



Employment Area highlights

Due to their strategic location, as well as Regional policies that protect and support economic activities, Halton's Employment Areas are home to a significant portion of the Region's economic activities.

2022 Businesses Highlights in Employment Areas

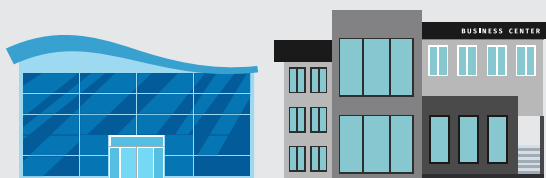
The 2022 Employment Survey identified 5,576 businesses located within Halton's Employment Areas, representing 40.3 per cent of total businesses identified in Halton Region.

5,576

Number of businesses identified in 2022 in Employment Areas

40.3%

Percentage of total businesses located in Employment Areas



2022 Jobs Highlights in Employment Areas

The 2022 Employment Survey estimated 117,800 jobs located within Halton's Employment Areas, representing more than half (49.0 per cent) of total jobs estimated in Halton Region.

117,800

Number of estimated jobs in 2022 within Employment Areas

49%

Percentage of total jobs located in Employment Areas



Employment Areas: Summary



5,576

Number of businesses identified in 2022 in Employment Areas

117,800

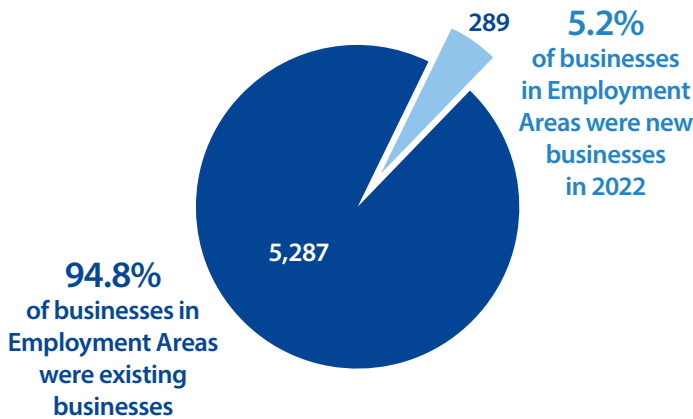
Number of jobs estimated in 2022 in Employment Areas

Businesses in Employment Areas by type

The 2022 Employment Survey identified a total of 13,820 businesses in Halton Region. Within the Employment Areas, the survey identified 5,576 businesses, representing 40.3% of the total businesses in Halton.

Of the 5,576 businesses identified in the Employment Areas, 94.8 per cent (5,287 businesses) were businesses identified in 2021 or earlier. The remaining 5.2 per cent (289 businesses) were newly identified businesses in the Employment Areas in 2022.

Businesses in Employment Areas by type



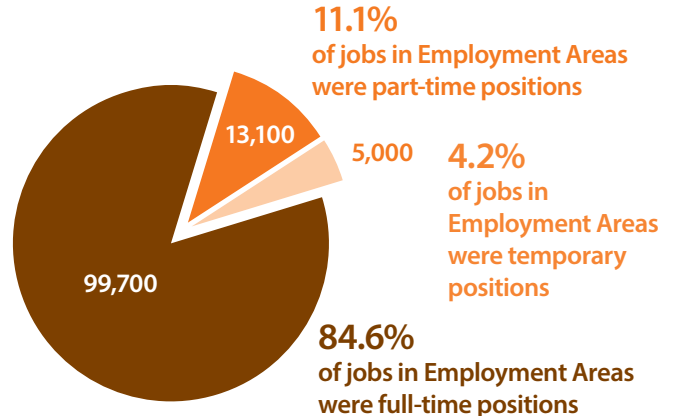
Based on 5,576 businesses in Employment Areas

Jobs in Employment Areas by type

The 2022 Employment Survey estimated a total of 240,200 jobs in Halton Region. Within the Employment Areas, the survey estimated 117,800 jobs, representing 49.0 per cent of the total jobs estimated in Halton.

Of the 117,800 job estimated in the Employment Areas, 84.6 per cent of the jobs were full-time positions¹ (99,700 jobs). The remaining 11.1 per cent (13,100 jobs) were part-time positions² and 4.2 per cent (5,000 jobs) were temporary positions³ in the Employment Areas.

Jobs in Employment Areas by type



Based on 117,800 estimated jobs in Employment Areas

1. Full-time positions are based on jobs that consist of 30 hours or more per week.

2. Part-time positions are based on jobs that consist of 30 hours or less per week.

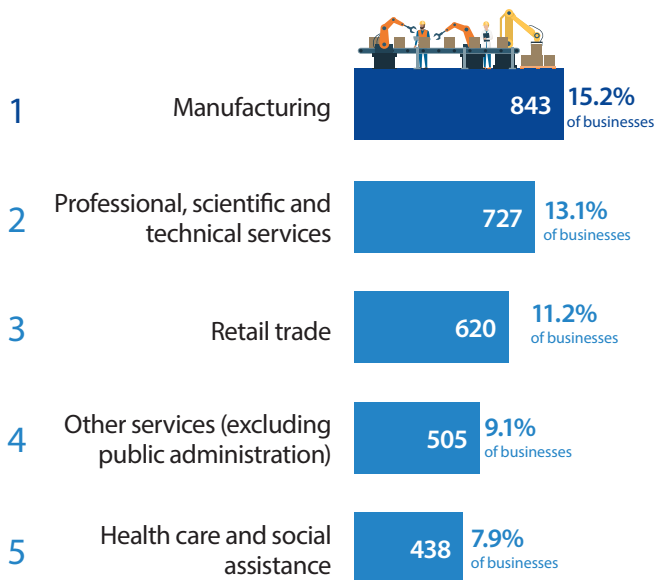
3. Temporary positions are based on jobs that are under a contract for a specific, limited amount of time, such as seasonal or holidays.



Employment Areas: Key Trends in 2022

Top 5 sectors by business count

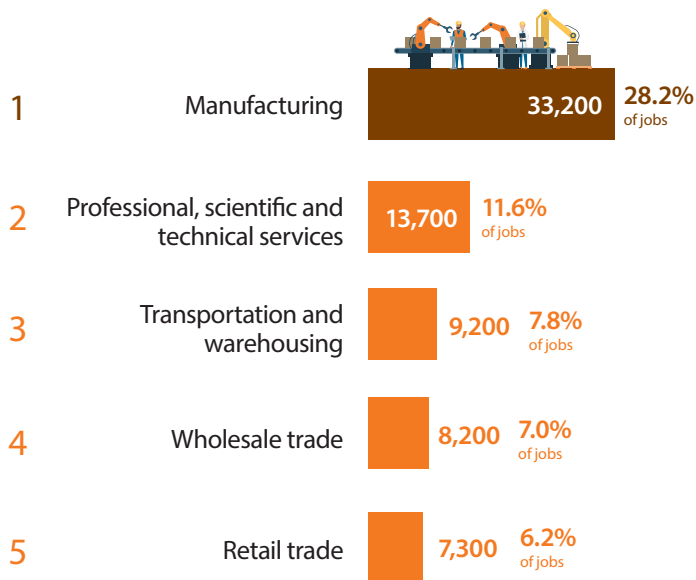
Within Halton's Employment Areas, the top sector by business count in 2022 was the Manufacturing sector, representing 15.2 per cent of the total businesses identified in Halton's Employment Areas (843 businesses). The chart below provides the top five sectors by business count.



Based on 5,576 businesses with identified NAICS in Employment Areas

Top 5 sectors by job count

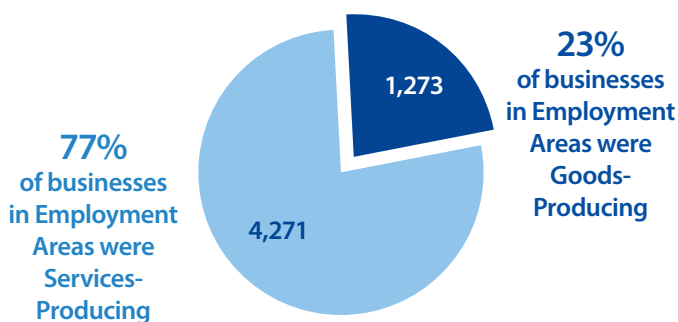
Within Halton's Employment Areas, the top sector by job count in 2022 was the Manufacturing sector, representing 28.2 per cent of the total jobs identified in Halton's Employment Areas (33,200 jobs). The chart below provides the top five sectors by job count.



Based on 117,800 jobs in Employment Areas

Goods vs. service producing businesses in Employment Areas

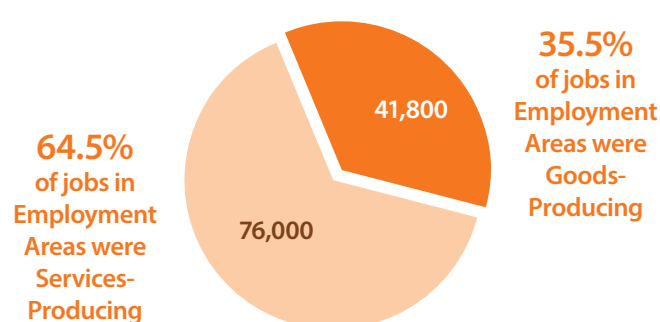
Of the 5,576 businesses identified within Halton's Employment Areas, the majority of businesses fell under service-producing sectors, accounting for 77.0 per cent (4,271 businesses). The remaining 23.0 per cent (1,273 businesses) of businesses were part of goods-producing sectors.



Based on 5,576 businesses in Employment Areas

Goods vs. service producing jobs in Employment Areas

Of the 117,800 jobs identified within Halton's Employment Areas, the majority of jobs are associated with service-producing sectors, accounting for 64.5 per cent (76,000 jobs). The remaining 35.5 per cent (41,800 jobs) were associated with goods-producing sectors.



Based on 117,800 jobs in Employment Areas

For descriptions of the NAICS sectors and the sectors associated with goods or service producing industries, refer to page 20 of this report.

Methodological and data notes

Annual survey of businesses in Halton

Halton's Employment Survey is an annual initiative to collect updated information on business and employment activities across the region. The survey includes all businesses that have a physical location within Halton and are visible to the general public with a business signage.

The survey collects information on business types and employment activities to help the Region:

- monitor economic and land use trends across the region;
- plan for future regional infrastructure and services; and
- assist in policy development and decision-making.

Participation in the survey is voluntary and the results presented in this report are based on the input of respondents.

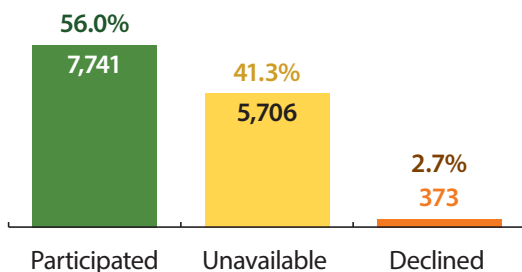
Survey participation rate

The 2022 Employment Survey identified a total of 13,820 businesses in Halton Region. The participation rate for the 2022 Employment Survey was as follows:

- 7,741 (56.0 per cent) businesses participated in 2022 and provided up-to-date information;
- 5,706 (41.3 per cent) businesses were unavailable to participate (i.e. business was not open at the time of survey, the survey contact was not available, etc.); and
- 373 (2.7 per cent) businesses declined to participate.

In cases where businesses were not available or declined to participate, information from the survey responses during previous survey year was carried over, where appropriate. In 2021, the participation rate was 47.9 per cent.

2022 Employment Survey participation rate



Based on 13,820 businesses identified

Survey methodology

The 2022 Employment Survey took place between May 9, 2022 and September 30, 2022. A team of nine Employment Surveyors surveyed all visible businesses that have a physical location within Halton and are visible to the general public with a business signage.

As part of the survey, the team of Employment Surveyors conducted site visits of all visible business locations in order to visually verify and confirm business activities (i.e. business closures and newly opened businesses).

The approach to the 2022 Employment Survey included a mix of survey methods, adjusted throughout the survey period as appropriate in consideration of the ongoing pandemic and adherence to public health measures. During the survey, businesses were provided with a range of options to participate in the 2022 Employment Survey, which included providing responses through:

- face-to-face interviews (when and where appropriate, while following all public health measures);
- telephone interviews; or
- completing the survey electronically (e.g. by email or online form on [halton.ca](https://www.halton.ca)).

Of the 7,741 businesses that responded to the 2022 Employment Survey, about 68.9% of the businesses participated through telephone interviews. The remaining 21.1% of the respondents participated through face-to-face interviews and 9.9% of the respondents participated by completing the survey electronically.

Participation in the Employment Survey is voluntary. Businesses may refuse to participate, or they may choose to only answer some of the questions.

Employment Survey results may not align with other surveys conducted by Statistics Canada or the Chambers of Commerce due to differences in methodology such as the time period during which the survey information was collected, the wording of the survey questions and/or the types of businesses the responded.

Additional information

North American Industry Classification System (NAICS) Sectors and Description. Visit StatCan.gc.ca for more information on NAICS.

Goods-Producing Industries		
NAICS Code	NAICS Sector	Description
11	Agriculture, Forestry, Fishing and Hunting	Growing crops, raising animals, harvesting timber, harvesting fish and other animals from their natural habitats and providing related support activities.
21	Mining, Quarrying, and Oil and Gas Extraction	Extracting naturally occurring minerals. Establishments performing similar activities, on a contract or fee basis, are also included.
22	Utilities	Operating electric, gas and water utilities.
23	Construction	Constructing, repairing and renovating buildings and engineering works, and in subdividing and developing land.
31-33	Manufacturing	Chemical, mechanical or physical transformation of materials or substances into new products.
Services-Producing Industries		
NAICS Code	NAICS Sector	Description
41	Wholesale Trade	Wholesaling merchandise, generally without transformation, and rendering services incidental to the sale of merchandise.
44-45	Retail Trade	Retailing merchandise, generally without transformation, and rendering services incidental to the sale of merchandise.
48-49	Transportation and Warehousing	Transporting passengers and goods, warehousing and storing goods, and providing services to these establishments.
51	Information and Cultural Industries	Producing and distributing (except by wholesale and retail methods) information and cultural products.
52	Finance and Insurance	Engaging in financial transactions or in facilitating financial transactions (involving the creation, liquidation, or change in ownership of financial assets).
53	Real Estate and Rental and Leasing	Renting, leasing, or otherwise allowing the use of tangible or intangible assets.
54	Professional Scientific and Technical Services	Engaging in activities in which human capital is the major input.
55	Management of Companies and Enterprises	Managing companies and enterprises and/or holding the securities or financial assets of companies and enterprises, for the purpose of owning a controlling interest in them and/or influencing their management decisions.
56	Administrative and Support, Waste Management and Remediation Services	Engaging in activities that support the day-to-day operations of other organizations or waste management activities.
61	Educational Service	Providing instruction and training in a wide variety of subjects.
62	Health Care and Social Assistance	Providing health care by diagnosis and treatment, providing residential care for medical and social reasons, and providing social assistance, such as counselling, welfare, child protection, community housing and food services, vocational rehabilitation and child care, to those requiring such assistance.
71	Arts, Entertainment and Recreation	Operating facilities or providing services to meet cultural, entertainment and recreational interests of their patrons.
72	Accommodation and Food Services	Providing short-term lodging and complementary services to travelers, vacationers and others.
81	Other Services (Except Public Administration)	Not classified in any other sector. Repairing motor vehicles, machinery, or equipment; providing personal care services, funeral services, laundry services and other services to individuals, such as pet care services and photo finishing services; organizing and promoting religious activities; supporting various causes through grant-making, advocating (promoting) various social and political causes, and promoting and defending the interests of their members.
91	Public Administration	Engaging in activities of a governmental nature.



LPS-2326731

halton.ca ☎ 311





VIA EMAIL

July 18, 2023

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

Kevin Arjoon, City Clerk, City of Burlington
Meaghan Reid, Town Clerk, Town of Milton
Vicki Tytaneck, Town Clerk, Town of Oakville
Valerie Petryniak, Town Clerk, Town of Halton Hills
Eric Hakomaki, Ministry of Transportation
Chief Stephen Tanner, Halton Regional Police Service

Please be advised that at its meeting held Wednesday, July 12, 2023, the Council of the Regional Municipality of Halton adopted the following resolution:

RESOLUTION: PW-21-23 - 2022 Transportation Progress Report

1. THAT the Commissioner of Public Works be authorized to execute the documents associated with the implementation of the Advanced Traffic Management System, subject to the satisfaction of the Director Legal Services.
2. THAT the Regional Clerk forward a copy of Report No. PW-21-23 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, the Halton Regional Police Service, and the Ministry of Transportation.

Included please find a copy of Report No. PW-21-23 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

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:	Andrew Farr, Commissioner, Public Works
Date:	July 12, 2023
Report No:	PW-21-23
Re:	Advanced Traffic Management System Project - Update

RECOMMENDATION

1. THAT the Commissioner of Public Works be authorized to execute the documents associated with the implementation of the Advanced Traffic Management System, subject to the satisfaction of the Director Legal Services.
2. THAT the Regional Clerk forward a copy of Report No. PW-21-23 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, the Halton Regional Police Service, and the Ministry of Transportation.

REPORT

Executive Summary

- On April 18, 2018, through the adoption of Report No. PW-10-18, Regional Council approved the implementation of a Regional Advanced Traffic Management System (R3205A).
- An Advanced Traffic Management System is a state-of-the-art traffic signal control system that will improve the performance of the existing road infrastructure through real-time active traffic management.
- The Implementation Plan for the Advanced Traffic Management System was approved by Regional Council in Report No. PW-34-21 re "Regional Advanced Traffic Management System" on November 24, 2021.
- The Regional Traffic Management Centre will commence operations in Q3 2023.
- Once the Traffic Management Centre is operational, the Oakville Phase of the Implementation Plan will be deemed complete.

Background

An Advanced Traffic Management System is a state-of-the-art traffic signal control system. The system communicates and works together with the traffic signal controllers remotely and various Intelligent Transportation Systems devices in the field (such as detection devices, closed circuit television cameras, warning and travel time information signs/messaging boards, data collection and monitoring devices as well as emergency and transit pre-emption devices, etc.). The entire system works together to move traffic safely and efficiently and allows staff to make informed operational decisions proactively based on real-time data and remote monitoring.

On April 18, 2018, through the adoption of Report No. PW-10-18, Regional Council approved the implementation of a Regional Advanced Traffic Management System and on November 24, 2021 through the adoption of Report No. PW-34-21, Regional Council approved the Implementation Plan for the Advanced Traffic Management System.

As a result, staff with the assistance of Halton Region's consultant, Arcadis IBI Group, issued a Request for Proposal (No. P-904-19) for the procurement of an Advanced Traffic Management System. Econolite Canada was selected to deploy their Centracos operating system. The City of Burlington, the Town of Halton Hills and the Town of Oakville also utilize Econolite Canada's Centracos platforms. The Town of Milton currently operates their signals with the Miovision platform; however, all their traffic signal controllers are supplied by Econolite Canada. Econolite Canada's Centracos platform will connect with all Regional traffic signal controllers and Intelligent Traffic System devices in the field. Econolite Canada's "Server-to-Server" application allows for the sharing of data between municipalities. Halton Region's Server-to-Server application will be the first deployment in Canada, although there are many Server-to-Server installations in the United States of America.

Discussion

Network Design

Overview of Town of Oakville Phase

Since the Implementation Plan was approved in 2021, Region staff have worked diligently with the Town of Oakville to develop the network design for the system. During this process, cybersecurity issues were identified in relation to connecting Halton Region and the Town of Oakville's networks. The two teams worked together to bring in a third party cybersecurity specialist to conduct a Threat Risk Assessment of the proposed network design. The Threat Risk Assessment confirmed that the network design would meet the needs for the project; however, the Town of Oakville would require a firewall to secure the integrity of its corporate network. As a result, the project team adjusted the Implementation Plan schedule to include the design and installation of the firewall. Unfortunately, this resulted in a considerable extension to the project schedule that was not originally anticipated.

Subsequently, the project team was able to test and confirm that the Server-to-Server is functioning properly and traffic data can now be shared between the Town of Oakville and Halton Region.

The traffic signal transition process resumed early in 2023. The transition is being completed in five phases, each resulting in the active management of another portion of Halton Region's 112 traffic signals in the Town of Oakville.

The process commenced on May 11, 2023 with 17 traffic signals on Trafalgar Road (Regional Road 3) and Dundas Street (Regional Road 5). Upon successful testing of the pilot phase, the remaining four phases are being implemented in blocks of 25 – 30 signals per phase. It is anticipated that all 112 traffic signals will be transitioned by the end of July 2023.

Traffic Signal Operations Agreement and IT Memorandum of Understanding

The Town of Oakville and Halton Region have developed a Traffic Signal Operation Agreement and IT Memorandum of Understanding.

The intent of these additional documents is to document:

- Guiding principles;
- High-level overviews of the system;
- Roles and responsibilities; and,
- Standard operating procedures relative to the day-to-day operation between the two parties (including communication protocols).

It is anticipated that the documents will be updated on an annual basis.

The project team intends to use these documents as a basis for agreements with the City of Burlington, the Town of Halton Hills and the Town of Milton.

Closed Circuit Television Cameras Procedure

As part of the Advanced Traffic Management System's implementation Halton Region will install and operate Traffic Monitoring Cameras within the Regional Road right-of-way. While the Traffic Monitoring Cameras will be used for proactive traffic management and emergency incident response, they will collect anonymous information on a transitory basis and will not store identifiable personal or vehicle information.

Halton Region will not collect personal information through the monitoring of vehicles on Halton Region's road network. However, if collection of personal information is not avoidable, then such information will only be collected as authorized under the provisions of the *Municipal Freedom of Information and Protection of Privacy Act*.

Given the above, project staff have worked with Halton Region's Freedom of Information and Privacy Coordinator to develop a Closed Circuit Television Camera Procedure.

Traffic Monitoring Centre

As part of the Halton Regional Centre's Modernization Project, Halton Region's Traffic Monitoring Centre will include a video display wall and operator workstations in Level 1 in the West Block of the Regional Administration building. The Traffic Management Centre is the actual physical space where staff view and monitor the operational activities of the Regional Roads.

It is anticipated the Traffic Monitoring Centre will be operational no later than fall 2023.

Monitoring and Evaluation Plan

With the introduction of the new system, there will be a period for staff to be properly trained and familiarized with the system to understand its full capabilities with a short-term objective of establishing standard operating procedures and active evaluation of the data and signal adjustments for key intersections.

As more parts of the system go live, staff will be able to engage in unplanned road incidents such as vehicle collisions, system failures, and vehicular breakdowns so that immediate call outs can be made to the appropriate agencies, contractors, or service teams ensuring that proper resources can be deployed in the field to resolve the operational issues.

During the first year of operation, staff will be monitoring and collecting daily operational data and information in real time to acquire baseline data for the various intersections and road corridors such as am and pm peak time traffic flows so Halton Region can proactively manage the Regional Road network system on a daily basis.

The longer term goal is to be able to measure the systems overall effectiveness, establish and monitor key operational performance metrics such as monitoring service levels through average travel times on key corridors, improving traffic flow through traffic signal optimization and traffic signal timing adjustments to reflect the real time traffic demands.

The key operational performance metrics will be reported annually in the Transportation Progress Report beginning in 2024.

Next Steps

As per the approved Implementation Plan, the sequence for the remaining phases will bring on-line Halton Regional traffic signals in the City of Burlington (63), then the Town of Milton (72) and finally the Town of Halton Hills (21) (Attachment #1).

This sequencing will continue to be adjusted to allow coordination with the capital road reconstruction program and the build out of the fibre communication network. The complete Implementation Plan, including all the field devices in the remaining three Local Municipalities is currently scheduled to be completed by the end of 2025.

FINANCIAL/PROGRAM IMPLICATIONS

The estimated cost for the Advanced Traffic Management System project is \$3.4 million and can be accommodated in capital project “Regional Advanced Traffic Management System (ATMS), Our File: R-3205A”. Any future capital and operating budget impacts will be brought forward for Regional Council’s consideration through the annual budget process.

Respectfully submitted,



Rob Rivers CET
Director, Waste Management and Road
Operations



Andrew Farr
Commissioner, Public Works

Approved by



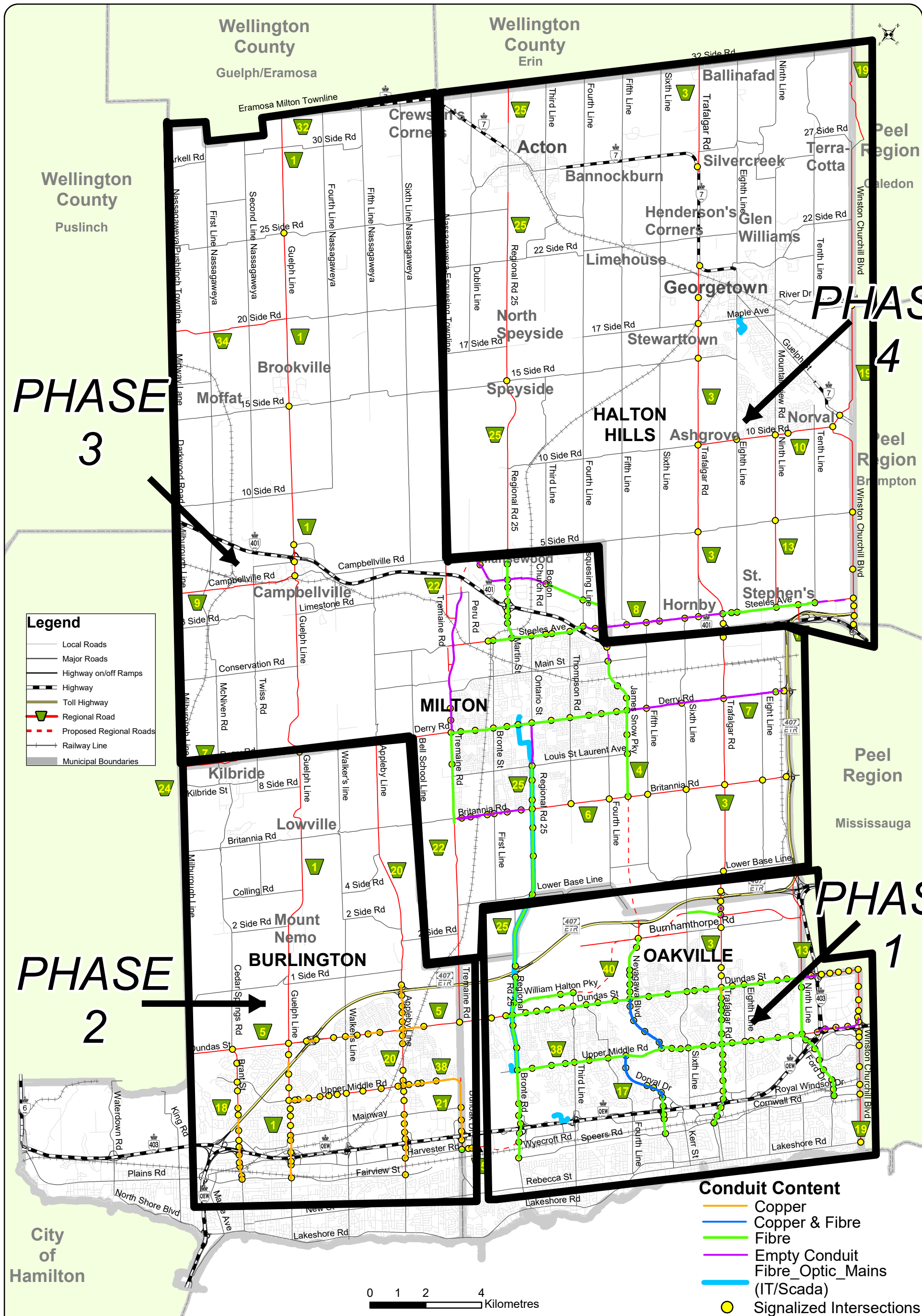
Jane MacCaskill
Chief Administrative Officer

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

Rob Rivers

Tel. # 8289

Attachments: Attachment #1 – Map of Advanced Traffic Management System Phased Implementation Plan



ATMS Implementation Plan - Communication Network

- Phase 1: Regional Signals in Oakville
- Phase 2: Regional Signals in Burlington
- Phase 3: Regional Signals in Milton
- Phase 4: Regional Signals in Halton Hills

Road Operations
Public Works

Nov 4, 2021

PW34-21

**excludes Conduit along Winston Churchill Blvd not mapped*



VIA EMAIL

July 18, 2023

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

Kevin Arjoon, City Clerk, City of Burlington
Meaghan Reid, Town Clerk, Town of Milton
Vicki Tytaneck, Town Clerk, Town of Oakville
Valerie Petryniak, Town Clerk, Town of Halton Hills
Eric Hakomaki, Ministry of Transportation
Chief Stephen Tanner, Halton Regional Police Service
Jeff Booker, 407 Electronic Toll Road

Please be advised that at its meeting held Wednesday, July 12, 2023, the Council of the Regional Municipality of Halton adopted the following resolution:

RESOLUTION: PW-24-23 - 2022 Transportation Progress Report

1. THAT Report No. PW-24-23 re: “2022 Transportation Progress Report” be received for information.
2. THAT the Regional Clerk forward a copy of Report No. PW-24-23 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, the Halton Regional Police Service, the Ministry of Transportation, and the 407 Electronic Toll Road for their information.

Included please find a copy of Report No. PW-24-23 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

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:	Andrew Farr, Commissioner, Public Works
Date:	July 12, 2023
Report No:	PW-24-23
Re:	2022 Transportation Progress Report

RECOMMENDATION

1. THAT Report No. PW-24-23 re: “2022 Transportation Progress Report” be received for information.
2. THAT the Regional Clerk forward a copy of Report No. PW-24-23 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, the Halton Regional Police Service, the Ministry of Transportation, and the 407 Electronic Toll Road for their information.

REPORT

Executive Summary

- Annually staff reports to Regional Council on the overall performance of Halton Region’s transportation system.
- The 2022 Transportation Progress Report summarizes Halton Region’s activities in the operation and maintenance of Halton Region’s transportation system.
- Increased collisions and volumes in 2022 indicate a return to pre-COVID-19 traffic patterns from the reduction in collisions and volumes experienced in 2020 and 2021.
- Overall, the Regional transportation system continues to grow while long-term trends indicate serious collisions resulting in non-fatal and fatal injuries decrease.

Background

The transportation system serving Halton Region is multi-modal, comprised of Provincial, Regional and Local Municipal infrastructure. All elements of the system are

interconnected and play a role in the provision of healthy and safe communities, supporting active lifestyles and providing multi-modal transportation options.

A variety of programs are undertaken annually to ensure that the Regional transportation system is operating in the safest and most efficient way possible and that the service life of roadway infrastructure is optimized through maintenance and capital improvement programs. Consistent with these objectives, the Regional Official Plan requires staff to monitor the overall performance of Halton Region's transportation system and to report annually to Regional Council.

Discussion

Transportation Progress Report

The 2022 Transportation Progress Report (Attachment #1) summarizes Halton Region's activities in the areas of operations and maintenance of Halton Region's Regional transportation system.

Programs such as Halton Region's Comprehensive Road Safety Action Plan (CROSAP), Traffic Operations and Safety Study (TOSS), Red Light Camera Program, Speed Management Program, and Drive SAFE (Safety Awareness For Everyone) continue to support the safe and efficient operation of the Regional Road network. While the number and variety of road users has been increasing over the years due to the pace of growth experienced, Halton Region has been able to steadily improve levels of safety over the course of 20 years of these programs' existence.

The monitoring and maintenance of the Regional Road network is carried out in accordance with levels of service outlined in the Provincial Minimum Maintenance Standards for Municipal Highways as set out in Ontario Regulation 239/02, as amended (most recently in May 2018). Ongoing adherence to maintenance standards and pavement condition reviews ensure that all Regional Roads are maintained in a good state-of-repair.

To comply with Ontario Regulation 239/02, maintenance related road classifications are reviewed annually to ensure they are current. The review is based on average annual daily traffic volumes and speed limits. Using these two values, road classifications are set to meet the Provincial standards. As a result of road classification adjustments, maintenance requirements may be amended accordingly.

Road Safety

The 2022 Transportation Progress Report includes a review of collisions that occurred on Regional Roads, a comparison of trends with the last five years, and a review of ongoing programs and initiatives. As 2020 and 2021 traffic patterns were greatly effected by COVID-19, comparing statistics between these years and 2022 may not yield long-term conclusions to the overall trends of the Regional Road network.

In 2022, there were approximately 2,800 collisions on the Regional Road network. Although this is an increase in overall collisions compared to 2020 and 2021, this is attributed to increased traffic volumes due to less public health restrictions. Despite the increase in collisions, long-term collision statistics suggests serious collisions (i.e. collisions resulting in non-fatal or fatal-injuries) continue to decrease.

Over the last two decades, due to the growth of Halton Region and the Regional Road network, there has been an overall increase in collisions on Regional Roads; however, the rate of serious collisions has decreased by half accounting for 24 per cent of annual collisions to 12 per cent. That is to say, despite overall growth in population and traffic exposure, the rate of serious collisions has reduced from an approximate one in four to one in ten occurrence.

This decrease is attributed to improvements in transportation infrastructure design, vehicle safety, and Regional efforts such as the Comprehensive Road Safety Action Plan, the Transportation Operation and Safety Study, the Red Light Camera Program, the Annual Speed Review, and Drive SAFE (Safety Awareness For Everyone) campaigns. Routine state-of-good repair maintenance and capital resurfacing and reconstruction projects also contribute to the safety of Regional Roads. Enforcement by the Halton Regional Police Service, along with promotion and education by Halton Region are also integral components to the safe management of the Regional Road network.

Comprehensive Road Safety Action Plan

The Comprehensive Road Safety Action Plan is a three-phased plan to guide the management of an effective overall road safety program. The Comprehensive Road Safety Action Plan provides a methodological framework for how to conduct detailed safety reviews and analysis with the intent to determine system causes and preventative measures to collision trends. The three phases of the Comprehensive Road Safety Action Plan are:

1. Site selection via network screening. Network screening uses the Empirical Bayes method to account for the randomness of collisions so that sites are prioritized based on their potential for safety improvement.
2. Operational and safety assessment for each location. A detailed operational and safety assessment is conducted to determine unique factors that are currently or have the potential to cause collisions and unsafe behaviour.
3. Implementation and evaluation of improvements. This involves the installation of countermeasures to existing or potential risks and monitor.

As the Comprehensive Road Safety Action Plan targets sites prioritized based on their potential for safety improvement, the sites with low potential for safety improvement potentially will not be included in Halton Region's program to complete a detailed safety review. To account for this, through the Transportation Operation and Safety Study a

visual inspection of the Regional Road network found over 350 deficiencies pertaining to traffic signs and pavement markings to be corrected within a five year period. These deficiencies are being resolved through Regional maintenance providers and third party contractors.

Red Light Camera Program

Annual programs and initiatives also contribute to the safety of the Regional Road network. 2022 was the tenth year of Halton Region participating in the Provincial Red Light Camera Program. As detailed in Report No. PW-12-22, a new contract that allows for radar detection was executed and five sites are expected to be installed and active in 2023 bringing the total number of sites to 23. Additional Red Light Camera sites are being considered for 2024.

Regional Road Speed Limit Reviews

Staff review speed limits on an annual basis to manage safe operating speeds on Regional Roads.

In 2022, the speed limit on Appleby Line (Regional Road 20) between the 407 westbound off-ramp and Britannia Road (Regional Road 6) was reduced from 70 km/hr to 60 km/hr. Other safety enhancement completed in 2022 include the installation of speed feedback signs on Derry Road (Regional Road No 7) between Holly Avenue and Thompson Road and on Appleby Line between 1 Side Road and 2 Side Road north (completed in 2023). Speed feedback signs record and display a vehicle's approaching speed and displays a message to the driver when they exceed the posted speed limit. Data from the speed feedback signs are shared monthly with the Halton Regional Police Service to assist with effecting driver behaviour through enforcement.

Drive SAFE Campaigns

Drive SAFE campaigns are educational in nature and seek to make speeding and aggressive driving less acceptable and to remind drivers to be aware of their driving habits and surroundings.

Portable message trailers, promotion and education through various channels and partnerships with the Halton Regional Police Service are essential to communicating initiatives with the public. In 2022, funding was secured for two additional portable message trailers and the Regional Roundabout webpage on halton.ca was updated to provide educational information to help drivers, pedestrians, and cyclists safely navigate roundabouts throughout the Region.

Level of Service Monitoring

The 2022 Transportation Progress Report includes a Level of Service Monitoring section summarizing the results of travel time monitoring within Regional corridors.

Halton Region completes Travel Time Studies as part of its level of service monitoring. A Travel Time Study measures travel speeds and travel times, which have become important indicators for traffic congestion. The results of the Travel Time Study provide data to monitor roadway performance and help identify critical road sections to be considered for future road improvement projects and traffic management strategies.

Although the COVID-19 pandemic greatly improved levels of service in 2020 and 2021, the 2022 results of the Travel Time Study confirm that Halton Region continues to maintain low congestion on Regional Roads.

A 2023 Travel Time Study is being coordinated by the Ministry of Transportation with the Regions of Halton, Durham and Peel participating. The expectation is that the 2023 Transportation Progress Report will share results and compare Halton Region's levels of service with that of the Regions of Durham and Peel.

Overall Condition of the Regional Road System

The overall condition of the Regional Road System is monitored through the Pavement Management Application, Road Assessments, Storm System Inspections and Structure Inspections Biennially for Bridges, Culverts, Retaining Walls and Noise Walls. These programs provide an inventory of assets, quantitative condition and performance measures, performance prediction, and engineering and provide costs for needs such as resurfacing, rehabilitation, replacement and reconstruction. Currently, Halton Region's transportation infrastructure is in a state of continued growth, expansion and transition with more urbanization and road widening taking place. Recent road infrastructure additions and increased demands on the Regional Road system, attributable to growth-related development, are driving the need for operational, maintenance and optimized capacity improvements on roads and structures. The majority of existing Regional Road infrastructure is in good condition.

Overall, the Regional Transportation System is operating well with Regional Roads offering a smooth, convenient, safe, and efficient mode of travel. Through on-going investment into capital expansion, state-of-good repair works, and operational improvement measures, the performance of the system will continue to meet or exceed current levels of service.

FINANCIAL/PROGRAM IMPLICATIONS

There are no financial implications associated with this report. All programs and improvements identified in the Transportation Progress Report are subject to Regional Council approval through the review of the annual Transportation Capital and Road Operations Operating Budget and Forecast.

Respectfully submitted,



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:

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Attachments: Attachment #1 – 2022 Transportation Progress Report (Under Separate Cover)



2022

Halton Region Transportation Progress Report



Executive Summary

Although the COVID-19 pandemic continued into 2022, widespread public health restrictions were not as prevalent as previous years. As a result of less restrictions, 2022 indicated a stabilizing of post-pandemic traffic operations and a return to *typical* volumes and patterns. This suggests that the reduced traffic volumes and collisions from the last couple years were statistical anomalies and that 2022's performance is more comparable to 2017-2019. Analysis of 2023 will contribute further to assessing post-pandemic traffic operations.

The 2022 Transportation Progress Report provides an overview of activities related to the operation and maintenance of the Regional Transportation System. The Comprehensive Road Safety Action Plan (CROSAP), DriveSAFE (Safety Awareness For Everyone), and other safety programs and initiatives continue to provide

improvements for all road users. Although there was an increase in traffic volumes, the growth of Regional road infrastructure and continued traffic signal optimization work maintained a stable level of service with short delay throughout the Region.

Ongoing adherence to maintenance standards and pavement condition reviews ensure that all Regional Roads are maintained in a good state of repair for residents and visitors so that they can enjoy a safe and efficient travel.

Overall, the Regional Road Transportation System is operating efficiently with the Regional Roads offering a smooth, convenient, and safe mode of travel to accommodate the continued growth of Halton Region.



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1.1 Purpose

To maintain a safe and efficient road system, an ongoing review of the systems' performance is required to identify existing and future capacity issues, potential opportunities for improvements regarding safety, level of service, and state of good repair requirements. Annual programs are undertaken to ensure that Regional Roads are operating the safest and most efficient manner possible, and that the service life of infrastructure is optimized. Consistent with these objectives, Section 173(19) of the Regional Official Plan Amendment (ROPA) 38 requires staff to monitor the overall performance of the Region's Transportation System and to report annually to Council.

The purpose of the annual Transportation Progress Report is to summarize the system's performance and highlight some of the accomplishments in the operations and maintenance of the system. Key system indicators provided in the report will enable the overall state of the Regional Road System to be tracked and measured over time.

Information obtained in the monitoring of the system is important in deciding what improvements should be made to the system and when to carry out these improvements.

1.2 Background

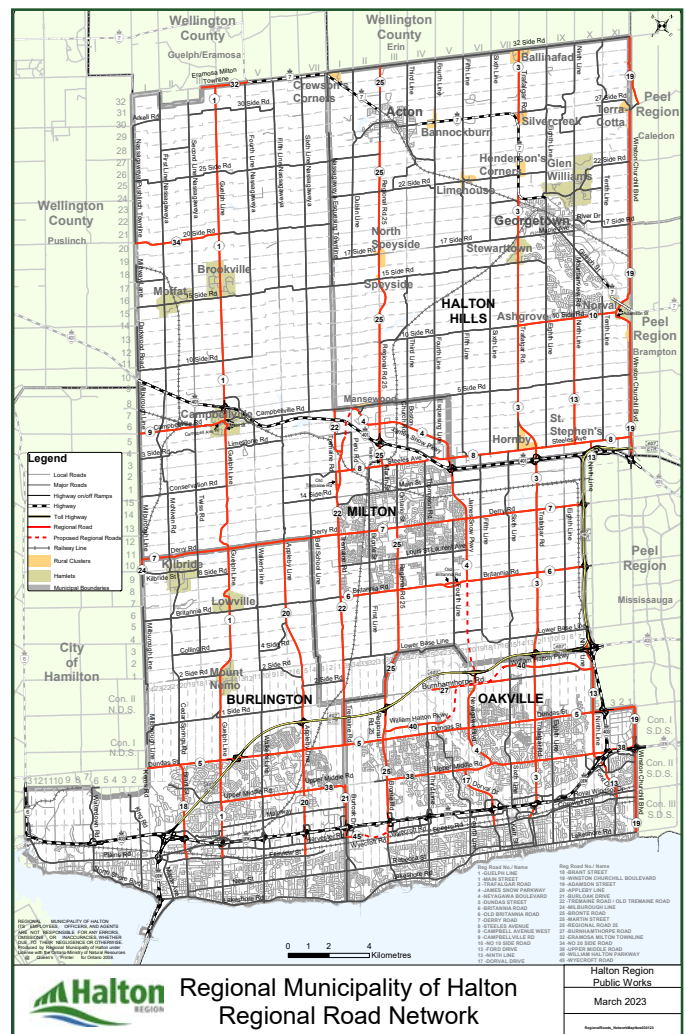
The 2022 Transportation Progress Report provides an update and summary of the activities completed to ensure that the Regional Road System is operating in the safest and most efficient way.



1.3 System profile

The Regional Road Network in Halton (2022) is shown in Figure 1 below.

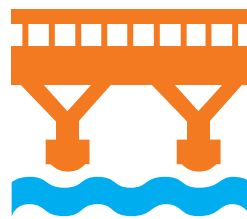
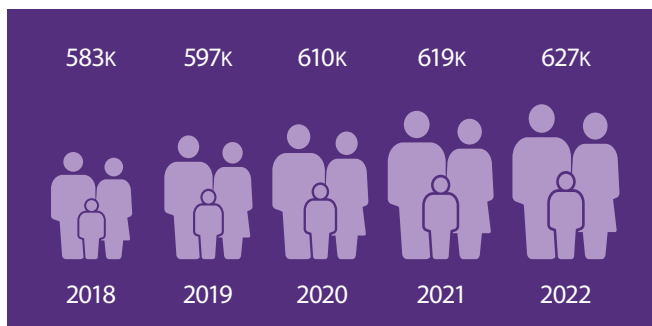
Figure 1: The 2022 Regional Road Network



See Appendix A on page 27

2.0 Halton Region statistics

Population



Bridges/Major Culvert Structures (greater than 3m)

177 (in 2022)



Lane-km

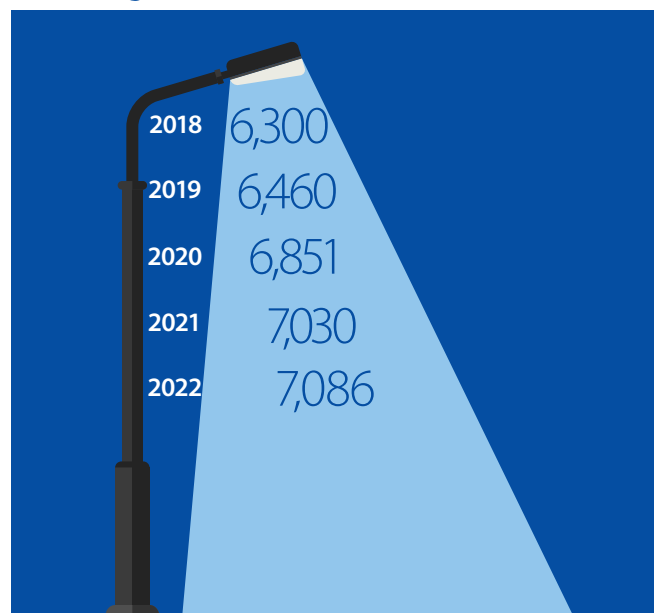
1,116 1,131 1,154 1,159 1,159
2018 2019 2020 2021 2022

Signalized Intersections on Regional Roads



*279 Signalized intersections are Region owned

Street lights



On road active transportation facilities (km)

71 Lane km of ON-ROAD DEDICATED bike lanes in 2022

127 Lane km of OFF-ROAD MULTI-USE TRAILS in 2022

202 Lane km of ON-ROAD PAVED SHOULDERS in 2022

143 Lane km of OFF-ROAD SIDEWALKS in 2022



Surface area (sq km)

969 km²

2013-2022

3.0 Road Safety

A main goal of managing a road network is to help facilitate the safe and efficient movement of people and goods. We achieve this goal by maintaining and continually improving the Regional Road Network where Halton Region identifies opportunities for improvement. In order to improve our road network, we continually assess performance and implement infrastructure improvements where opportunities exist. This allows Halton Region to maximize road safety and operate efficiently, as well as facilitate as little delay to traffic as possible. Over the past decade we have implemented, and currently maintain many safety initiatives to assist with this goal. This section describes the Region's road safety programs, projects and initiatives.

3.1 Comprehensive Road Safety Action Plan Program (CROSAP)

The Comprehensive Road Safety Action Plan (CROSAP) is an ongoing, continuous improvement program focused on facilitating a safe and efficient Regional Road System. The action plan is proactive and managed by the Region which allows us to ensure road safety is given high priority. The program incorporates engineering, enforcement and educational components and is one piece of an overall road safety strategy to minimize road user collision risk. Ultimately CROSAP strives to eliminate traffic-related injuries and fatalities by incorporating data driven countermeasures to collision risks in the road network.



CROSAP includes the following three elements:

1. Road Network Screening and identification of locations with Potential For Safety Improvement (PSI)
2. Diagnostic review
3. Implementation of preferred solutions

Road Network Screening and identification of locations with Potential for Safety Improvement:

This task is achieved by comparing similar entities (intersections and road segments) within our road network and calculating their safety performance; and ranking said entities based on an index called the Potential for Safety Improvement (PSI). The index considers collision history (based on statistically significant variables) and traffic exposure (volume). Due to COVID-19 and the effect on traffic volumes and collisions, staff have been advised other municipalities have been relying on Network Screening results from 2019 as data from 2020 and 2021 may not be representative of normal traffic conditions; therefore, recommendations and conclusions may not be applicable when traffic volumes return to normal levels.

Diagnostic review:

This task consists of conducting formal road safety assessments of the top-ranked locations from the network screening task, identification and selection of possible solutions, and a cost/benefit analysis to compare the potential societal benefits and cost of the potentially feasible solutions.

Implementation of preferred solutions:

This task consists of the implementation of feasible solutions, particularly considering societal benefit. Where possible, solutions are implemented along with infrastructure improvements. This process encourages wise planning and spending and ensures proactive consideration of safety in design. Improvements are funded through the Regional capital budget.

CROSAP Program Performance

Since the inception of CROSAP in 2001, the Region has formally assessed over 140 locations (intersections and road segments) along the Regional Road Network specifically identified with safety improvement potential through a network screening process. The Region has implemented a significant number of improvements related to roadway signage, positive guidance for road users, pavement markings, traffic signals and phasing, road geometry, and roadside safety; recently, the Region has installed pedestrian crossovers, rumble strips, and smart right-turn channels. Said improvements have been implemented as part of the Region's capital construction projects. Over this time period, a significant downward trend has been observed in the safety improvement potential, indicating that Regional Roads are operating more safely and efficiently year-over-year, while traffic volumes continue to increase through population and business growth. The Figures 2 and 3 present the annual total number of injury- and fatal-related collisions on Regional Roads and the average annual vehicle kilometres travelled (exposure) between 2004 and 2022. Note the increase in exposure and decrease in collision trend lines.



Figure 2 - Total number of injury & fatal collisions vs. average annual daily vehicle km travelled

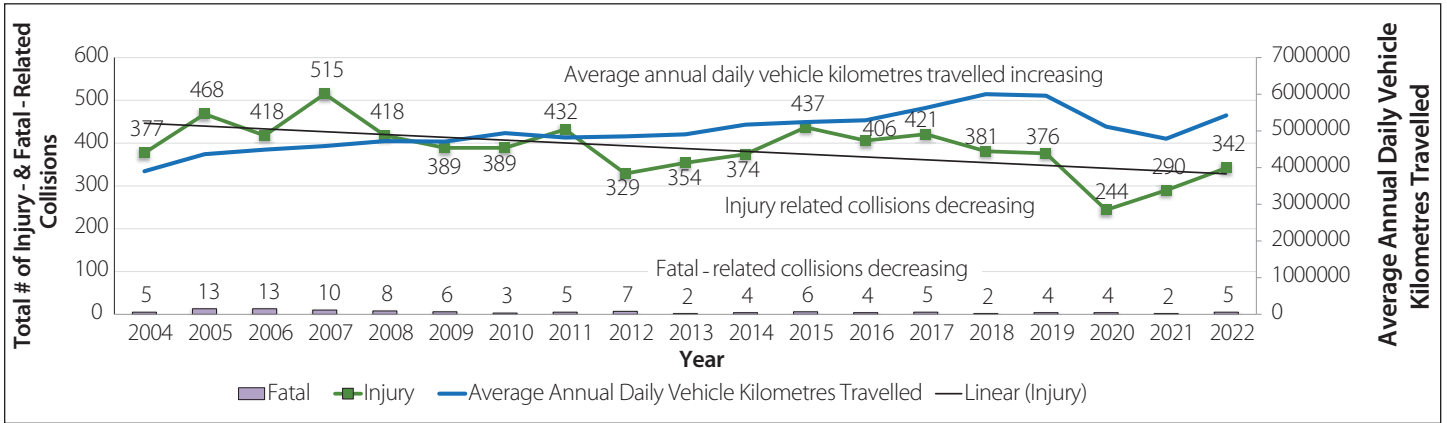
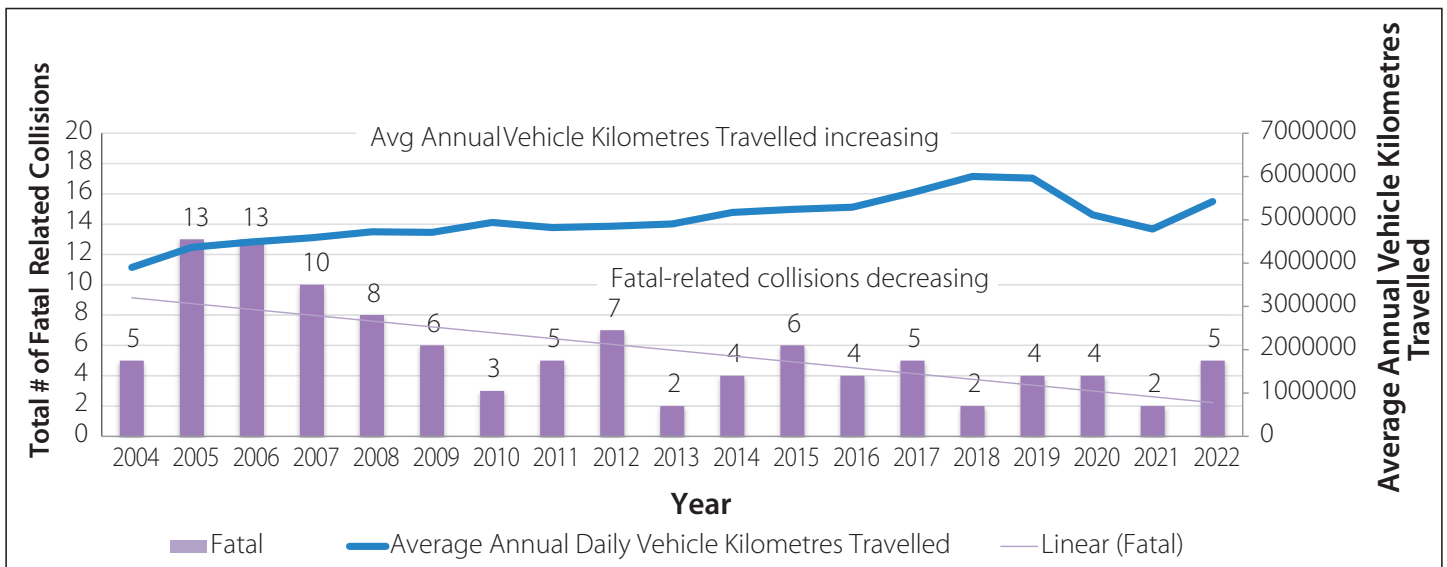


Figure 3 - Total number of fatal collisions vs. average annual daily vehicle km travelled



3.2 2022 Collisions Overview

In the last few years, the COVID-19 pandemic had an effect on traffic volumes and collisions. 2022 saw an emergence from widespread public health measures and lockdowns which is witnessed in the annual total amount of collisions. In total, there were 2787 collisions on Regional roads in 2022 which is an increase compared to 2020 and 2021. Although there was an increase compared to the last couple years, the total number of collisions is less than the average total collisions in 2017-2019.

Figure 4 below compares different collision criteria from 2017-2022. As 2020 and 2021 was during the pandemic, these years are highlighted due to abnormal traffic patterns. For comparison purposes, 2022 was compared to the averages from 2017-2019. The 2023 Transportation Progress Report will compare 2022 collisions stats with 2023.

Figure 4 – Comparison of collisions, 2017 to 2022

Year	2017	2018	2019	2020	2021	2022	Change (2017 - 2019 Average)
Number of Collisions	3061	3238	3272	1998	2057	2787	-13%
Number of Fatal Collisions	5	2	4	4	2	5	36%
Number of Injury Collisions	421	381	376	244	290	342	-13%
Number of Property Damage Only or Non Reportable Collisions	2635	2855	2892	1750	1765	2440	-13%
Number of Collisions Involving Pedestrians	21	24	26	19	14	13	-45%
Percentage of Collisions Involving Pedestrians Injuries or Fatalities	71%	83%	77%	89%	79%	85%	10%
Number of Collisions Involving Cyclists	43	25	29	36	23	25	-23%
Percentage of Collisions Involving Cyclists Injuries or Fatalities	67%	88%	66%	67%	70%	56%	-24%
Collision Rate Per 100,000 Population	570	570	566	340	345	456	-19%
Fatal Collision Rate Per 100,000 Population	0.930	0.352	0.692	0.68	0.335	0.797	21%
Day With Highest Number of Collisions	Friday	Tuesday	Friday	Friday	Friday	Friday	-
Month With Highest Number of Collisions	December	November	January	February	November	November	-
Hour With Highest Number of Collisions	5 to 6 pm	5 to 6 pm	4 to 5 pm	5 to 6 pm	4 to 5 pm	3 to 4 pm	-
Most Common Collision Type	Rear End	Rear End	Rear End	Rear End	Rear End	Rear End	-
Most Frequently Recorded Improper Driving Action	Following Too Close	Following Too Close	Following Too Close	Following Too Close	Following Too Close	Following Too Close	-
Intersection with the Highest Number of Collisions	Guelph Line and Fairview Street	Dundas Steet and Trafalgar Road	Brant Street and North Service Road	Guelph Line and Fairview Street	Dundas Street and Appleby Line	Guelph Line and Fairview Street	-
Midblock with the Highest Number of Collisions	Britannia Road between Sixth Line and Trafalgar Road	Trafalgar Road between Lower Base Line and Britannia Road	Britannia Road between Fifth Line and Sixth Line	Regional Road 25 between Britannia Road and Etheridge Avenue	Steeles Avenue between Wilson Drive and Thompson Road	Trafalgar Road between Britannia Road and Derry Road	-
Percentage of Collisions Occurring at Intersections	76%	78%	76%	79%	78%	75%	-3%
Percentage of Collisions Occurring at Midblocks	24%	22%	24%	21%	22%	25%	8%
Percentage of Collisions Occurring During Winter Driving (Snow/ Ice Road Surface) Conditions	7%	9%	11%	8%	4%	7%	-22%
Population	570,000	583,000	597,000	610,000	619,000	627,000	7%

Severity

Collisions are divided into three categories based on severity. The first category, which is the least severe, are property damage only (PDO) and non-reportable (NR) collisions. Both PDO and NR collisions are grouped together as they don't involve bodily injuries; however, they differ in that NR collisions are self-reported at a collision reporting centre. The second category, which is the second most severe, are non-fatal collisions which involve bodily injuries. The third category and most severe are fatal collisions.

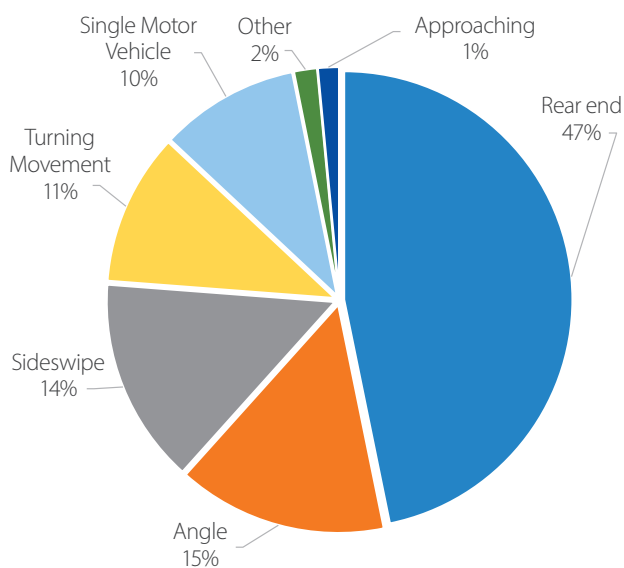
In 2022, the majority of collisions on Regional roads were PDO/NR collisions with 2440 followed by 342 non-fatal injury collisions, and 5 fatal collisions. Proportionally, PDO/NR collisions made up 87.9% of all collisions in 2022 while non-fatal and fatal collisions made up 12.3% and 0.2%, respectively. This proportion of collision severity has been consistent for the last five years.

Collision Impact Types and Driver Action

Collisions are classified based on their impact type. Typical collision impact types on Regional roads are rear end, angle (ie: t-bone), sideswipe, turning movement (ie: collisions involving opposing turning movements), approaching (ie: head-on), single motor vehicle, and 'other'.

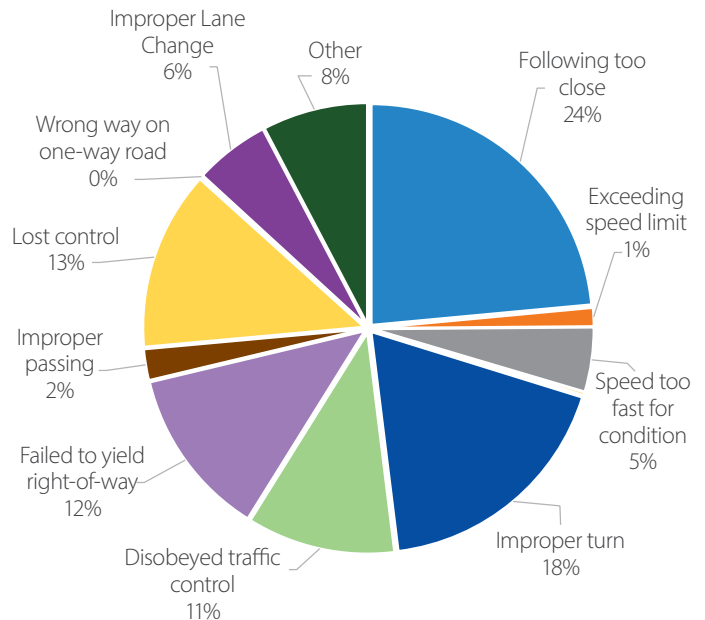
Rear end collisions have been the most frequent collision type in the last five years and accounted for nearly 50% of all collisions in 2022. Following rear end collisions, both angle and sideswipe collisions types each accounted for 15% of all collisions. Figure 5 shows the proportion of collision impact types.

Figure 5 - Collision impact types, 2022



Driver action directly relates to collision impact type. For example, rear end collisions are primarily caused by a vehicle following another too close or tailgating and is unable to react to sudden stops while angle collisions are typically preceded by a vehicle disobeying traffic control before the collision occurs. With rear end collisions being the most common collision type in 2022, the top at-fault action of collisions was following too close. Figure 6 shows the proportion of at-fault actions in collisions. Rear end collisions and following too close have been the most common collision type and at-fault action in the last five years. These findings stress the importance of targeting drivers that aggressively follow too closely to other vehicles with education and enforcement.

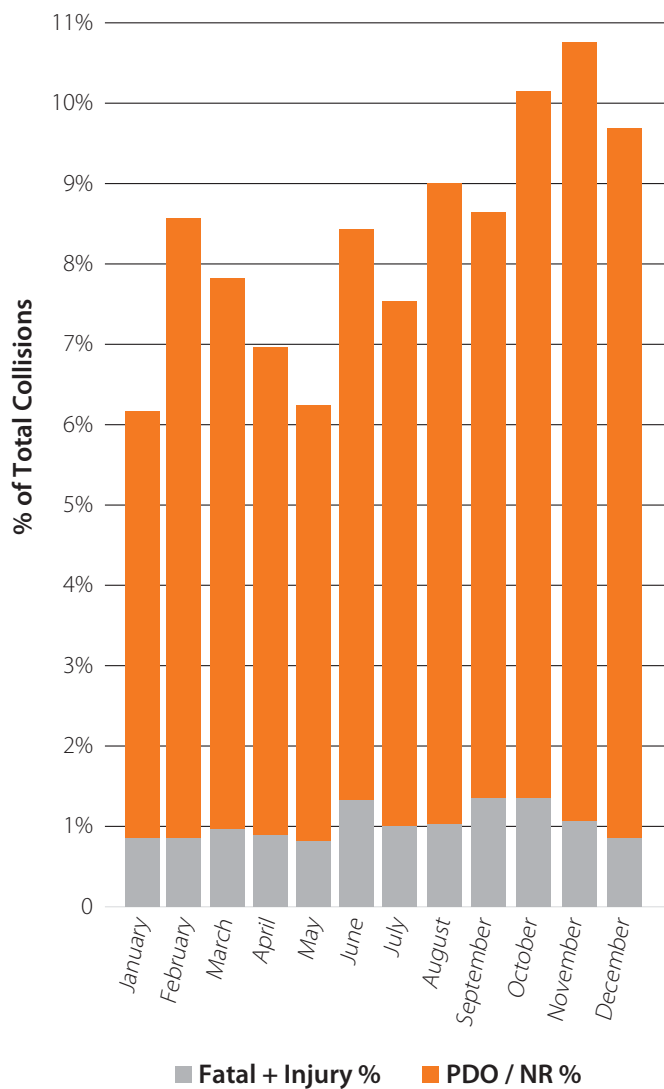
Figure 6 – Driver actions in collisions, 2022



Collisions by Month, Day, Time

In terms of overall collisions, the three months with the most collisions are November, October, and December. The three months with the lowest collisions are May, January, and April. In terms of collision severity, September, October, and June have the highest amount of injury and fatal collisions while May, January, and March have the lowest amount of injury and fatal collisions. Figure 7 shows a breakdown of monthly collisions comparing severity.

Figure 7 - Monthly collision severity, 2022



Seasonally, this translates to most collisions occurring during autumn followed by summer, winter, and spring. In terms of severity, autumn experienced the highest number of non-fatal injury collisions while winter experienced the lowest. Summer saw the most fatal collisions with two while spring and autumn had one. Figure 8 shows a breakdown of seasonal collisions.

Figure 8 - Seasonal collision severity, 2022

	WINTER	SPRING	SUMMER	AUTUMN
Total Collisions	681	586	696	824
Total Collision %	25%	21%	25%	30%
Fatal Collisions	0	1	3	1
Fatal Collision %	0.0%	0.0%	0.1%	0.0%
Non-Fatal Collisions	72	74	91	105
Non-Fatal Collision %	2.6%	2.70%	3.30%	3.80%
PDO/NR Collisions	609	511	602	718
PDO/NR Collision %	21.9%	18.4%	21.7%	25.9%

Although the majority of collisions, 81%, on Regional roads occurred with dry road surface conditions, there is a correlation between snow and rain events and daily collision frequency. Figures 9 and 10 show the difference in road surface conditions as well as the top 10 days that experienced the most collisions; weather events are noted.

Figure 9 - Collision road surface conditions, 2022

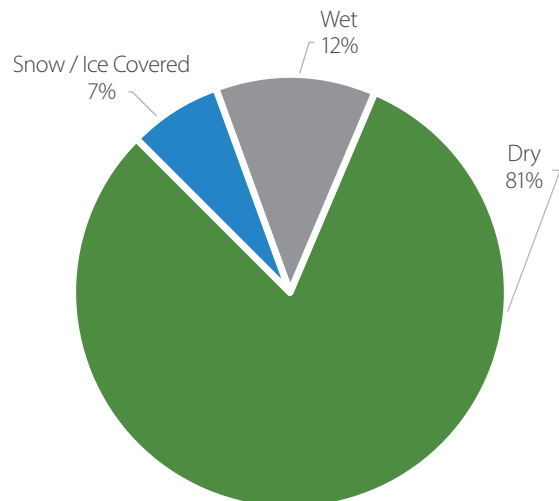
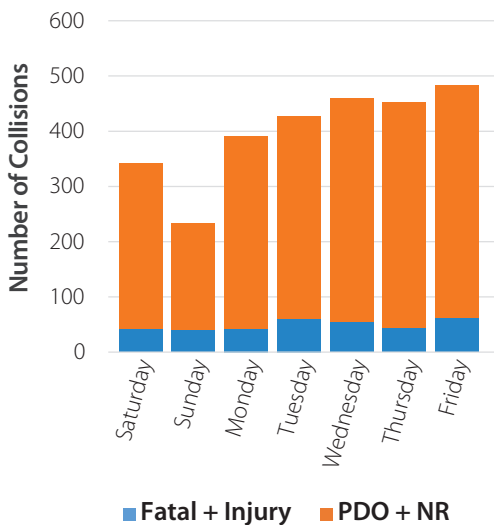


Figure 10
Top 10 high frequency collision days, 2022

DAY	NUMBER OF COLLISIONS	WEATHER EVENT
Wednesday, November 30, 2022	35	Rain & Snow
Saturday, February 19, 2022	23	Snow
Saturday, March 12, 2022	23	Snow
Friday, October 28, 2022	18	Clear
Friday, November 11, 2022	18	Rain
Monday, December 19, 2022	18	Clear
Friday, February 25, 2022	17	Snow
Thursday, November 17, 2022	17	Clear
Thursday, November 24, 2022	17	Clear
Tuesday, December 13, 2022	17	Clear

The day of collision occurrences shows that Sundays has the least collisions while Fridays has the most, as shown in Figure 11. This is expected and is consistent with collision patterns from previous years. Other than 2018, Fridays have had the highest collisions in each year since 2017. Although Saturdays and Sundays have the lowest daily collisions, two fatal collisions occurred on each day while one occurred on a Thursday.

Figure 11 - Collisions by day-of-week, 2022



There is also a correlation between the time-of-day trend with typical daily traffic volume patterns. Figure 12 shows collisions on weekdays concentrated around typical morning and afternoon commute hours with the most collisions occurring between 3:00pm and 6:00pm. On the other hand, Figure 13 shows collisions on weekends were more spread out during the afternoon hours. Weekends also experienced a greater proportion of collisions between midnight and 6:00am.

Figure 12 - Weekday collisions by time-of-day, 2022

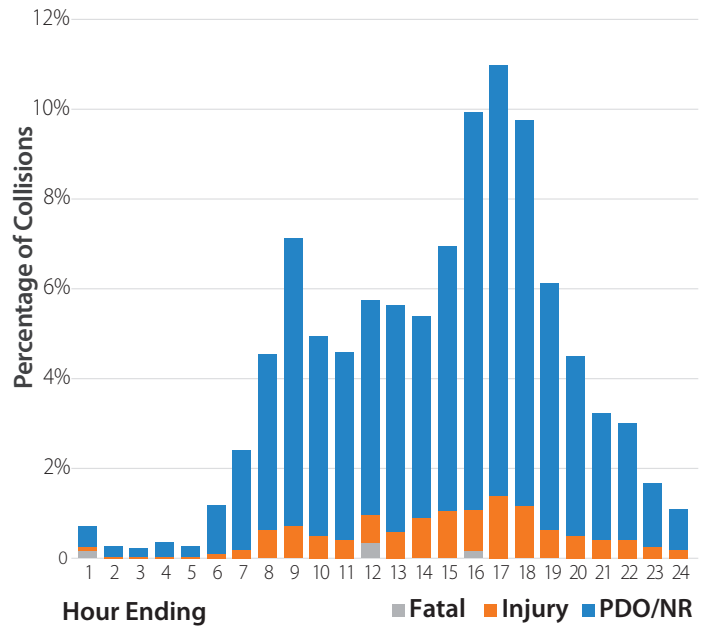
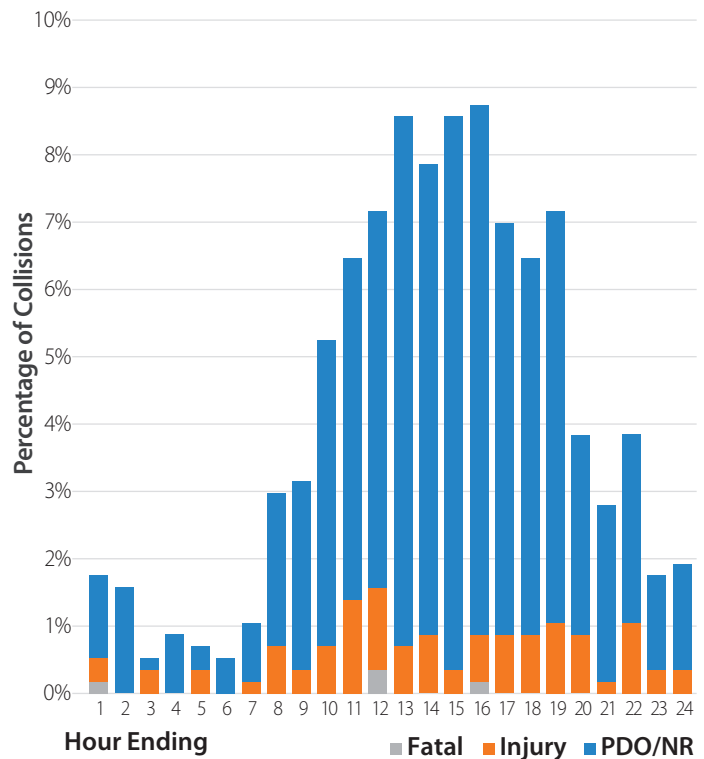


Figure 13 - Weekend collisions by time-of-day, 2022



Pedestrian and Cyclist Collisions

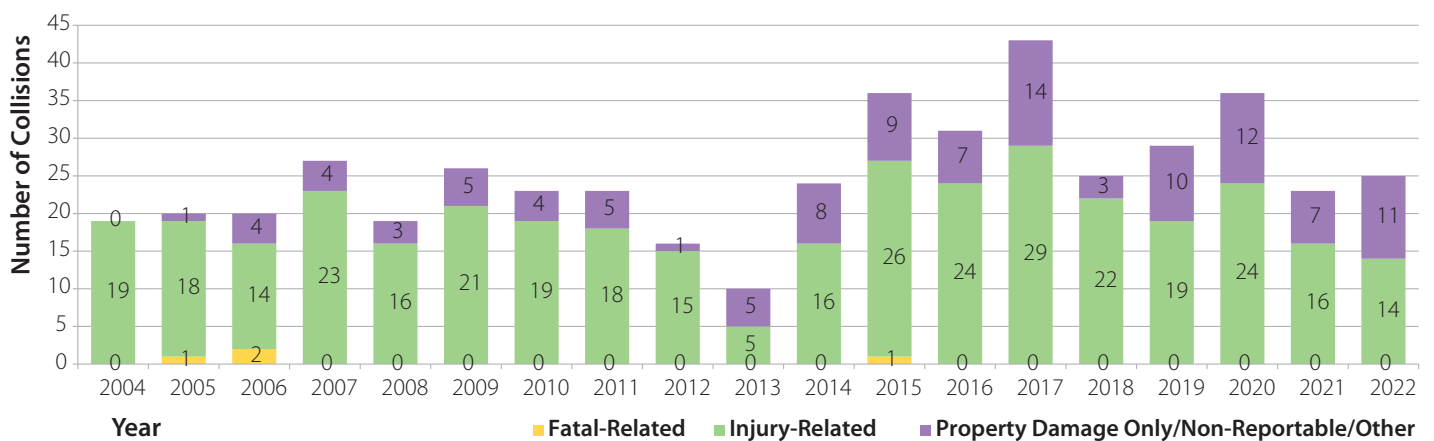
Halton has expanded active transportation facilities to encourage walking and cycling. Pedestrian collisions remained at the same level as 2021 and were less than the average number of pedestrian collisions between 2017-2019. Cyclist collisions increased compared to 2021 but were less than the average for 2017 – 2019.

Although collisions involving pedestrians and cyclists have declined, it is prudent to remember majority of these collisions result in injuries. Figures 14 and 15 compare annual collisions involving pedestrians and cyclists based on severity. While there has been a steady reduction in pedestrian-related collisions with some fluctuations, during the mid 2010s there was an increase in cyclist-related collisions. This is likely attributed to the growth and urbanization of Regional roads. This also underscores the need to continue to improve and expand active transportation facilities.

Figure 14 - Number of collisions involving pedestrians on Regional Roads, 2004 - 2022



Figure 15 - Number of collisions involving cyclists on Regional Roads, 2004 - 2022



3.3 2022 Road Safety Initiatives

The Region continues to complete road safety and operational reviews of locations identified with significant improvement potential from the network screening report. Where feasible improvements are identified, we will program them for implementation to the road network. Halton Region completed road safety reviews with the recommendations to update and expand roadway information signs including advanced street name signs, mast arm street name signs, and advanced and turnoff trailblazer signs for MTO, 407, and GO Transit facilities. Upgrades to right-turn channels to smart channels are recommended and are being programmed for upcoming capital projects.

Community Safety Zones

In 2022, staff reviewed over 30 road segments to determine if they can be enacted as a Community Safety Zone (CSZ). CSZs are sections of a roadway where public safety is of special concern and typically include roadways near schools, day care centres, playgrounds, senior residences, or collision-prone areas within a community. CSZs must be established through municipal by-law and allow for increased penalties of traffic violations within the zone. CSZs also allows for speed limit reductions through the zone and allows the use of Automated Speed Enforcement. The intended purposes of a CSZ is to bring to road users' attention that they are entering a sensitive area where vulnerable road users are likely to be present. Furthermore, with traffic violations carrying increased penalties within a CSZ, the threat of increased fines should discourage aggressive driving behaviours.

In total, 17 new locations are proposed to be designated as CSZs to join the two existing CSZs. These locations were determined by surrounding land use, daily traffic volume, the number of traffic lanes, daily truck volume, prevailing speeds, and the presence of bus stops. If Halton enters into the Automated Speed Enforcement program, all 19 locations will be eligible for using speed enforcement cameras.

Traffic Operations Safety Study (TOSS) – Visual Inspection

In 2022, with the assistance of an engineering consultant specializing in traffic safety, staff completed the Region-wide Traffic Operations Safety Study (TOSS). This Study includes an operational and geometric assessment of the Regional Road System to ensure that the network is operating as safe and efficient as possible and in conformance with industry standards.

The Visual Inspection captured all elements of the entire Regional Road Network with a summary of improvements that are to be implemented as part of a five year implementation plan. Staff continue to ensure improvements identified in the visual inspections are completed in the recommended year. Over 500 improvements that aren't in a critical state of repair but require a Capital project have been included in the Regional Road Risk Registry to ensure the upgrades are budgeted and accounted for. The Visual Inspection also identified safety, gaps and continuity issues in the Region's active transportation network as discussed in PW-20-23.

The improvements that do not require a Capital project are being coordinated for completion by the locals or a third party contractor. These improvements relate to traffic control devices such as signs and pavements markings. The intended purpose of these improvements is so that traffic control devices meet current standards. Staff is on pace to have all improvements installed as per the five year plan.

Appleby Line and 2 Side Road

In response to an increase in serious collisions at the intersection of Appleby Line and 2 Side Road, Halton Region installed temporary measures to improve the safety of this intersection and approaches. At the intersection itself, westbound left-turns were restricted and flex-stakes were installed to create a channel effect to discourage left-turns. Approaching the intersection, warning signs were installed to advise motorists of steep hills and speed feedback signs are installed. Additionally, the speed limit on Appleby Line between the 407 Off-Ramp and Britannia Road was reduced to 60 km/h. Further long term improvements/opportunities will be reviewed for this intersection.

3.4 Intersection Traffic Control Improvements

Traffic control improvements, in the way of traffic signals or roundabouts, improve the safety of intersections. Traffic signals provide orderly phasing for conflicting movements by assigning right-of-way to different traffic movements. Generally, signals reduce the number of severe right-angle collisions compared to an all-way/two-way stop controlled intersection. Roundabouts improve intersection safety by requiring a slow entry speed, reduced vehicle-vehicle and vehicle-pedestrian conflict points, and having traffic flow in a single direction. Typical high-speed right-angle or head-on collisions do not occur in a roundabout.

To determine if traffic signals are required at an intersection, a signal warrant analysis is undertaken annually of all un-signalized intersections. The signal warrant is a provincially accepted standard developed by the Ministry of Transportation and outlined in the Ontario Traffic Manual. The methodology behind the warrant utilizes the most up-to-date traffic volume (vehicular and pedestrian) and road user collision experience, and locations are individually analyzed to determine if standards or warrants, related minimum traffic and/or delay to cross traffic, are met.

The signal warrant also considers the number of “preventable” collisions that occurred within the previous consecutive three-year period at the intersection. Preventable collisions are those involving traffic which, under signalized conditions, would move on separate phases (for example, left turns).

Although the warrant analysis considers benefits of signalizing an intersection, the Region also considers other forms of intersection control, such as roundabouts. Consideration of these types of intersection traffic control measure must also involve planning-level programs and future plans. Therefore, the analysis results of the traffic signal justification warrant are reviewed with Transportation Planning and Design and Construction in order to ensure feasibility prior to moving forward.

Based on the above guidelines and practices, in 2022 the Region constructed one traffic signal at Bronte Road and Saw Whet Boulevard.

Along with intersection traffic control improvements, the Region annually resurfaces road segments and intersection. Newly paved road has greater friction compared to older road surfaces which affords greater contact between the vehicle and roadway.

3.5 Annual Speed Review

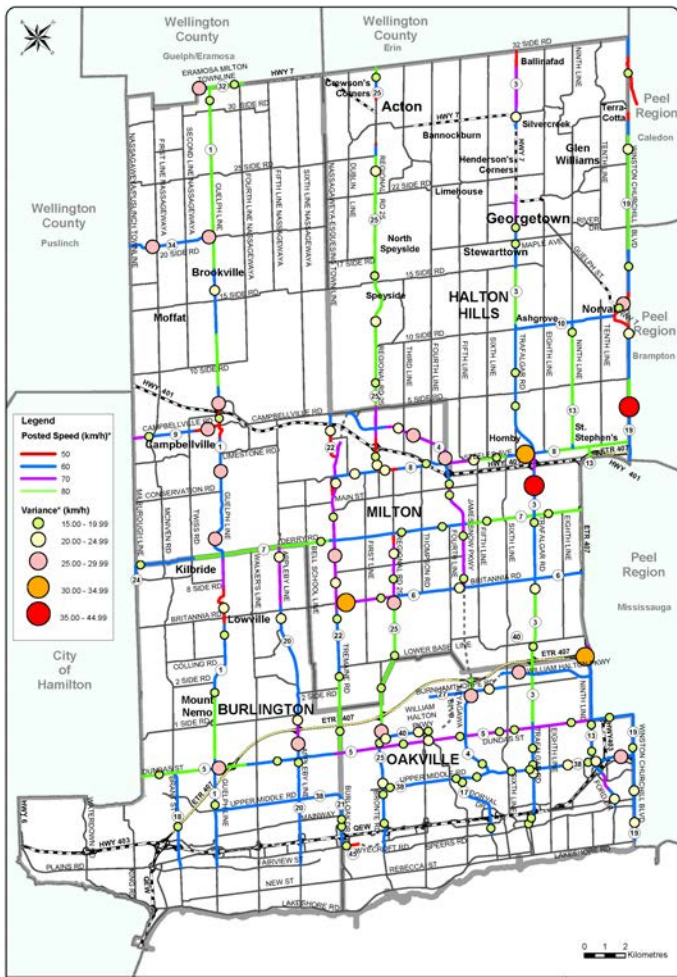
Speeding is a major factor in collisions and overall road safety. Although the frequency of collisions due to speeding on Regional roads is low, it is well documented that higher speeds leads to higher injury severity in a collision. In June 2000, Regional Council approved Report PPW46-00, which outlined a speed control policy for Regional Roads. The policy recommends the undertaking of an annual review of posted speed limits throughout the Regional Road System. The annual speed review provides a proactive, systematic approach to ensuring that speed limits within the Regional Road Network are set and maintained at appropriate levels. Figure 16 illustrates the results of the 2022 Annual Speed Review.

The annual speed review involves the measurement of actual speeds at selected locations and compares the 85th percentile of the measured (operating) speeds to the posted speed limits. The 85th percentile speed is a commonly used threshold in transportation engineering. The definition of 85th percentile speed is “The speed at or below which 85 percent of all vehicles are observed to travel under free flowing conditions”. Where there are significant variances between these two speed values, a review of the posted speed limit will be conducted.

The review of individual locations may or may not result in a recommendation to increase or decrease the posted speed limit. Recommendations may also be made to undertake specific actions, such as increased enforcement, education programs, installation of countermeasures such as driver speed feedback signs, and physical changes to the roadway.



Figure 16 - Annual speed review, 2022



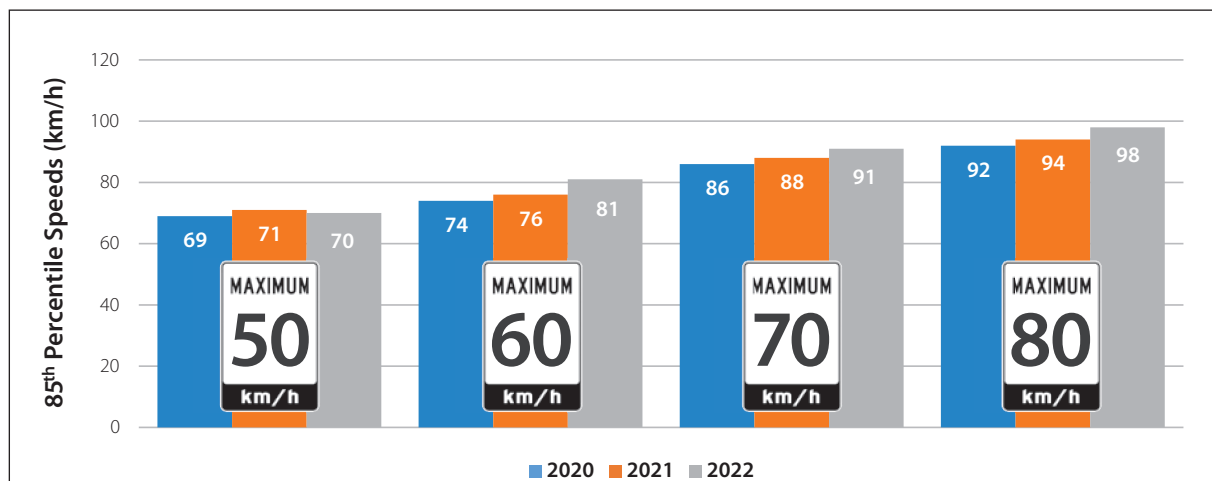
See Appendix B on page 28

• Figure 17 illustrates a comparison of the measured speeds in different speed zones between 2020 and 2022.

Figure 19 and the list below document the top 20 roadway segments that were identified as having the highest variances between posted speed limit and 85th percentile operating speeds.

1. Trafalgar Road - between CP Rail and Highway 401 Eastbound Off-Ramp
2. Winston Churchill Boulevard - north of Steeles Avenue
3. Ninth Line - between 407 ETR Interchange and Burnhamthorpe Road
4. Britannia Road - between Tremaine Road and First Line
5. Steeles Avenue - between Trafalgar Road and Hornby Road
6. No. 20 Side Road - 200m west of Guelph Line
7. Tremaine Road - between Dymott Road and Derry Road
8. Guelph Line - between Hwy 401 WB Off-Ramp and Campbellville Road
9. Dundas Street - between Guelph Line and 407 WB Off-Ramp
10. Regional Road 25- between Dundas Street and Burnhamthorpe Road
11. James Snow Parkway North - between Steeles Avenue & Esquesing Line
12. Guelph Line - 1000m north of Steeles Avenue
13. Upper Middle Road - between Buckingham Road and Winston Park Drive
14. James Snow Parkway - Between Boston Church Road and Esquesing Line

Figure 17 - Comparison of 85th percentile speeds, 2020 - 2022



- 15. No. 20 Side Road - 200m west of First Line
- 16. Campbellville Road - between Twiss Road and Kingsbury Circle
- 17. 32 Side Road - 500m west of Guelph Line
- 18. Appleby Line – between 407ETR Eastbound on/off-ramps and Harrison Court
- 19. Regional Road 25 – 250m south of Britannia Road
- 20. William Halton Parkway – between Sixth Line and Trafalgar Road

The information gathered in Halton Region’s annual speed review provides Region staff with locations on Halton Region’s road network which require detailed review and possibly the implementation of countermeasures to assist in the reduction of road user speeds. Although there has been increased instances of speeding on Regional roads, collisions attributed to excessive speeding has seen a minor reduction in the last five years.

Annual Requests for Posted Speed Limit Review

To encourage compliance with the posted speed limit, both a consistent message and reasonable speed limit must be posted. The ideal speed limit is impacted by factors including roadside environment, prevailing operating speeds, horizontal or vertical alignment, traffic volume, density of driveways, presence of pedestrians/cyclists, and adjacent land use. When a posted speed is too low or too high for a particular road segment, motorists’ compliance with the posted speed limit is low. Visual cues from the road and adjacent environment, such as pavement width, shoulder width, and pavement quality, can contribute to operating speeds deviating from the posted speed limit. A large speed discrepancy between vehicles in the traffic flow is undesirable from a traffic operations perspective.

The Region’s policy on posting speed limits is in line with the Highway Traffic Act and Ontario Traffic Manual, which are recognized industry wide. Halton Region’s policy recommends defining speed zones based on a number of criteria including those noted above. In order to determine compliance with the posted speed, the Region conducts an annual assessment of road user operating speeds. We then determine the 85th percentile operating speed and assess the requirement to adjust posted speeds. This is a proactive approach to ensuring speed limits are appropriately and reasonably set on Regional Roads.

In 2022, Halton Region received two requests to review the posted speed limit on Regional Roads. The details are as follows:

- Appleby Line from 210m north of Palladium Way to 200m north of Britannia Road, from 70km/hr to 60km/hr.
- Dundas Street from 280m west of Tremaine Road to 180m east of Tremaine Road, from 70km/h to 60km/h.

Speed Management Countermeasures

The Region implements the following initiatives to promote the reduction of road user speeds on Regional Roads where identified speeding problems exist. Countermeasures include the following:

- NC300 traffic counters
- Driver speed feedback signs
- Police enforcement
- PVMS Speed Trailers

Halton Region has invested in four NC300 BlueStar Portable Traffic Analyzers. These are traffic counters that provides accurate measurements of speed, vehicle length and vehicle counts. Data is easily obtained using Highway Data Management (HDM) software where custom reports, charts, and graphs are generated by each scenario. The custom reports provide hourly speed data to identify ideal enforcement times, average annual daily traffic (AADT), conduct weekend counts, and identify classification of vehicles such as passenger cars, transit, and heavy trucks.

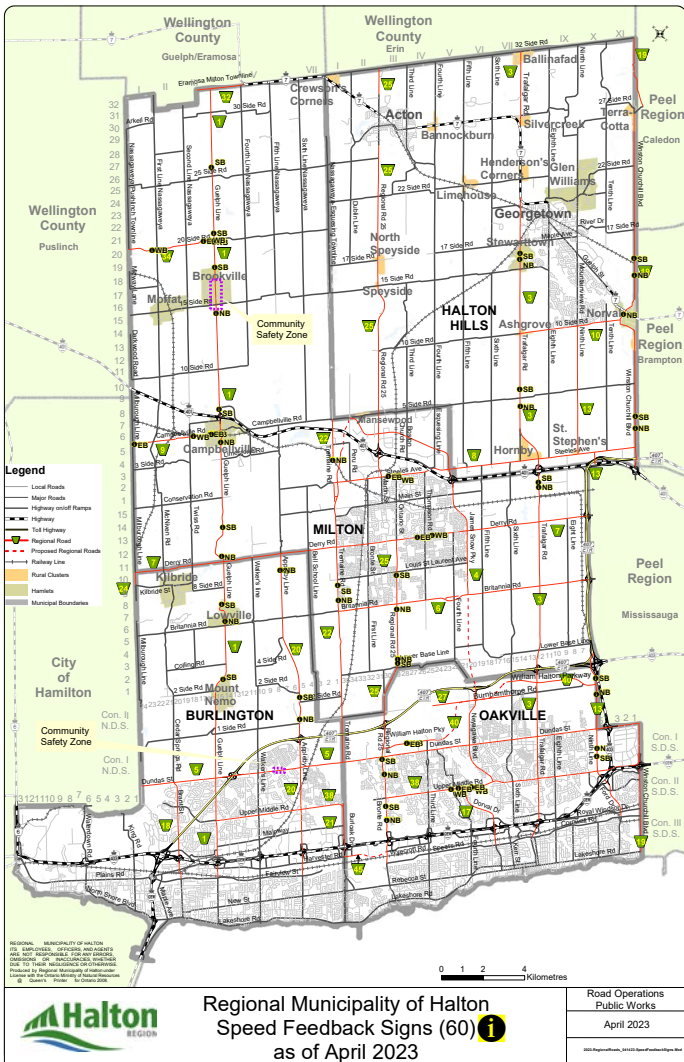
The Region owns a fleet of driver speed feedback signs. The aim of this program is to bring attention to motorists of their approaching speeds along with identifying speeding trends and identifying when enforcement is required on various points throughout regional roadways.

This speed detection/feedback sign project was identified and initiated as an effective cost measure to obtain speeding information on various regional road segments along with assisting to bring down the approaching and operating speeds of vehicles which in turn saves both money and lives.

The signs are configured to detect the travel speeds of approaching traffic and provide feedback to the road users on their speeds relative to the posted limit. In order to justify the continuation of this program, the Region conducts compliance assessments in order to determine the effectiveness of the signs. The results of the assessments continually conclude that the signs assist in the reduction of speeds, and therefore, are a benefit to Halton Region’s road network. The signs continue to remain a significant part of the Region’s speed management toolbox.

There are now 60 signs in Halton Region’s fleet at locations identified for priority speed monitoring and enforcement as shown in Figure 18.

Figure 18 - Speed feedback sign locations



See Appendix C on page 30

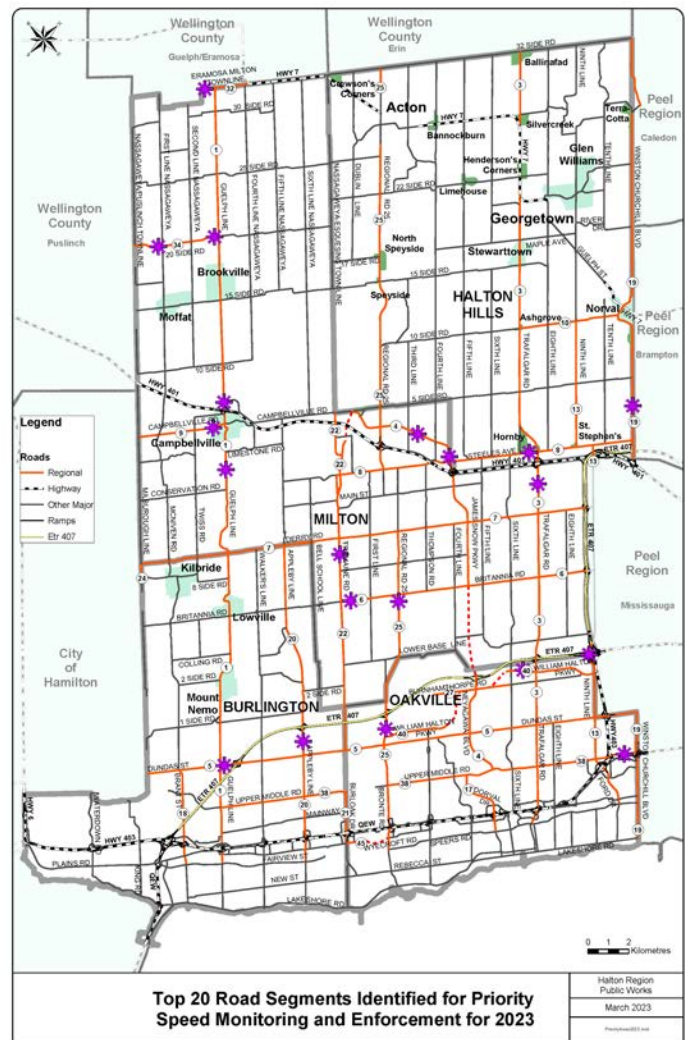
In 2022 two additional speed detection/feedback sign units were installed on Derry Road east and west of Thompson Road in the Town of Milton to assist in speeding concerns. Four additional units which will be installed on Appleby Line around 2 Side Road South and between Derry Road and Britannia Road in the City of Burlington.

With these signs Halton Region is able to connect remotely and retrieve real time data from the units using cloud based software and have reports created. With this data and reports, staff are able to determine speeding trends along with identifying what the 50th percentile, 85th percentile, average, and median speeds are at these locations. Staff are able to identify and share the ideal times for enforcement with the Halton Regional Police Service.

Police Enforcement

Results from the annual speed review as well as speed feedback signs and spot speed studies are shared regularly with Halton Regional Police Service for consideration of targeted speed enforcement through the local District Response Units (DRU's). On a monthly basis staff collaborates with Halton Regional Police Service by sharing data reports so that enforcement can be coordinated at locations when speeding is most prevalent.

Figure 19 - Top 20 road segments for priority speed monitoring and enforcement for 2023



See Appendix D on page 29

3.6 Red Light Camera Program

Halton Region is entering its 10th year in the Provincial Red Light Camera (RLC) program. The goal of the RLC program is to reduce the frequency of red light running and high-severity angle-type collisions at signalized intersections. The program utilizes an enforcement technique targeted at reducing red light running associated with specific movements known to result in angle collisions to improve both driver and pedestrian safety.

Halton Region has participated in the Provincial wide RLC program since 2012 installing twenty RLCs within the Region's jurisdiction at signalized intersections. In previous years the program has proven to show progress in reducing the frequency of collisions due to red light running. There has been an approximate 33% reduction of angle type collisions at intersections with a RLC since 2017. This can be seen in Figure 20 which compares the frequency of angle-type collisions caused by a vehicle disobeying the traffic control or failing to yield to the right-of-way before and after RLC was activated.

In 2022 there was an average of 2.05 infractions per day which is up 20% from the previous year 1.71 daily violations. Figure 21 shows the effect COVID-19 had on the average daily infraction rate with the reduced passenger cars on Regional roadways with a massive decline in violations.

Figure 21 - Red light camera infraction rate, 2017 - 2022

	2017	2018	2019	2020	2021	2022
Number of Active Cameras	17	17	20	18	18	18
Total Infractions	11,568	14,715	12,880	9,593	11,207	13,010
Total Days Active	4,457	5,532	6,080	6,406	6,552	6336
Average Daily Infraction Rate	2.60	2.66	2.12	1.50	1.71	2.05

Figure 20 - Red light camera collisions

Location	Activation Date	Before	After	Difference	% Change
Derry Road and Commercial Street	July 21, 2017	6	3	-3	-50%
10 Side Road and Eighth Line	August 3, 2017	5	2	-3	-60%
Guelph Line and South Service Road	October 6, 2017	15	16	1	7%
Derry Road and Savoline Boulevard	October 6, 2017	5	2	-3	-60%
Upper Middle Road and Sixth Line	October 6, 2017	7	5	-2	-29%
<i>Comparison above shows 4 years before and after activation date</i>					
Upper Middle Road and Third Line	August 27, 2019	8	4	-4	-50%
Steeles Avenue and Ninth Line North	August 27, 2019	2	1	-1	-50%
Ford Drive and Royal Windsor Drive	September 19, 2019	8	2	-6	-75%
<i>Comparison above shows 2 years before and after activation date</i>					
Total		56	35	-21	-38%



In the fall of 2022, Halton Region signed a new contract for the use of Radar detection RLC. Radar RLCs do not require the use of inductive loops which in return allows the camera to be operational in construction zones. The use of radar detection will help the longevity of the asphalt and improve construction zone safety. Halton Region will be installing Radar RLC at the following locations:

- Dundas Street and Trafalgar Road (monitoring westbound direction)
- Guelph Line and South Service Road (monitoring southbound direction)
- James Snow Parkway and Main Street (monitoring northbound direction)
- Trafalgar Road and Upper Middle Road (monitoring northbound direction)
- Trafalgar Road and Leighland Avenue (monitoring southbound direction)

All Radar RLCs are scheduled to be activated by early summer. Due to the high infraction rate, Guelph Line and South Service Road will have a second camera to monitor the southbound direction. Figure 22 shows the number of violations at the top four locations over the last three years.

Overall, the RLC program has shown promising results in reducing angle collisions. Halton Region will continue to improve and expand the program over the course of 2023.

3.7 Drive SAFE Program

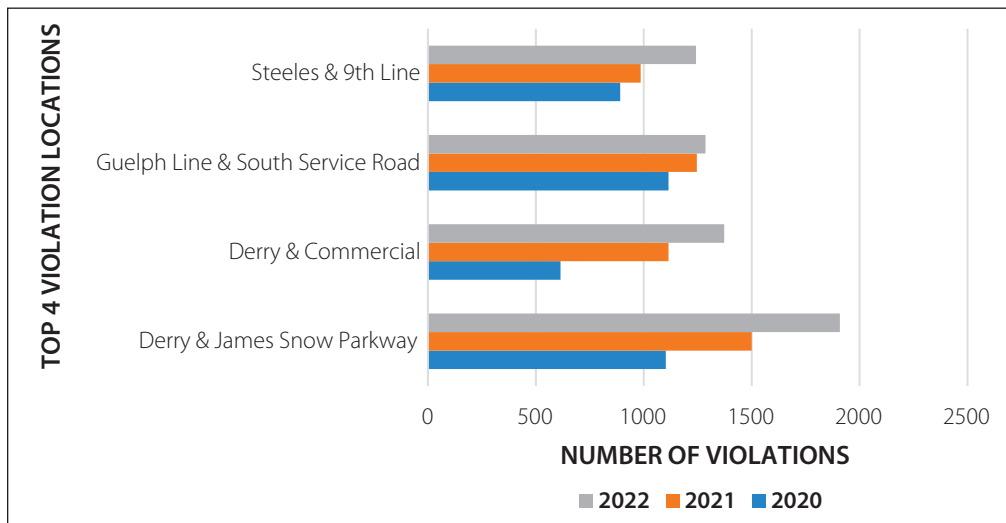
The Drive SAFE (Safety Awareness For Everyone) public awareness program is an initiative targeting speeding, aggressive driving, and generally unsafe behaviour on Halton roads. To promote safe driving to the public, the Region has completed several initiatives in previous years, such as:

- Poster campaigns
- Safety brochures
- Cyclist safety commercials
- Emergency Medical Services (EMS) safety commercials
- Winter driving tips on the Weather Network
- 911 call program
- Driver speed feedback roadway signs

A major component of the Drive SAFE program is the Region's targeted speed monitoring and enforcement program noted herein. The Drive SAFE program also lends itself to work in partnership assisting other Regional departments and divisions to promote safe roads in Halton. In 2022 the Region purchased two new portable speed trailers to compliment the Drive SAFE program.

The Drive SAFE program requires collaboration with the Region's Communications department so that safety initiatives can be promoted and advertised through different broadcasting outlets such as local newspapers, posts on social media, and the Regional webpage.

Figure 22 - Top four locations for red light infractions, 2018 - 2022



Portable Speed Message Sign Boards

Similar to the driver speed feedback signs, five portable variable message display signs are used as a speed compliance tool to display vehicle travelling speeds to motorists. The signs are strategically placed on the Regional Road Network at known areas of concern based on high speed locations and requests from the public.

In 2022 the signs were deployed to the following locations:

1. Brant Street between Hazelton Boulevard and Cavendish Drive
2. Neyagawa Boulevard between Sixteen Mile Drive and North Park Boulevard
3. Derry Road, east and west of Bell School Line
4. Appleby Line, north and south of 2 Side Road
5. 2 Side Road, east of Appleby Line
6. Bronte Road between Wyecroft Road and Speers Road
7. Dorval Drive between Upper Middle Road and North Service Road
8. 194 Burnhamthorpe Road
9. James Snow Parkway, between 5 Side Road and Mt Pleasant Way
10. Upper Middle Road, east and west of Grand Boulevard

On average, a reduction in the 85th percentile speed of approximately 5-10 km/h was observed at the above listed locations. Staff continue to monitor the speeds in the locations where the message boards are deployed.

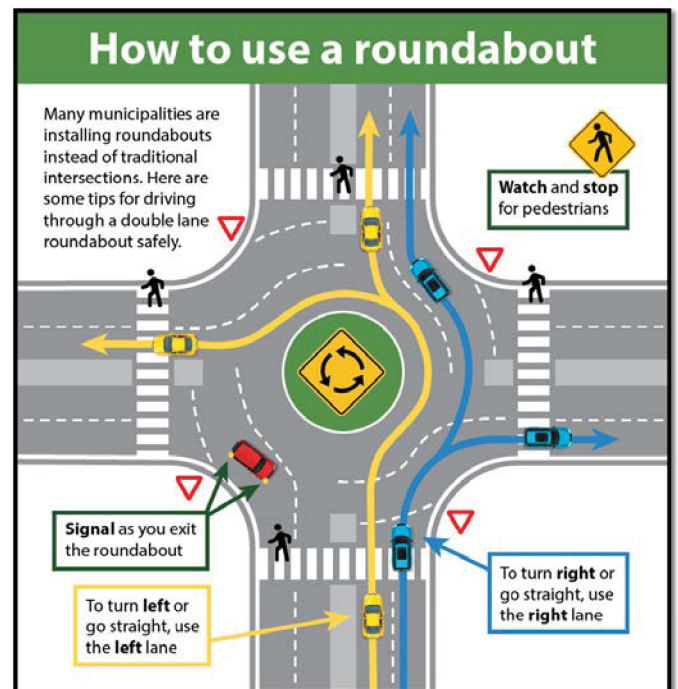


Staff also deployed portable message trailers on Derry Road, Dundas Street, and Upper Middle Road as part of the Project Safe Start program in conjunction with the Halton Regional Police Service at the beginning of September to remind motorists to watch for students and stop for school buses when required.

Regional Roundabout Webpage Update

With the increase in roundabouts on Regional roads, updates were made to the Regional roundabout webpage so road users may familiarize themselves with their locations, how to use one, and to find answers to frequently asked questions about roundabouts. Figure 23 is an image from the updated webpage which provides more guidance on how to use a roundabout.

Figure 23 - Regional roundabout website update

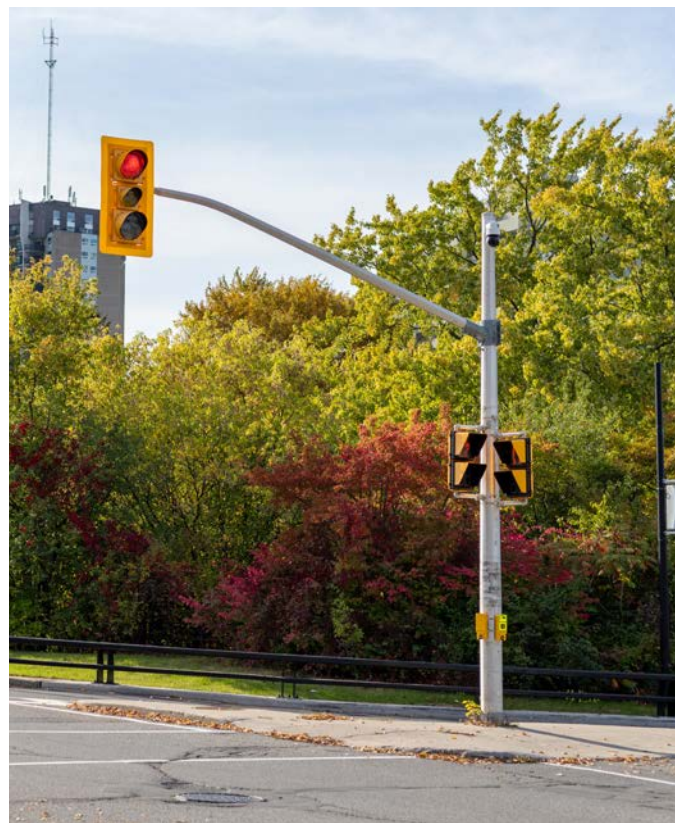


4.0 Operational Performance

4.1 Travel Speed and Delay Study

This section provides a snapshot of the operational performance of the Regional Road network in 2022. Halton Region conducts annual travel speed and delay studies along its roadway corridors to determine the travel time and overall level of service (LOS). Travel time is measured by comparing the average time to travel between two points on a roadway corridor during periods of peak traffic volumes, with the time required to travel the corridor at the posted speed limit free of delay. Figure 24 summarizes the A.M. and P.M. peak LOS for the study corridors for 2022.

*Level of service (LOS) is a qualitative measure describing operational conditions within a traffic stream, generally described in terms of service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience. [The Highway Capacity Manual - Transportation Research Board]



**Figure 24 –
2022 a.m. and p.m. peak period levels of service**

Level of Service	A.M. Peak Period	P.M. Peak Period
A/B	44%	35%
C	43%	44%
D	9%	11%
E	3%	6%
F	1%	4%

Note: Measured (observed) speeds associated with Levels of Service A - F are indicated in the table below. For example, where the observed travel speed is 70 percent or greater of the posted speed, the level of service is "A/B".

Average Travel Speed (% of Posted Speed)	Level of Service
90%	A
70%	B
50%	C
40%	D
32%	E
Less than 32%	F

Based on Figure 24, in 2022 44% and 35% of corridors had a LOS of A/B during the A.M. and P.M. peak periods, respectively. Overall, the 2022 level of service is similar to 2021, indicating the stabilizing of post-pandemic traffic operations; however, the results indicate the overall LOS decreased slightly in 2022. Despite the decrease, the LOS was greater than what was reported in 2019, as shown in Figures 25 and 26. This suggests continued efforts to optimize corridors and intersections as well as hybrid work arrangements are having a positive impact travel times and reducing gridlock traffic.

Figure 25 - Percentage of network by level of service (a.m.), 2019 - 2022

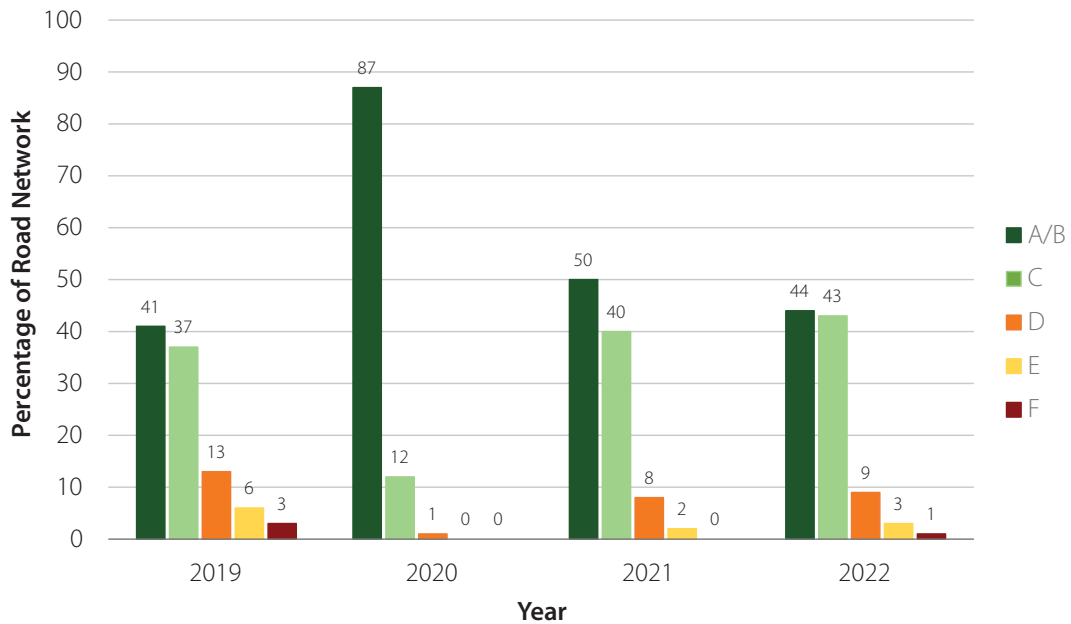
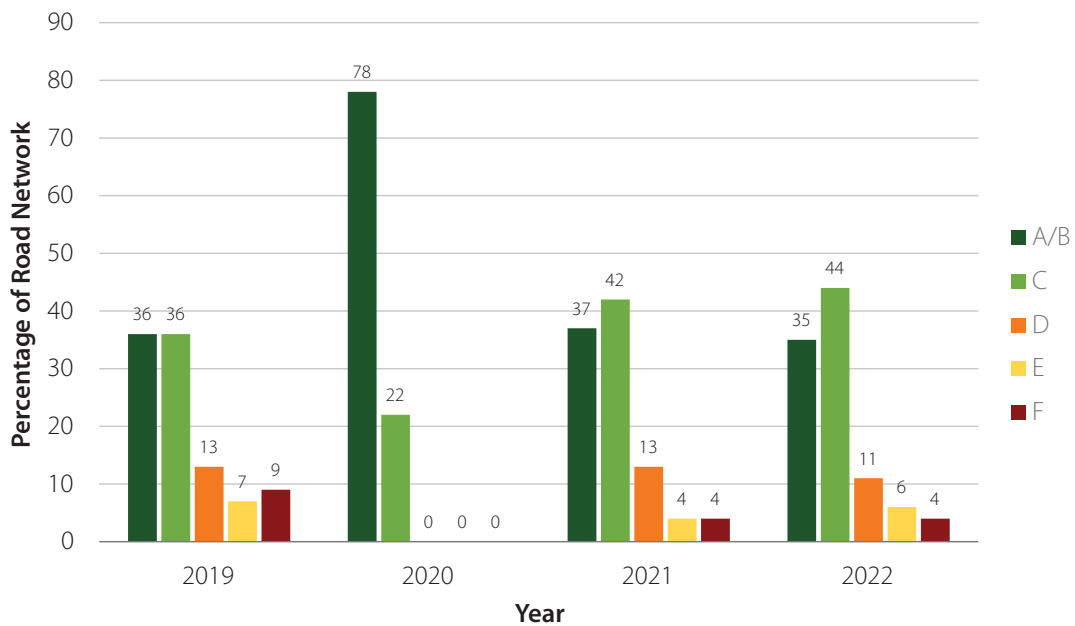


Figure 26 - Percentage of network by level of service (p.m.), 2019 - 2022



4.2 Traffic Signal Corridor Optimization

A key component to maintaining a safe and efficient road network is the effective management of traffic through major road corridors. To achieve this, traffic signal timings are coordinated to minimize vehicular delay. In order to ensure Halton Region's signals are coordinated in the most efficient manner, the Region commissions studies aimed at optimizing the Regional signal network along major corridors. To ensure the best possible service on Halton Region's roads, the Region has completed these studies on an annual basis since 2011 and optimized a number of corridors.

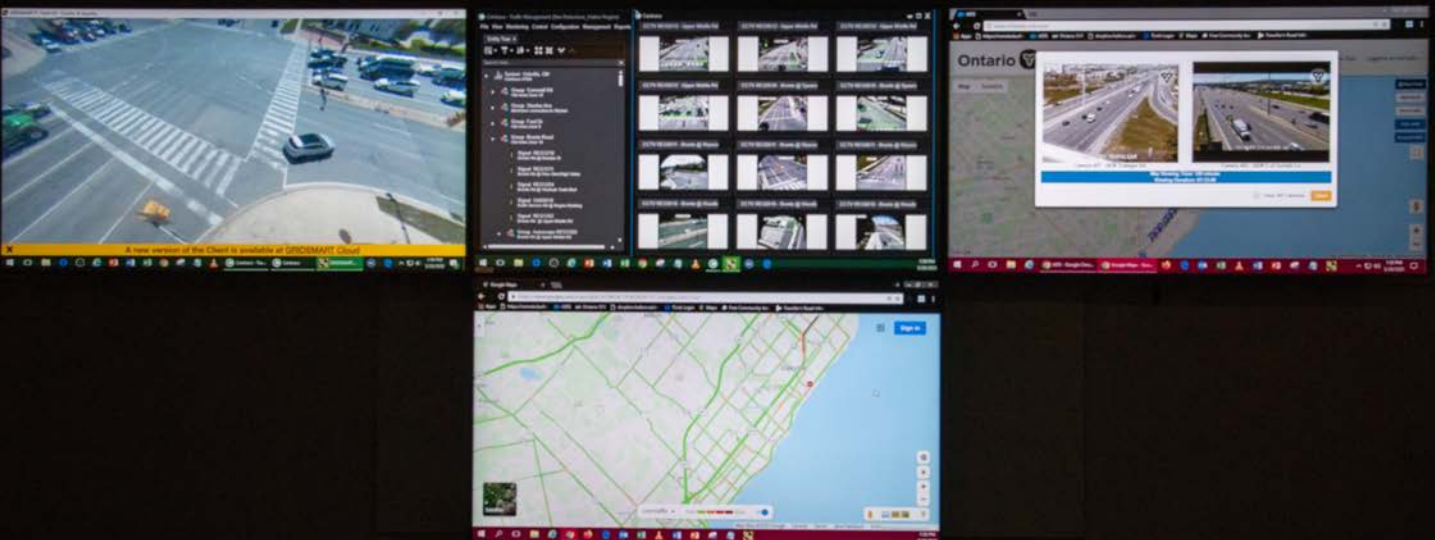
Due to the provincial lockdowns and sporadic traffic patterns as a result of COVID-19, the optimization studies were put on hold until traffic patterns return to normal. In 2023 the program will resume with Dundas Street, Neyagawa Boulevard, Steeles Avenue, Martin Street and Upper Middle Road scheduled to be optimized.

Regional Traffic Operations and Safety staff completed signal optimization changes due to reconstruction at Bronte Road and Saw Whet Boulevard.

Through the optimization studies, the Region reviews the existing traffic conditions and optimizes the traffic signals for flow during the directional peak hours. In Halton, this is typically the eastbound and southbound direction in the a.m. peak period, and westbound and northbound during the p.m. peak period. These studies review each intersection within a corridor and the corridor as a whole, to ensure that traffic volumes are flowing in the safest and most efficient manner.

Traffic signal timing adjustments developed from the optimization studies aim to reduce road user delay along the study corridors; particularly along corridors where congestion has been problematic and progression is difficult to achieve due to overall traffic volume on the roadway, and the proximity of major traffic generators and freeway systems.

As capital improvements are completed along Halton's major corridors, state-of-the-art traffic signal interconnect infrastructure is being provided to ensure that the long-term goal of an efficient traffic signal network is achieved.



5.0 Transportation Operations and Maintenance

5.0 Transportation Operations and Maintenance

5.1 Minimum Maintenance Standards

To ensure that monitoring and maintenance of the Regional Road Network is undertaken in accordance with established Provincial standards, Halton Region adopted the road classification system used by the Ministry of Municipal Affairs and Housing in O.Reg. 239/02 called the Minimum Maintenance Standards for Municipal Highways (MMSMH), made under the Municipal Act, 2001. The regulation was amended and last updated May 3, 2018 under O.Reg. 366/18. The MMSMH establishes six road classifications based on the Average Annual Daily Traffic (AADT) and the posted speed limit.

The frequency of road patrols is based on the road classification, with higher road classes having more frequent patrols. Annual traffic counts are used to re-evaluate the Road Classifications to ensure compliance with the Regulation.

To comply with the Provincial standards, road patrol activities must be conducted.

The objectives of road patrolling are:

- That road surface conditions are monitored, recorded, and reported without delay if adverse conditions or problems exist;
- That all roads are inspected on a regular basis;
- That all roads are in a safe condition;
- That all road deficiencies are recorded for subsequent actions and compliance monitoring;
- That road deficiencies exceeding limits specified in the Regulation are addressed timely in accordance to the Regulation;
- That citizens' needs are respected; and,
- Compliance with the MMSMH requirements.

5.2 Roadway Asset Management

Halton Region is responsible for the management of the Regional Road System and related roadway system infrastructure assets including bridges, culverts, storm, retaining walls, noise walls, streetlight system, safety devices and traffic control devices, but excluding sidewalks and multi-use paths which are owned and maintained by the Local Municipalities.

The overall condition of the Regional Road System is monitored through the Pavement Management Application, Road Assessments and Structure Inspections Biennially for Bridges, Culverts, Retaining Walls and Noise Walls. Each provide an inventory of assets, quantitative condition and performance measures, performance prediction, and engineering and economic analysis tools to provide costs for needs such as resurfacing, rehabilitation, replacement and reconstruction. The Pavement Management Application is a technology system-based tool to manage and predict pavement condition while the Road Needs Study and Structure inspections are completed through field investigations to determine work required to ensure Regional assets are preserved in a state of good repair in coordination with ongoing growth and non-growth projects. Road Operations oversees the operation and maintenance of all roadway infrastructure assets on a daily basis as part of asset management.

Currently, the Region's transportation infrastructure is in a continued state of growth, expansion and transition with more urbanization and road widening taking place as identified in the Capital Plan. Recent road infrastructure additions and increased demands on the Regional Road System; caused by growth-related development, are driving the need for operational, maintenance and capacity improvements on roads and structures. In 2021 as part of the Asset Management Lifecycle Management Study it was noted that 73% of all existing road infrastructure is in good to very good condition. Infrastructure that is categorized as being in poor to critical condition is being addressed through current and future planned capital improvement projects. Work within the capital program replaces and rehabilitates a portion of the overall road infrastructure annually to minimize deterioration and maximize its remaining service life.

5.3 Pavement Management

Halton Region utilizes a Pavement Management Application (Road Matrix) to evaluate, analyze and help develop a list of roads for the annual road resurfacing program for the Regional Road Network.

This computer-based pavement management system utilizes pavement information collected and assembled from the road network such as pavement distress, ride quality and pavement condition. The pavement data collected and subsequent data analysis provide a means to prioritize the maintenance and rehabilitation work for the network based on observed pavement conditions. The end result is a list of road sections requiring rehabilitation and/or resurfacing that is used in the development of capital programs. Roads Operations also reviews current and future planned Public Works programs from internal and external agencies as part of asset planning and life cycle management to prioritize projects.

Using Road Matrix as a part of asset management enables staff to make decisions over a long term to manage the life of the roadway surface and base. The system ensures that informed decisions are being made by keeping up-to-date information and tracking changes to the roads that occur on a regular basis. This is the optimum way of measuring how well road pavements are performing over time.

The data gathered for each road section is given a Pavement Quality Index (PQI) rating which provides an overall indication of a pavement section's condition based on surface distresses and rider comfort. This rating is based on a scale of one to ten, with ten being an optimum or the highest performance rating.

Every three years, pavement condition data is collected by an automatic road analyzer vehicle that measures pavement roughness, ruts, pavement distresses and cracks. Road Matrix uses these measurements to calculate a PQI. The average PQI was 78.6 out of 100 in 2022 compared to 75.8 in 2021. PQI has not increased significantly with current works due to the backlog of resurfacing and growth projects. The last major pavement condition data collection update occurred in November 2022. The next major updates is in fall 2025. A three-year survey cycle was adopted to enable comparison with historical data collected in previous surveys to update the pavement management

system and continue asset management planning for the entire Regional Road Network. Annually all major changes made to the road network through road reconstruction, widening, additions, resurfacing, major spot repairs and other capital works projects are captured within the system.

In 2022, \$8.76 million worth of pavement resurfacing was tendered, however due to a late tender this delayed all 2022 programmed resurfacing to spring 2023. In 2022, the remainder of the 2021 resurfacing program completed the remaining \$6.05 million worth of pavement resurfacing in 2022. Additionally in 2022 a major resurfacing and capital works along portions of Guelph Line in Burlington and Milton was completed under PR-3292. As part of the forthcoming budget for 2023, additional resurfacing candidate roads were budgeted and planned from 2023 to 2032. The investment in resurfacing extends the life of the pavement and assists in the deferral of more expensive reconstruction works. The Region will continue to invest in resurfacing, spot repair and crack sealing to ensure that state of good repair objectives continue to be met. From 2010 to 2022 the current Regional Road Network is approximately 24 per cent larger from 934 to 1159 lane kilometres.

Staff will continue to monitor the quality of the Region's road pavements and provide recommendations to Council regarding required resurfacing investment through the annual transportation capital budget submissions.



5.4 Road Needs

A Road Needs Study is performed annually through a visual examination to inventory and appraise improvement needs within each road section independent of future projects. The study provides an overall rating of the road system by section, including factors such as surface type, surface width, capacity, structural adequacy, drainage and geometry. The study reports on the deficiencies, needs and conditions captured through the Road System Inventory and Road Appraisal Sheets.

The study also identifies recommended timing and proposed construction and/or rehabilitation improvements. The recommendations guide the scheduling of improvements to ensure that preservation, upgrading, and timely replacement of roadway assets are undertaken through cost effective management and programming in conjunction with the annual capital works in progress.

In 2022, the Road Needs Study inventory was updated internally by staff as a consultant was unable to be procured. As part of the internal update, staff focused on the state of good repair and reviewed the metrics previously updated with changes that occurred with current capital works in progress in the current road network.

The overall Regional Road System adequacy in 2022 was 68.8% compared to 66.5% in 2021 based on lane kilometres.

The percentage lane kilometres of roads rated good to very good increased to 65.8% in 2022 from 58.8% in 2021.

Based on the forthcoming resurfacing and roads capital program proposed as part of the 2023 capital budget, the carryover of some 2022 resurfacing program being done in spring, and growth projects under construction, it is expected that the overall network system adequacy and percentage of assets rated good or very good will continue to stabilize and increase in the coming years.



5.5 Bridges, Major Culverts, Retaining Walls and Noise Walls

Halton Region's bridges, major culverts, retaining walls and noise walls are inspected as per the Ontario Structural Inspection Manual (OSIM) inspections. Provincial Legislation O.Reg. 104/97 'Standard For Bridges'. Legislation requires that inspections be undertaken on a biennial basis for all bridge and culvert structures that have a span greater than three metres every two years under the direction of a professional engineer.

An engineering consulting firm (or firms) is retained to update and keep an inventory of the bridges, culverts, retaining wall and noise walls through a close-up visual inspection and appraisal of each structure. An OSIM inspection report is completed for each structure including material and performance ratings, functional data and recommendations for engineering investigations, rehabilitations, repairs and/or replacements. The overall inventory and report summarizes the results of the inspections, weight limit assessment, structure priorities, recommendations and estimated cost for rehabilitation or replacement of each asset by its time of need. The recommendations ensure that preservation, upgrading,

and timely replacement of bridge, major culverts, retaining wall and noise wall assets are performed through cost-effective management and programming. The last OSIM inspections were performed in 2022.

The year-end 2022 Average Bridge Condition Index for 89 bridges and 88 major culverts with a span of three metres and greater along Regional Roads in Halton was 78.33 out of 100 in 2022 compared to 78.76 out of 100 in 2020.

The year-end 2022 Average Condition Index for retaining walls along Regional Roads in Halton was 74.8 out of 100 in 2022, compared to 73.39 out of 100 in 2020.

The year-end 2022 Average Condition Index for noise walls along Regional Roads in Halton was 80.37 out of 100 compared to 77.64 out of 100 in 2020.

In 2022 all condition indexes increased due to replacements from current capital works in progress except bridges and culverts as a number of locations are under construction and/or being rehabilitated. It is anticipated with the current capital works in progress that the bridge and culverts indexes will increase in the coming years.



6.0 Conclusion

In 2024, Halton Region will re-inspect all bridges, major culverts, retaining walls and noise walls through an OSIM inspection as previously done in 2022.

The Region will continue to invest in Bridges, Major Culverts, Retaining Walls, and Noise Walls as the Regional Road Network continues to grow and existing assets decline due to age related to ensure that state of good repair objectives continue to be met. Staff will continue to monitor the rehabilitation and replacement requirements with the current and future planned Public Works improvement projects and provide recommendations with respect to required rehabilitation and replacement investment through the annual transportation capital budget submissions.

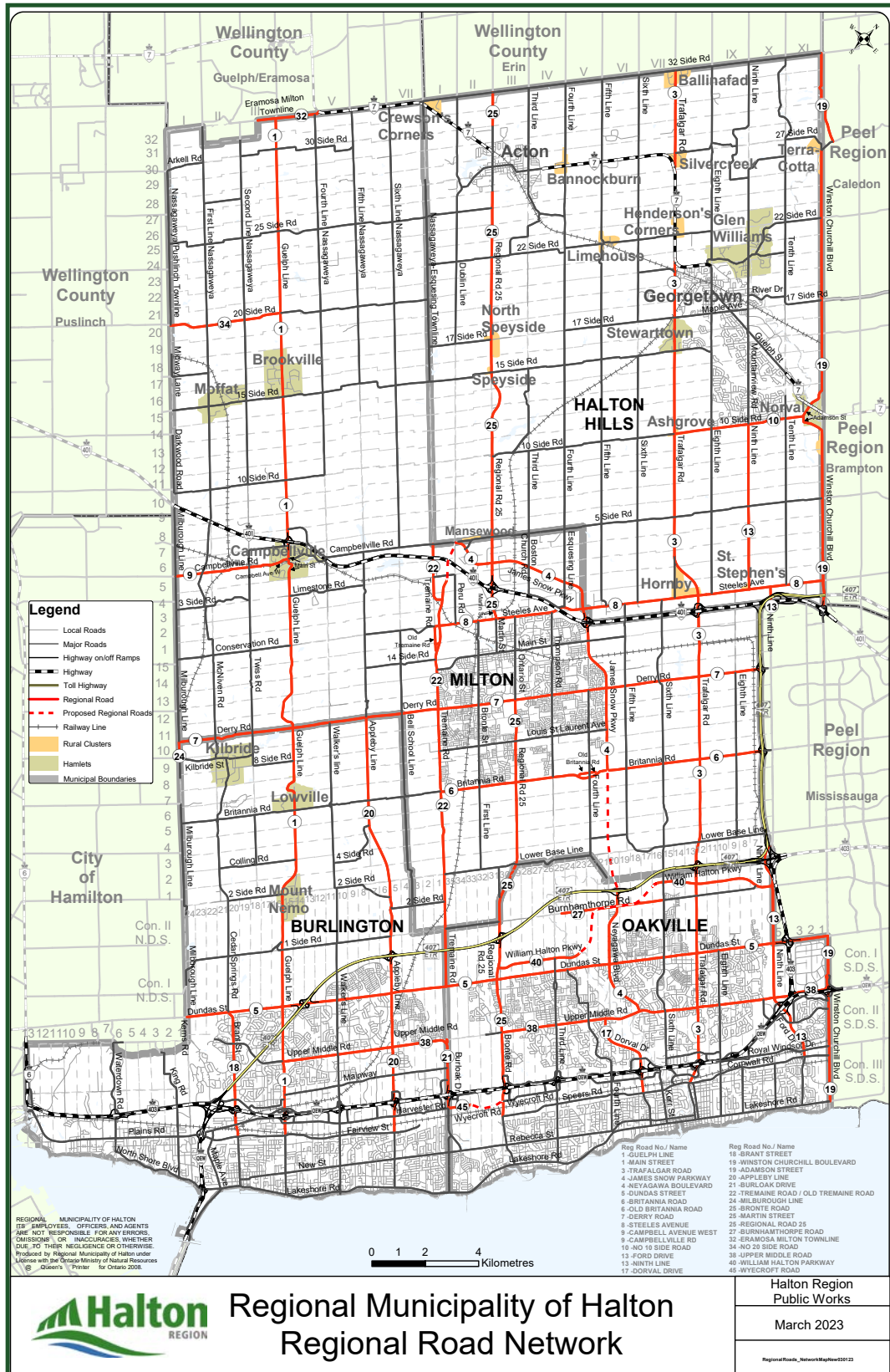
6.0 Conclusion

The 2022 Transportation Progress Report provides an overview of the performance of the Regional Road Network, and some of the current projects and initiatives in progress.

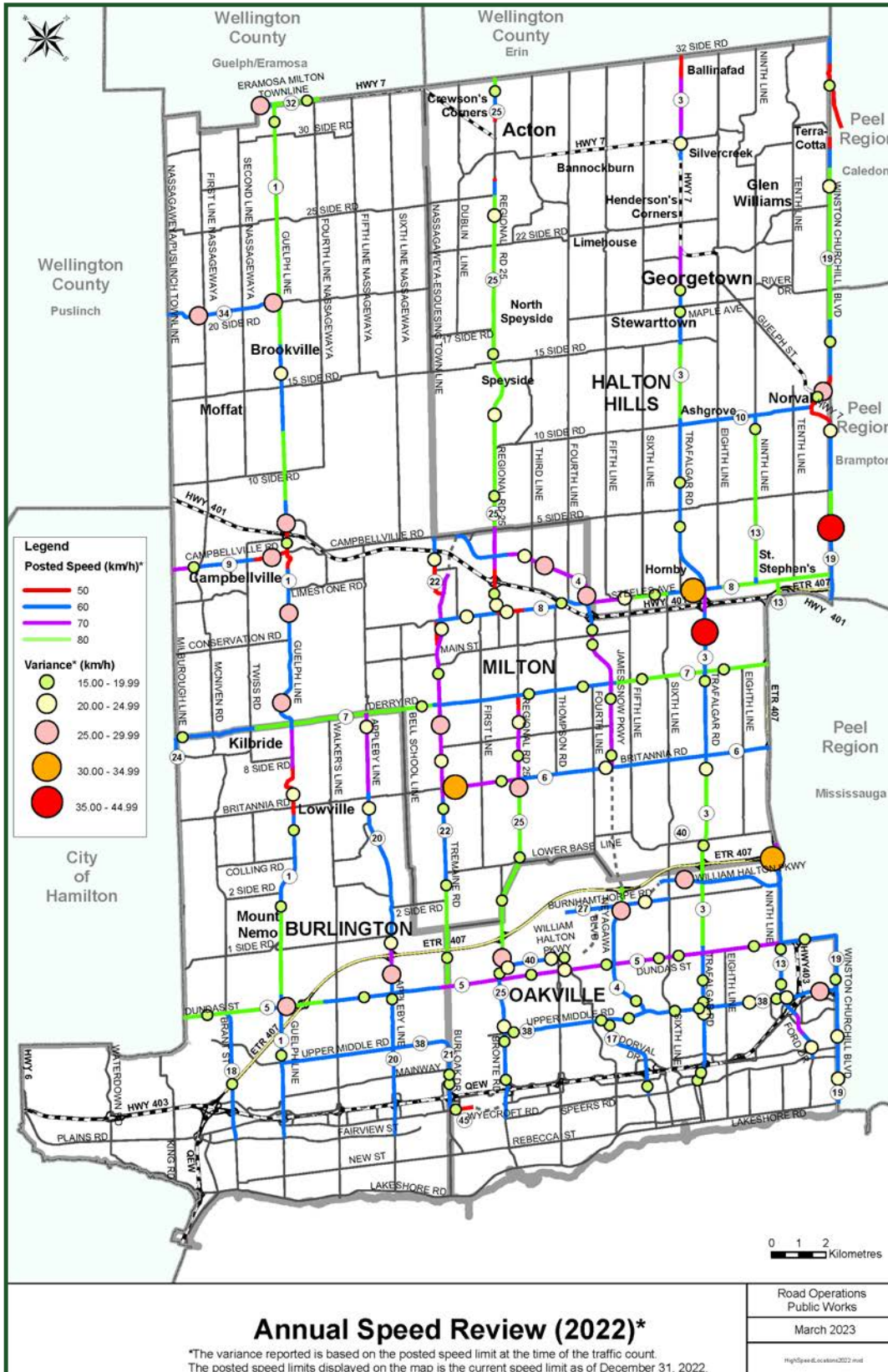
- Visual inspection that identified over 500 deficiencies to be addressed over a five year implementation plan has been programmed for completion.
- Procurement of additional speed trailers and portable variable message trailers to assist with DriveSAFE campaigns.
- Executing new Red Light Camera contract which will introduce five new locations in 2023.
- An average level of service of C or higher on Regional corridors.



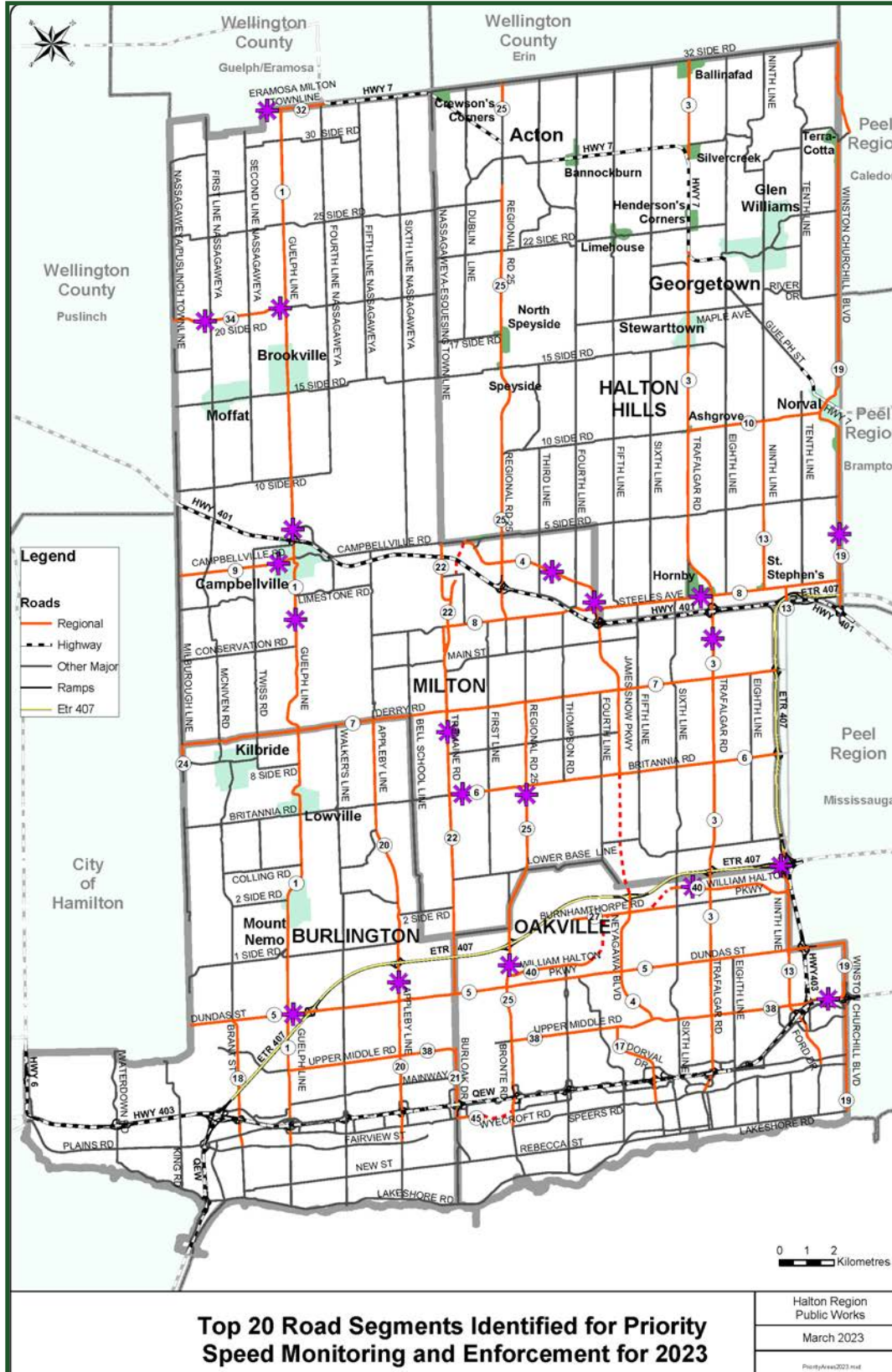
Appendix A



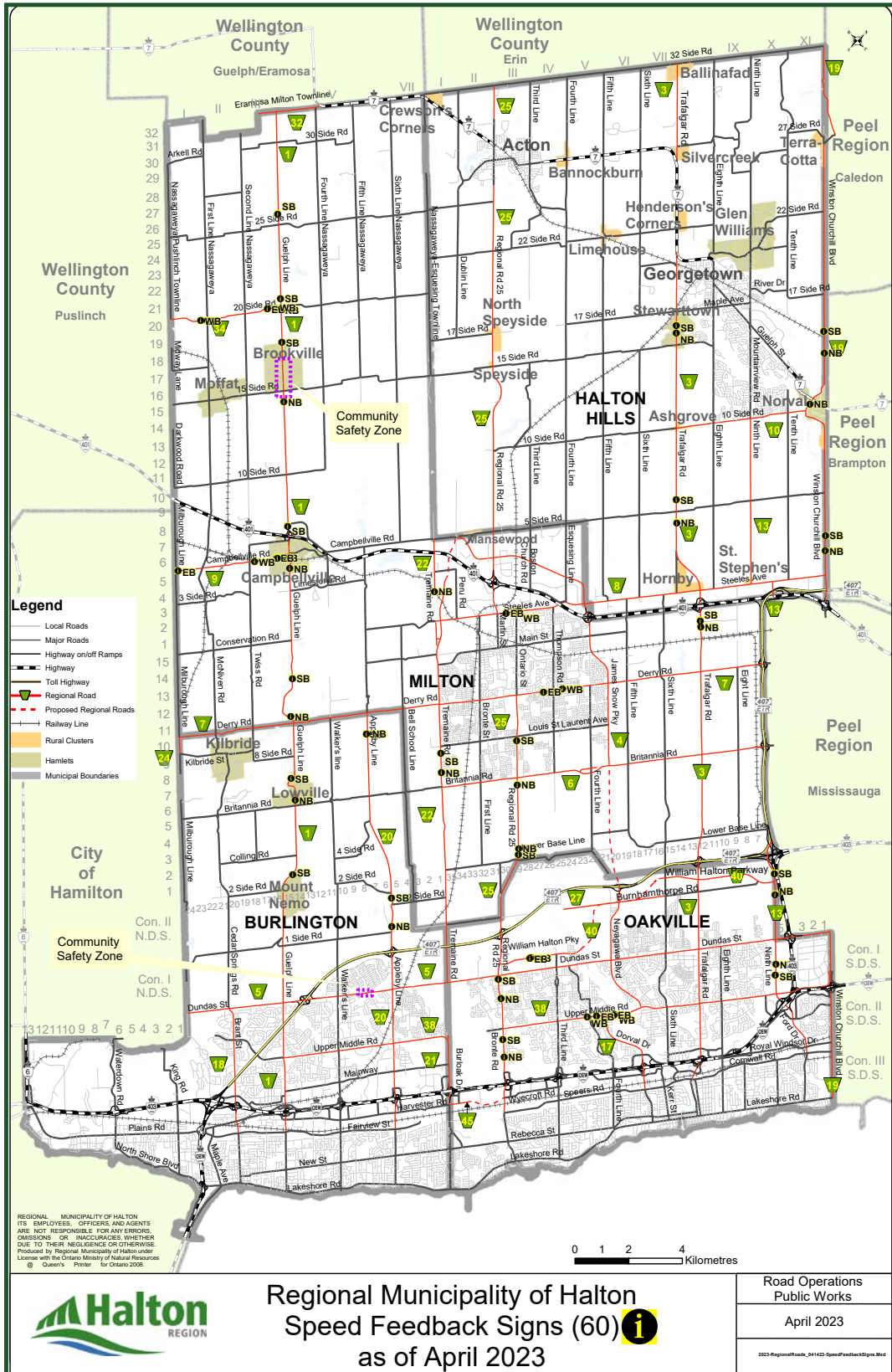
Appendix B



Appendix C



Appendix D





PW-2223283

GENERAL INFORMATION PACKAGE

halton.ca  311

AUGUST 28, 2023



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VIA EMAIL

July 18, 2023

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

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

Please be advised that at its meeting held Wednesday, July 12, 2023, the Council of the Regional Municipality of Halton adopted the following resolution:

RESOLUTION: LPS56-23/PW-31-23/FN-29-23 - Allocation Program and Request for Expression of Interest Update

1. THAT Regional Council direct staff to develop Allocation Program options based on the principles identified in Attachment #1 and bring it forward for a decision no later than October 2023.
2. THAT Regional Council approve the financing of \$36.3 million in water, wastewater and transportation projects as set out in Attachment #2 of Report No. LPS56-23/PW-31-23/FN-29-23 to facilitate the construction of infrastructure in support of residential growth objectives and Local Municipal Housing Pledges.
3. THAT a copy of Report No. LPS56-23/PW-31-23/FN-29-23 be forwarded to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, and the Ministry of Municipal Affairs and Housing for information.

Included please find a copy of Report No. LPS56-23/PW-31-23/FN-29-23 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

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 Andrew Farr, Commissioner, Public Works Cyndy Winslow, Commissioner, Finance and Regional Treasurer
Date:	July 12, 2023
Report No:	LPS56-23/PW-31-23/FN-29-23
Re:	Allocation Program and Request for Expression of Interest Update

RECOMMENDATION

1. THAT Regional Council direct staff to develop Allocation Program options based on the principles identified in Attachment #1 and bring it forward for a decision no later than October 2023.
2. THAT Regional Council approve the financing of \$36.3 million in water, wastewater and transportation projects as set out in Attachment #2 of Report No. LPS56-23/PW-31-23/FN-29-23 to facilitate the construction of infrastructure in support of residential growth objectives and Local Municipal Housing Pledges.
3. THAT a copy of Report No. LPS56-23//PW-31-23/FN-29-23 be forwarded to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, and the Ministry of Municipal Affairs and Housing for information.

REPORT

Executive Summary

- In March 2023 through Report No. LPS14-23/PW-13-23/FN-20-23, Regional Council directed staff to explore servicing allocation options and take the necessary steps to engage the local municipalities and development community regarding anticipated or potential development and infrastructure demands and report back to Council no later than July 2023.
- Based on a request for expression of interest (REOI) conducted with the development community and discussions with local municipalities, there is interest

from developers to secure servicing allocation through a new Allocation Program. There is recognition that a new Program would enable the Region to advance infrastructure in support of the growth objectives and municipal housing pledges.

- There are key activities underway that will inform the parameters and financial requirements of the program, as well as align the interests of the development community to the growth priorities of the local municipalities.
- It is proposed that any new program be based largely on the framework of the 2020 Allocation Program, feedback from the development community, and be adapted to address key legislative requirements emerging from Bill 23 and other influencing factors.
- Pending Council's support, work will continue to define a program with input from the local municipalities and development community for Regional Council consideration no later than October 2023. The advancement of an Allocation Program will ensure the Region is proactive in advancing housing supply in support of shared growth objectives.
- In order to proactively support the Local growth priorities and Housing Pledges, staff are recommending that \$36.3 million of funding be advanced to accelerate the planning and design of nine water, wastewater and transportation infrastructure projects.

Background

Halton Region continues to be one of the fastest growing regions in Ontario. The Halton municipalities have long supported planning for housing supply to accommodate the Region's vision for growth based on the Provincial Growth Plan, and the Province's recent efforts to advance housing supply. The Allocation Program is Halton's tool to finance and deliver infrastructure to support new housing growth within Greenfield areas.

In accordance with the Halton Region Official Plan, an acceptable financing plan for growth related infrastructure must be in place prior to growth proceeding. This is accomplished through the delivery of Allocation Programs and associated agreements which also ensure Halton maintains the principle that "growth pays for growth" to the extent possible by having residential developments within the Greenfield pay Development Charges (DCs) up-front and provide front-ending if required to address any funding gaps.

Halton Region has a shared objective with the Province and Local Municipalities to advance housing supply and will need to play a role in accelerating growth in support of local municipal housing pledges by proactively planning for, financing and delivering infrastructure. As such, Halton has been working to determine interest from the

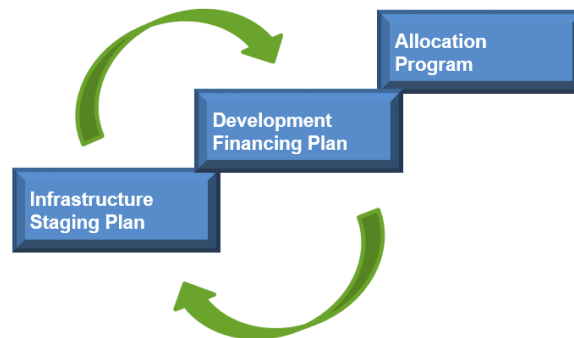
development community and local municipalities in advancing a new Allocation Program which will support accelerated residential growth opportunities.

Discussion

The Region's Allocation Program is a unique planning and financing tool designed to ensure adequate funding is available to support growth-related infrastructure in order to facilitate housing supply in the creation of complete communities over a predetermined period and geography. This program allows the Region to support development by advancing Regional infrastructure in a way that is financially responsible, ensuring that:

- The release of growth in the Designated Greenfield Area is generally consistent with the joint best planning estimates (JBPEs);
- The delivery of infrastructure is aligned with growth; and
- The delivery of infrastructure is financially sustainable.

An Allocation Program follows a detailed, multistep process and is launched after a determination has been made on how infrastructure will be staged to support growth in a particular area based on best planning estimates, and how that infrastructure will be financed. As depicted below, developing an infrastructure staging plan and development financing plan is an iterative process.



In March 2023 through Report No. LPS14-23/PW-13-23/FN-20-23, Regional Council directed staff to explore servicing allocation options and take the necessary steps to engage the local municipalities and development community regarding anticipated or potential development and infrastructure demands and report back to Council no later than July 2023. Since the direction of Council in March, staff have been working to determine interest and support to develop an Allocation Program in order to continue to deliver housing supply in support of local municipal housing pledges.

Developer Interest in Securing Allocation

Working with Halton's local municipal partners and developers, Regional staff confirmed the candidate lands for releasing a request for expression of interest (REOI) where developers were asked to express interest in securing Regional servicing for single dwelling equivalents (SDEs) through a new Allocation Program. A map identifying the candidate lands is provided as Attachment #3.

A developer / landowner information session was held on May 10, 2023 where an introduction to Halton's Allocation Program and potential for a new program was introduced. The session also included participation from all of Halton's local municipalities. At the session, participants had the opportunity to ask questions and share recommendations with how they would like to see a new program advance.

Some of the feedback included:

- There were inquiries as to whether there will be a cap of SDEs on this program. There is support from developers to be as flexible as possible with this program and not have a cap. No cap is being proposed at this time, rather infrastructure capacity and timing may determine how many SDEs can be accommodated;
- Comments around the length of time for pay-back of front end financing, should it be a requirement of the program: developers have asked the Region to be mindful to ensure timelines are shorter than in previous programs with preference for a more expedited repayment if possible;
- There were questions around the timing of payment of the roads portion of development charges specifically;
- There were several questions related to program parameters. For example, there were questions on whether a minimum threshold for obtaining allocation would be a requirement. Historically the program required a minimum purchase of 40% of the required SDEs to complete a residential development. A threshold has been an important component of both the 2012 and 2020 programs and are proposed to be continued. This ensures there is sufficient access to funding in order to advance infrastructure projects, and a level of certainty in the location of anticipated units for the planning of infrastructure;
- Some participants would like to see the ability to transfer and/or sell allocation between developers. The sale of SDEs between developers has not been supported historically given challenges related to oversight and unintended consequences of unfairly monetizing SDEs. In response, through the next program staff would consider greater flexibility in facilitating transactions provided that infrastructure is available;
- There was support for current program flexibility through the transfer of SDEs and ability to top up with additional SDEs for developments;
- There was a question on whether active planning appeals would prevent landowners from being approved for SDEs. Staff confirmed that this would not be an issue;

- There was a question on whether the Region would keep pools of SDEs to enable flexibility. Staff confirmed this approach has been valuable and would likely remain to maintain flexibility in the program to react to public interest considerations (construction of schools, parks, transit) as well as unforeseen priorities such as Ministry Zoning Orders;
- There was a question about whether there would be support for coordinating infrastructure and approvals with adjacent non-participating landowners. Staff confirmed that this is imperative and support would be provided;
- There was a comment that the Region’s investment is not always enough and perhaps the infrastructure is not always sized to accommodate future opportunities as well. Staff will look at this closely as different options are developed.
- Many questions were asked around the payment requirements and timing as well as the infrastructure that would be associated with this program which will be finalized as part of the analysis that is ongoing. Staff will be taking this feedback into consideration as part of the program development.

Directly following the developer information session held on May 10, 2023, the REOI was opened, and submissions by developers overwhelmingly indicated that there is interest in advancing an Allocation Program and in securing Regional servicing allocation for residential development.

The response to the REOI resulted in submissions for 171 unique properties, with a total of 90,948 dwelling units or 50,525 SDEs. It is too early to identify what the response rate would be for participation in the program, as many responses include units that may be built over a longer time period, or may be too early in their planning process to move forward, or the developer interest may not align with local municipal growth priorities. Nevertheless, there is a great amount of interest in securing allocation within the greenfield areas that were included in the REOI. Additionally, the program may not be able to accommodate all developer requested SDEs based on available servicing capacity. Infrastructure projects to support longer term growth will be defined through the integrated master plan. Participating in the REOI or submitting a request for SDEs to participate in a new program does not guarantee a developer will be able to secure all SDEs they request. To provide some context, Halton’s largest Allocation Program was the 2020 program which released under 20,000 SDEs.

Municipality	Dwelling Units	Total SDEs
Burlington	9,661	5,163
Halton Hills	4,319	3,213
Milton	36,724	23,001
Oakville	40,244	19,148
Total	90,948	50,525

An analysis of these results is underway which will use the data collected through the REOI to inform an infrastructure staging plan and subsequent financing plan. The

analysis, while focused on Greenfield SDEs, must consider Built Boundary developments that do not require Allocation Agreements but will need infrastructure and capacity in the system. The work on the Joint Best Planning Estimates (JBPEs) ensures that the Region understands the location of growth and development priorities in the built boundary and strategic growth areas in Halton's communities. This work will be an iterative process that will be done in consultation with the local municipalities, as it is important that the program delivers infrastructure that supports local growth priorities and the local housing pledges.

From here, staff will continue to engage Halton's local municipalities for ongoing input and an additional developer / landowner information session will be held in late summer as the financial and infrastructure analysis advances to gather further feedback that will ensure developers' interests are addressed and ensure their support of the new program.

Infrastructure Staging

Halton's approved infrastructure plans as identified in the current master plans (water, wastewater and transportation) supporting growth to 2031, are currently being implemented. The amount and location of growth to 2031 has evolved since these plans were approved in 2011. The existing and planned infrastructure will continue to support a significant amount of growth across Halton Region.

In August 2022, Halton Region initiated a process to develop an Integrated Master Plan that will provide the strategies, policies and tools required to meet future water, wastewater and transportation infrastructure needs in Halton to 2051. Specific areas that have been identified through planning processes where there is a significantly higher number of housing units in the development pipeline than were previously anticipated will require further review through the on-going Integrated Master Plan.

An infrastructure assessment is currently underway based on the results of the REOI to identify the volume of residential development that can be serviced. The ultimate goal of conducting this analysis is to inform a new Allocation Program enabling the local municipalities to fulfill their housing pledges.

A financial analysis will also be completed as part of this work to identify financing parameters for the new Allocation Program including the associated minimum number of SDEs that the program would require in order to advance.

The infrastructure assessment will match developer interest in advancing residential development within the growth priority areas of the local municipalities through inputs such as the Joint Best Planning Estimates results and consultation.

Upon completing the analysis, Regional staff will develop an Infrastructure Staging Plan and associated Development Financing Plan in consultation with the Local Municipalities which will then be brought forward to Regional Council for approval. These plans will

form the basis of a new Allocation Program to address key priorities for growth. These plans will determine the cost of growth for the next Allocation Program.

Capital Financing

Through the financial planning process, the Region identifies any funding challenges in financing infrastructure needed for development and takes necessary measures to address the funding challenges. The financing plan addresses both residential developer responsibility, as well as Regional investments, and is undertaken to ensure the envisioned growth can be financed. A Council approved Development Financing Plan is required before an Allocation Program may proceed.

Based on Regional Council's objective to protect the Region's tax and rate payers from impacts related to financing growth-related infrastructure and to protect the Region's strong financial position, the Development Financing Plan for a new program will be prepared based on the principles outlined in Attachment #1 such as "growth pays for growth" to the extent possible under the *Development Charges Act, 1997*.

Program Parameters

A full list of program parameters will be defined as staff review the results of the REOI and complete the service capacity and financial analyses. These parameters will consider how an Allocation Program may adapt to and address the current uncertainty with financing; operations; regulations or other impacts that will result from *Bill 23* and the enhanced financial support that may be required to advance infrastructure projects that unlock key growth areas. Any program must also consider comments from Halton's local municipalities and prospective participating landowners.

The new Allocation Program will be based on the framework of the 2020 Allocation Program, modified to address key legislative requirements emerging from Bill 23 and other influencing factors. Some of the key differences between the 2020 Allocation Program and impacts from Bill 23 that will have to be accounted for include:

- The need to accommodate discounts for rental housing developments based on number of bedrooms counts.
- The ability to pay the full cost of growth related infrastructure impacted due to phased DC rates and mandatory discounts.
- The required higher level of engagement from local municipalities to ensure that allocation requirements are in place before development applications advance. With the changes to the Region's role in the development application process through Bill 23, the Region will be reliant on strong relationships and agreements with all of the Local Municipalities to ensure greenfield development does not advance without secured allocation.

Attachment #1 to this report identifies the key principles for Council's consideration that will be the basis for the development of a new Allocation Program. Staff are looking for Council direction through this report to move forward with the development of an

Allocation Program based on the principles identified in Attachment #1 for Council's consideration no later than October of 2023.

Advance Infrastructure to Support the Allocation Program

Staff have undertaken an early review of existing infrastructure plans within the REOI candidate lands with the development community expression of interest results and in light of the Local Municipal Housing Pledges to identify opportunities to advance planning and design of projects that meet the following criteria:

- The project is part of the current capital program to 2031 and has DC eligible status (no new projects).
- The project facilitates the completion of key planning (i.e., Municipal Class Environmental Assessment Studies) or design including coordination with Local capital improvements such that project implementation can advance quickly when needed.
- The advancement of the project does not impact or inhibit key decision making as part of the development of the Allocation Program and the on-going Integrated Master Plan.

In accordance with Recommendation #2 of this report, nine (9) capital projects have been identified to be advanced as described below:

Wastewater

- Municipal Class Environmental Assessment Study for the 2350 L/s WWPS at Lower Base Line and 4th Line in Milton. (ID8034)
- Municipal Class Environmental Assessment Study for twinned 900 mm wastewater forcemains from the WWPS at Lower Base Line to Regional Rd 25 in Milton. (ID8035)
- Design of 450 mm wastewater main on Britannia Road from 570 m east of Trafalgar Rd to 8th Line in Milton. (ID8270)
- Design of 450 mm wastewater main on 8th Line from Britannia Rd to 452 m north of Britannia Rd in Milton. (ID 6505)

Water

- Design of 400mm WM on 5th Line from Britannia Rd to future Louis St. Laurent Blvd (Zone M4) in Milton. (ID 6623)
- Design of 400mm WM on 8th Line from Britannia Rd to future Louis St. Laurent Blvd (Zone M4) in Milton. (ID 6636)
- Design (including Municipal Class Environmental Assessment Study Addendum) of Burloak WPP Phase 2 Expansion from 55 to 165ML/d in Oakville. (ID 5951)

Transportation

- Municipal Class Environmental Assessment for New Regional Corridor between 5th Line and 6th Line (known as 5 1/2 Line) from Steeles Avenue to Britannia Road in Milton. (ID6757)
- Municipal Class Environmental Assessment for James Snow Parkway Extension from Britannia Road to Neyagawa Boulevard in Milton and Oakville. (ID6806)

A more detailed review is currently being undertaken to identify the scope and implementation requirements for the infrastructure projects required to support growth to 2031, reflecting local growth priorities and the Housing Pledges.

In addition, this review will consider other ongoing planning and design projects such as the upcoming Mid-Halton Wastewater Treatment Plant Expansion (125 to 175 MLD) or Trafalgar Road from Highway 407 to Steeles Avenue Municipal Class Environmental Assessment Studies (funded through previous programs).

Next Steps

Upon receipt of Council approval to advance the development of a new Allocation Program, staff will proceed with the steps required to define program parameters such as an Infrastructure Staging Plan and Development Financing Plan, minimum number of Single Dwelling Equivalents (SDEs) required to support the program, and development of program agreements.

Staff will work with the development community as required and continue consultation with the local municipalities to align developer interest with local growth priorities.

Once the program parameters and details are defined, program options will be provided to Council by October 2023 for consideration in anticipation of launching a new Allocation Program by the end of 2023.

FINANCIAL/PROGRAM IMPLICATIONS

In advance of the October 2023 report, as noted above, staff have identified nine (9) capital projects required that support advancing the planning and design of select water, wastewater and transportation infrastructure that support local growth priorities. These projects have been included in the 2023 Budget and Forecast however have not been approved to proceed through the current financing plan for the 2020 Allocation Program.

The nine (9) capital projects as outlined above and as shown in Attachment #2 have been updated to reflect current costing and below is the financing required.

	Water &		
	Wastewater	Roads	Total
Growth			
Residential	\$ 23,607,000	\$ 2,624,000	\$ 26,231,000
Non-Residential	8,223,000	1,376,000	9,599,000
Subtotal	\$ 31,830,000	\$ 4,000,000	\$ 35,830,000
Non-Growth	\$ 470,000	\$ -	\$ 470,000
Total	\$ 32,300,000	\$ 4,000,000	\$ 36,300,000

The funding required is 99% growth-related and totals \$36.3 million. Of the \$36.3 million, \$35.8 million is related to growth and will be interim financed from the capital investment revolving fund and tax capital. The non-growth component (\$0.5 million) will be financed from the rate reserves.

Once the allocation agreements are executed there will be a transfer from the residential DC reserves to pay back the interim financing for the residential DC share (\$26.2 million) of the project costs.

The amount being interim financed for non-residential development charge share (\$9.6 million) of the project cost will be recovered, including carrying costs, from future non-residential development charges.

Respectfully submitted,



Curt Benson
Director, Planning Services and Chief
Planning Official



Bob Gray
Commissioner, Legislative and Planning
Services and Corporate Counsel



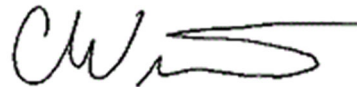
Lee Anne Jones
Director, Infrastructure Planning and Policy



Andrew Farr
Commissioner, Public Works



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:

Curt Benson

Tel. # 7181

Attachments: Attachment #1: 2023 Allocation Program Key Principles
Attachment #2: Financial Schedule for Infrastructure Needs
Attachment #3: 2023 REOI Eligible Areas

2023 Allocation Program Key Principles

A new allocation program and associated Infrastructure and Financing plans will be developed based on long standing principles, consistent with current allocation programs:

- “Growth pays for growth” to the extent possible under the Development Charges Act, 1997 (DCA);
- Enable local municipalities to meet their housing pledges and align with local growth priorities as defined in the joint best planning estimates (JBPEs);
- Infrastructure requirements align to growth;
- Ensure Halton’s strong financial position and financial planning principles will not be compromised;
- Develop financing strategies to unlock specific geographic areas as necessary;
- Ensure program requirements respond to feedback from participants if aligned to the above principles.



Halton Region
 Water, Wastewater and Roads
Infrastructure Planning Needs (\$000s)

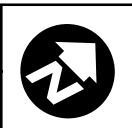
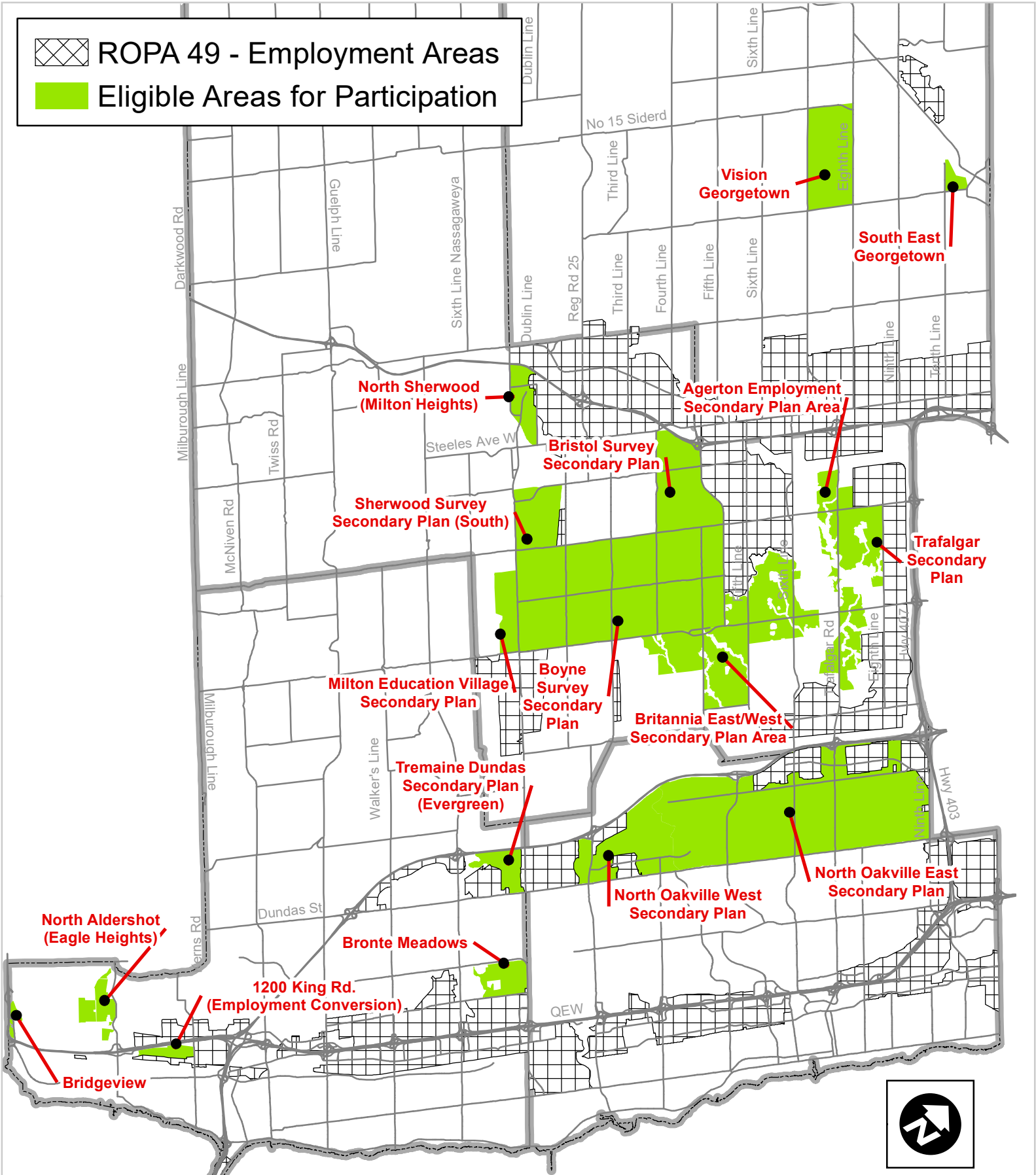
ID No.	Description	Allocation Budget / Financing				Total
		Growth		Non-Growth	Rate Reserve/Tax Capital	
		Res	Non-Res	Capital Investment Revolving Fund/Tax Capital*		
		Capital Investment Revolving Fund/Tax Capital*	Capital Investment Revolving Fund/Tax Capital*			
Water Development						
6623	400mm WM on 5th Line from Britannia Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	\$ 1,460,000	\$ 540,000	\$ -	\$ 2,000,000	
6636	400mm WM on 8th Line from Britannia Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	949,000	351,000	-	1,300,000	
5951	Design of Burloak WPP Phase 2 Expansion from 55 to 165ML/d (OAK)	12,464,000	3,936,000	-	16,400,000	
Sub-total Water Development		\$ 14,873,000	\$ 4,827,000	\$ -	\$ 19,700,000	
Wastewater Development						
8034	2350 L/s WWPS at Lower Base Line and 4th Line (MIL)	\$ 1,008,000	\$ 392,000	\$ 400,000	\$ 1,800,000	
8035	Twinned 900 mm WWFM from WWPS at Lower Base Line to Regional Rd 25 (MIL)	958,000	372,000	70,000	1,400,000	
8270	450 mm WWM on Britannia Road from 570 m East of Trafalgar Road to Eighth Line (MIL)	4,176,000	1,624,000	-	5,800,000	
6505	450 mm WWM on 8th Line from north of Britannia Rd to Britannia Rd (MIL)	2,592,000	1,008,000	-	3,600,000	
Sub-total Wastewater Development		\$ 8,734,000	\$ 3,396,000	\$ 470,000	\$ 12,600,000	
Roads Development						
6757	"5 1/2 Line" - New 6 lane road from Britannia Road to Steeles Avenue & Interchange at Highway 401 (MIL)	\$ 1,294,000	\$ 706,000	\$ -	\$ 2,000,000	
6806	James Snow Parkway - New 6 lane road from Highway 407 to Britannia Road (MIL) (Regional Road 4)	1,330,000	670,000	-	2,000,000	
Sub-total Roads Development		\$ 2,624,000	\$ 1,376,000	\$ -	\$ 4,000,000	
Total Water, Wastewater and Roads		\$ 26,231,000	\$ 9,599,000	\$ 470,000	\$ 36,300,000	

* Residential and Non-Residential Interim Financing



Eligible Areas: Request for Expression of Interest

 ROPA 49 - Employment Areas
 Eligible Areas for Participation





VIA EMAIL

July 18, 2023

Legislative & Planning Services
Department
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Oakville ON L6M 3L1

Kevin Arjoon, City Clerk, City of Burlington
Meaghan Reid, Town Clerk, Town of Milton
Vicki Tytaneck, Town Clerk, Town of Oakville
Valerie Petryniak, Town Clerk, Town of Halton Hills
Chief Stephen Tanner, Halton Regional Police Service
Curtis Ennis, Director of Education, Halton District School Board
John Klein, Director of Education, Halton Catholic District School Board

Please be advised that at its meeting held Wednesday, July 12, 2023, the Council of the Regional Municipality of Halton adopted the following resolution:

RESOLUTION: PW-28-23 - Community Safety Zone Implementation

1. THAT Regional Council authorize the implementation of Community Safety Zones as described in Report No. PW-28-23 re: "Community Safety Zone Implementation".
2. THAT the Uniform Traffic Control By-law 1984-1 be updated to include the proposed Community Safety Zones and Signs on Display for the proposed Community Safety Zones within this report and all necessary by-laws be presented for adoption.
3. THAT the Regional Clerk forward a copy of Report No. PW-28-23 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, the Halton Regional Police Service, the Halton District School Board, and the Halton Catholic District School Board for their information.

Included please find a copy of Report No. PW-28-23 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

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:	Andrew Farr, Commissioner, Public Works
Date:	July 12, 2023
Report No:	PW-28-23
Re:	Community Safety Zone Implementation

RECOMMENDATION

1. THAT Regional Council authorize the implementation of Community Safety Zones as described in Report No. PW-28-23 re: "Community Safety Zone Implementation".
2. THAT the Uniform Traffic Control By-law 1984-1 be updated to include the proposed Community Safety Zones and Signs on Display for the proposed Community Safety Zones within this report and all necessary by-laws be presented for adoption.
3. THAT the Regional Clerk forward a copy of Report No. PW-28-23 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, the Halton Regional Police Service, the Halton District School Board, and the Halton Catholic District School Board for their information.

REPORT

Executive Summary

- The *Highway Traffic Act*, R.S.O. 1990 grants municipal governments authority to pass by-laws designating Community Safety Zones. Community Safety Zones are recommended on road segments near land uses that generate vulnerable road users.
- The purpose of having Community Safety Zones is to enhance the safety and protection of vulnerable road users, particularly in areas where there is higher risk of accidents or where the local community identifies a need for additional safety measures.

- Community Safety Zones help deter aggressive driving behaviors, such as careless driving and speeding, and improve public safety as fines are increased in these designated zones.
- In June 2021 a comprehensive Traffic Operations and Safety Study was completed for the purpose of improving traffic operations and safety across the Regional Road network. The study identified a number of road segments that were recommended to be considered for Community Safety Zones.
- Staff further conducted a network screening evaluation of these road segments and staff have proposed 17 road segments for Community Safety Zone implementation.
- If approved, Community Safety Zone implementation will be initiated in 2023 with installation of regulatory signage in accordance with the *Highway Traffic Act* R.S.O. 1990.
- Community Safety Zones are also required for enforcement under Ontario's Automated Speed Enforcement program.

Background

The *Highway Traffic Act*, R.S.O. 1990 grants municipal governments authority to pass by-laws designating Community Safety Zones. Community Safety Zones are recommended on road segments near land uses that generate vulnerable road users.

Community Safety Zones are designated areas where violations of traffic rules and regulations carry increased fines. These zones are typically located near places where children, seniors, or other vulnerable individuals are frequently present such as schools, playgrounds, or community centers. The purpose is to reduce the likelihood of accidents and create a safer environment for pedestrians, cyclists and other non-motorized users.

In June 2021, staff completed a comprehensive Traffic Operations and Safety Study for the purpose of improving traffic operations and safety across the Regional Road network by implementing cost-efficient countermeasures at collision prone sites and traffic bottlenecks. The study involved developing a framework to objectively identify critical locations with potential for improvements in terms of traffic operations and safety. The Traffic Operations and Safety Study also included an industry scan of best traffic operations and safety policies, procedures, and practices and made recommendations to Halton Region's guidelines as applicable. The Traffic Operations and Safety Study supports the existing Comprehensive Road Safety Action Plan and Strategy.

Discussion

As part of Halton Region's Community Safety Zones Guidelines developed from the Traffic Operations and Safety Study, an industry scan determined that other municipalities use the following criteria to select Community Safety Zone locations:

- land uses (schools, hospitals, retirement residences, community centres, playgrounds, parks);
- historical collisions and speed data; and,
- public complaints and Council requests.

To develop a shortlist of potential locations in Halton for Community Safety Zones, network screening was conducted using three criteria:

- **Land Use and Physical Characteristics Data** - the type of land use was reviewed to determine which road segments correlate to a higher proportion of severe collisions around areas of concern for vulnerable road users (schools, hospitals, retirement residences, community centres, playgrounds, parks).
- **Traffic Volume and Speed Data** - Annual Average Daily Traffic and speed data collects all vehicle type and speed travelled to determine average daily traffic and an 85th percentile speed travelled.
- **Collision Data** - The collision data included details about the number of collisions on the specific road segment along with collision severity and collision impact type (did collision involve speeding, aggressive and careless driving charges).

Network Screening Results

The study provided a shortlist of 33 potential road segments for Community Safety Zones implementation.

These segments were further reviewed and evaluated by staff to confirm the nearby land uses, traffic volume and speed data and collision data. In preparation of a final recommendation several recommended Community Safety Zones were combined to ensure minimum lengths of 500 metres. It should be noted that Community Safety Zones do not necessarily represent the most dangerous road segments, but rather road segments that would likely have vulnerable road users at risk such as pedestrians, cyclists, and motorcyclists.

Recommended Designated Community Safety Zone Locations

The following 17 locations are recommended for designation as Community Safety Zones based on the completed network screening:

ID #	Municipality	Ward	Street	Limit 1	Limit 2
1	Burlington	3	Guelph Line	20m north of Centennial Drive	20m south of Pinemeadow Drive
2	Burlington	6	Upper Middle Road	90m east of Deer Run Avenue	120m east of Itabashi Way / Country Club Road
3	Burlington	3	Brant Street	35m north of Ester Drive	20m south of Hazelton Boulevard
4	Burlington	5	Upper Middle Road	20m east of Broadleaf Crescent	20m east of Deer Place
5	Halton Hills	2	Trafalgar Road	200m south of 15 Side Road	20m north Stewarttown Road
6	Milton	2 & 4	Derry Road	20m west of Bronte Street	70m west of Trudeau Drive
7	Oakville	6	Trafalgar Road	50m south McCraney Street	20m north Sheridan College Drive
8	Oakville	4	Bronte Road	20m south Highvalley Road	10m south Dundas Street
9	Oakville	4	Dundas Street	20m west Postmaster	20m east Third Line
10	Oakville	5	Upper Middle Road	100m west of Sixth Line	20m east Canada Court
11	Oakville	2	Upper Middle Road	100m west Deer Park	100m east of Fourth Line
12	Oakville	7	Neyagawa Boulevard	20m south Dundas Street	20m north North Park Boulevard
13	Oakville	5	Neyagawa Boulevard	100m south of Munns Avenue	20m north of River Heights Gate
14	Oakville	3	Ford Drive	150m south of Sheridan Garden Drive	20m north Ford Entrance
15	Oakville	6	Upper Middle Road	QEW Offramp	20m west Ford Drive
16	Oakville	6	Ninth Line	Upper Middle Road	500m north of Upper Middle Road
17	Halton Hills	2	Trafalgar Road	250m south of 5 Side Road	250m north of 5 Side Road

Attachment #1, re: “Existing and Proposed Community Safety Zones” maps the existing and proposed Community Safety Zones on Halton’s Regional Roadways.

These proposed locations are near sensitive land uses that would benefit from a Community Safety Zone designation based on the speed, volume, and collision data analyzed as part of the screening. All of the proposed road segments are in close proximity to schools except for ID # 10 identified in the above noted Table 1, which is located in close proximity to a hospital.

The proposed Community Safety Zones would alert motorists they are within a zone where speed fines are doubled. The designation as a Community Safety Zone combines enforcement by the Halton Regional Police Service and would reduce speeding and increase safety for vulnerable road users.

Anticipated Benefits of Adopting Community Safety Zones

Adopting 17 new Region-wide Community Safety Zones will serve to benefit many vulnerable road users by ensuring motorists comply with the posted speed, which in turn will increase road safety by deterring motorists aggressive driving behaviours and potentially reducing the risk of major injury.

Next Steps

As part of the implementation, staff will conduct pre and post implementation speed and collision studies, and analyze overall road safety improvements, especially compliance with the posted speed limit. Should the post-study data reveal poor motorist compliance of the posted speed limit, it may be recommended that Halton Region consider pursuing a partnership to adopt its own Regional Automated Speed Enforcement program.

Staff will report back to Regional Council by the end of 2024 on the pre and post implementation review, including any review required by the Ministry of Transportation to

allow an Automated Speed Enforcement program to be implemented at all potential Automated Speed Enforcement locations.

Halton Region currently actively participates in an Automated Speed Enforcement working group comprised of Region and the four Local Municipalities where data and information is shared regarding the development and implementation of Automated Speed Enforcement programs within the Local Municipalities. If in the near future, Automated Speed Enforcement is recommended for Halton Region roads, the Region will be in a position to be able to understand the administration and enforcement requirements to prepare for the implementation of an Automated Speed Enforcement program in a timely manner.

FINANCIAL/PROGRAM IMPLICATIONS

The cost of new signage and installation will be funded through the respective Capital project in the Roads Capital Budget.

Respectfully submitted,



Rob Rivers CET
Director, Waste Management and Road
Operations



Andrew Farr
Commissioner, Public Works

Approved by



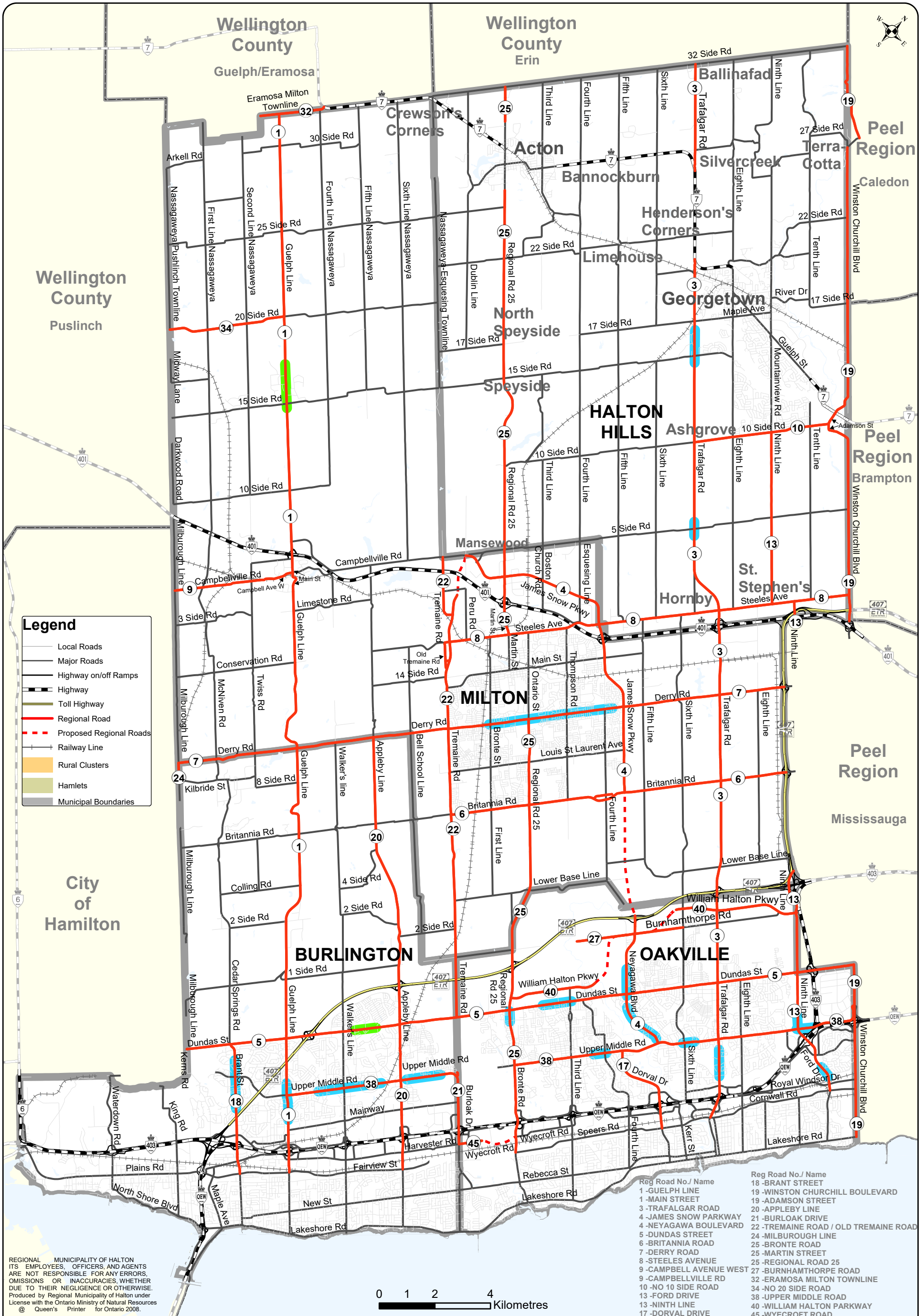
Jane MacCaskill
Chief Administrative Officer

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

Rob Rivers

Tel. # 8289

Attachments: Attachment #1 – Existing and Proposed Community Safety Zone Map



**Regional Municipality of Halton
Regional Road Network
Community Safety Zone**

Existing Proposed

Halton Region
Public Works
June 2023

CSZ_RegionalRoads_NetworkMapNew062823.mxd



VIA EMAIL

July 18, 2023

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

Kevin Arjoon, City Clerk, City of Burlington
Meaghan Reid, Town Clerk, Town of Milton
Vicki Tytaneck, Town Clerk, Town of Oakville
Valerie Petryniak, Town Clerk, Town of Halton Hills
Kellie McCormack, Conservation Halton
Joshua Campbell, Credit Valley Conservation Authority
Beth Brown, Grand River Conservation Authority

Please be advised that at its meeting held Wednesday, July 12, 2023, the Council of the Regional Municipality of Halton adopted the following resolution:

RESOLUTION: LPS58-23 - Halton Region's Response to Proposed Natural Heritage Policies in the Draft Provincial Planning Statement, 2023

1. THAT Report No. LPS58-23 re: "Halton Region's Response to Proposed Natural Heritage Policies in the Draft Provincial Planning Statement, 2023" be endorsed as a basis for Halton Region's further submission on the proposed Natural Heritage policies in the draft Provincial Planning Statement, 2023 posted to the Environmental Registry of Ontario.
2. THAT a copy of Report No. LPS58-23 be forwarded to the Ministry of Municipal Affairs and Housing, the City of Burlington, the Town of Halton Hills, the Town of Milton, and the Town of Oakville, Conservation Halton, Credit Valley Conservation Authority and the Grand River Conservation Authority for their information.

Included please find a copy of Report No. LPS58-23 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

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:	July 12, 2023
Report No:	LPS58-23
Re:	Halton Region's Response to Proposed Natural Heritage Policies in the Draft Provincial Planning Statement, 2023

RECOMMENDATION

1. THAT Report No. LPS58-23 be endorsed as a basis for Halton Region's further submission on the proposed Natural Heritage policies in the draft Provincial Planning Statement, 2023 posted to the Environmental Registry of Ontario.
2. THAT a copy of Report No. LPS58-23 be forwarded to the Ministry of Municipal Affairs and Housing, the City of Burlington, the Town of Halton Hills, the Town of Milton, and the Town of Oakville, Conservation Halton, Credit Valley Conservation Authority and the Grand River Conservation Authority for their information.

REPORT

Executive Summary

- On April 6, 2023, the Province of Ontario released legislative, regulatory, and policy related changes as a part of the Housing Supply Action Plan including a new proposed Provincial Planning Statement 2023 (proposed PPS 2023) ([ERO #019-6813](#)) which would merge the Provincial Policy Statement 2020 (PPS 2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan). At that time, natural heritage policies remained under consideration by the Province of Ontario and were not released for review and input.
- Through Report No. LPS43-23, Council endorsed Regional comments on the proposed PPS 2023 and directed staff to submit a response to the posting on the Environmental Registry of Ontario related to the proposed PPS 2023. A submission was made June 6, 2023.

- On June 16th, 2023, natural heritage policies and associated definitions were added to the proposed PPS 2023 and posted on ERO #019-6813 for public consultation until August 4th, 2023.
- The proposed PPS 2023 natural heritage policies and associated definitions maintain the policy framework from the PPS 2020, which would support the continuation and preservation of Halton's Natural Heritage System. However, the natural heritage policies in the Growth Plan, including Natural Heritage System mapping for the Growth Plan is not carried forward in the proposed PPS 2023.

Background

Since 2018, the Provincial government has advanced a number of initiatives and legislative changes related to increasing the supply of housing in Ontario. The latest being Bill 97, the *Helping Homebuyers, Protecting Tenants Act, 2023*, which received Royal Assent June 8, 2023 and the proposed PPS 2023 is a part of this most recent initiative. The proposed PPS 2023 would replace the existing PPS 2020 and Growth Plan with a single policy document to provide policy direction on land use planning matters in Ontario.

Discussion

Halton Region acknowledges the common goal of addressing housing supply and affordability concerns in Ontario and the need for robust measures to achieve this goal. Although the Natural Heritage System for the Growth Plan (Growth Plan NHS) mapping and associated policies are not carried forward in the proposed PPS 2023, the existing PPS 2020 natural heritage policies and definitions have been maintained in the proposed changes to the provincial planning framework. The natural heritage policies in the existing PPS and Greenbelt Plan, 2017 (Greenbelt NHS) provide the foundation for Halton's Natural Heritage System (NHS). Therefore, maintaining these policies would allow for the continuation of Halton's NHS in local official plans.

The following sections of this report highlight the key considerations related to the Growth Plan NHS mapping and policies that the proposed PPS 2023 does not include.

Assessing Impacts on the Natural Heritage System when considering Settlement Boundary Expansions

The Growth Plan includes policies that require municipalities to avoid key hydrologic areas and the Growth Plan NHS when determining suitable locations for a settlement area boundary expansion. These policies also require protection of the water resource system including the quality and quantity of water as it relates to infrastructure for a settlement area boundary expansion. The proposed PPS 2023 allows for boundary expansions outside of a municipal comprehensive review and does not require the avoidance of the water resource and natural heritage systems when determining the most appropriate location for expansion. Subsequent to the determination of a boundary

expansion, development and site alteration shall not be permitted within specified features or on adjacent lands to natural heritage features unless it is demonstrated that there will be no negative impacts.

Comment:

- It is recommended that the Province include policies in the proposed PPS 2023 when determining the most suitable locations for settlement area boundary expansions, that natural heritage and water resource systems are avoided, where possible, for long term protection.

Watershed Planning

The water resource system and the natural heritage system are closely tied together and often overlap geographically. As highlighted in Report No. LPS43-23, it was noted that the Growth Plan policies that require authorities to undertake watershed planning has been softened in the proposed PPS 2023 to only 'encourage' municipalities to undertake this work. This is concerning, as watershed planning has had many benefits in Halton from informing infrastructure planning and preparing these services for impacts of climate change to protecting recognizing vulnerable source water features and areas at a larger-scale for municipal water supplies. Watershed planning and sub-watershed planning play an important role in the protection and enhancement of the natural heritage system. Watershed studies and sub-watershed studies are undertaken to provide specific information about what key natural heritage features and areas exist on the landscape. This work helps to refine the natural heritage system and ensure that areas are looked at comprehensively on a 'systems basis' rather than on a site by site basis, ultimately helping to maintain the integrity of natural heritage and water resource systems.

Comment:

- The proposed PPS 2023 should 'require' rather than 'encourage' watershed planning to ensure a coordinated approach to assess and mitigate potential impacts to water systems and functions. Watershed planning informs mapping of water resource and natural heritage systems. This information is also beneficial in determining where settlement area boundaries are most appropriate.

Natural Heritage System Mapping for the Growth Plan

The Growth Plan NHS mapping and associated policies are not carried forward in the proposed PPS 2023, however the Greenbelt Natural Heritage System mapping and policies will continue to apply as part of the provincial policy framework.

As noted in Report No. LPS43-23, Regional Council has demonstrated longstanding leadership in protecting and enhancing a regional-scale natural heritage system in the Regional Official Plan since the 1980s. Consequently, the majority of the areas identified in the Growth Plan NHS mapping are already part of Halton's protected NHS. The removal of the Growth Plan NHS from the PPS 2023 would have a minimal impact to Halton as the Growth Plan NHS outside of Halton's NHS only covered a small portion of

land in Halton Hills and in the North Aldershot area of Burlington. The current policies in the proposed PPS 2023 continue to require municipalities to identify and protect natural heritage systems. While it was important for staff to raise this matter in the report, no comment will be offered as part of the Region's submission.

Next Steps

The Region will continue to monitor Provincial actions related to these proposed changes. The comments in this report will, pending Regional Council's direction, provide the basis for a response to the enhanced PPS 2023 proposal relating to proposed natural heritage policies (ERO #019-6813). The response to proposed changes to the PPS 2023 will be submitted on the Environmental Registry prior to the August 4, 2023 consultation deadline.

FINANCIAL/PROGRAM IMPLICATIONS

There are no immediate financial implications associated with the recommendations contained in this report.

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: None



VIA EMAIL

July 18, 2023

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

Kevin Arjoon, City Clerk, City of Burlington
Meaghan Reid, Town Clerk, Town of Milton
Vicki Tytaneck, Town Clerk, Town of Oakville
Valerie Petryniak, Town Clerk, Town of Halton Hills
Heather Watt, Ministry of Municipal Affairs and Housing
Kellie McCormack, Conservation Halton
Joshua Campbell, Credit Valley Conservation
Samantha Lawson, Grand River Conservation Authority

Please be advised that at its meeting held Wednesday, July 12, 2023, the Council of the Regional Municipality of Halton adopted the following resolution:

RESOLUTION: LPS51-23 - Streamline Development Approvals Fund Final Report

1. THAT Report No. LPS51-23 re: "Streamline Development Approvals Fund Final Report" be received for information.
2. THAT the Regional Clerk forward a copy of Report No LPS51-23 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, Conservation Halton, Credit Valley Conservation, the Grand River Conservation Authority, and Ministry of Municipal Affairs and Housing, for their information.

Included please find a copy of Report No. LPS51-23 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

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:	July 12, 2023
Report No:	LPS51-23
Re:	Streamline Development Approvals Fund Final Report

RECOMMENDATION

1. THAT Report No. LPS51-23 re: “Streamline Development Approvals Fund Final Report” be received for information.
2. THAT the Regional Clerk forward a copy of Report No LPS51-23 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, Conservation Halton, Credit Valley Conservation, the Grand River Conservation Authority, and Ministry of Municipal Affairs and Housing, for their information.

REPORT

Executive Summary

- In January 2022, the Provincial Government announced more than \$45 million for a new Streamline Development Approval Fund (SDAF) to support Ontario’s 39 largest municipalities. Halton Region was allocated \$500,000 to undertake streamlining initiatives related to development review and approvals. Projects associated with the SDAF were to be completed by February 28, 2023.
- Council Report No. LPS62-22, re: “Regional Initiatives - Provincial Streamline Development Approval Fund” detailed a range of initiatives to support streamlining the development review process.
- On October 25, 2022, the Province introduced ‘*More Homes, Built Faster: Ontario’s Housing Supply Action Plan 2022-2023*’ which proposed substantive changes to Ontario’s land use planning system and municipal governance frameworks, intended to support the Provincial commitment to getting 1.5 million homes built over the next 10 years. These changes have been enacted through Bill 23, ‘*More Homes Built*

Faster Act, 2022 (“Bill 23”) as well as through proposed updates to regulations and changes to Provincial plans and policies.

- In January 2023, the Province granted an extension to the completion requirements associated with the SDAF, allowing project initiatives to be completed by November 1st, 2023 from the original completion requirement date of February 28, 2023, with a new final reporting deadline of March 1st, 2024.
- The extension allowed for the opportunity to refine specific items within the project plan to ensure the funding was primarily responding to the Region’s changing role in development approvals and responded appropriately to matters of Regional interest.
- The SDAF created an opportunity to, undertake key projects to enhance and streamline development review process and development application tracking, review and enhance workflow software, and provide staff training and advance digital service improvements to expand the Region’s digital review and digital intake capabilities.
- Given the changes to the Region’s planning role as a result of Bill 23, many projects focused on improvements related to the internal processing and approvals of engineering submissions as an essential aspect of development approvals and the delivery of Regional and developer contributed infrastructure.
- This report provides information on how the Region allocated the SDAF, the projects completed and their associated outcomes.

Background

In July 2022, Council received Report No. LPS62-22, re: “Regional Initiatives - Provincial Streamline Development Approval Fund” to provide information on the funding the Region received. The report identified a range of initiatives that would support streamlining the development review process. These initiatives were confirmed by the Province to meet the eligibility criteria for funding. They included such items as digitization of processes; development of process manuals; standardization of conditions and comment templates; staff training; the purchase of technology/hardware and, scoping/exempting Regional reviews.

In October 2022, the province announced sweeping changes to the *Planning Act*, which among other things, included deeming Halton Region an “upper-tier without planning responsibilities” once proclaimed (expected in 2024). While the Region will remain involved in planning applications as a commenting agency, and responsible for the delivery of infrastructure, the Region will no longer be an approval authority nor will the Region have any legislated authority under the *Planning Act*. Although transition and roll out of these changes are underway, the need for timely review and decision making related to development review at the Region remains. Further, Bill 109, introduced by the province in March of 2022, mandates application fee refunds should local municipalities

not process and grant planning approvals related to certain applications within certain expedited timeframes.

In January of 2023, the province granted an extension to the completion requirements associated with the SDAF, allowing project initiatives to be completed by November 1st, 2023 from the original completion requirement date of February 28, 2023, with a new final reporting deadline of March 1st, 2024.

The extension provided the opportunity to refine the project plan to ensure that the utilization of the provincial funds was reflective of the Region's changing role in development approvals and responded appropriately to matters of Regional interest.

The projects carried forward under the project plan contribute to:

- providing timely input on local planning act applications;
- ensuring efficient review, approval and delivery of infrastructure to support development projects occurs; and,
- supporting the shared Regional and provincial objective of advancing 1.5 million new homes over the next 10 years.

It was also important that the projects responded to other goals and priorities of the Region such as Halton Region's Digital Strategy which is focused on aligning people, processes, data and technology to achieve digital service transformation, improve data collection and consistency and implement automation where possible.

Projects, Objectives & Outcomes

There were six main projects that were advanced through the work plan. These projects were completed utilizing a combination of various external consultants and internal staff from a wide variety of departments. There are several achievements and outcomes of the completed projects which are discussed below.

• Development Review Process Enhancements and Associated Training

This project provided enhancements to the Region's development review workflows in the Region's Development Application Tracking System to ensure portfolio and application management and data tracking are efficient and serve the needs of staff and internal commenters. Through the funded projects staff completed:

- A review of enhancements and changes to workflow circulations and data inputs for a more streamlined process;
- Optimization of the commenting functionality within the software to allow entry of more detailed comments which improves the organization's digital archives and also produces more timely comment and clearance letters to our local municipalities;

- Improvements to data sharing capabilities within Halton Region and expanded review and processing capabilities within the system to support more efficient issue identification and resolution.

- **Portfolio Monitoring and Dashboard Development**

This project provided application monitoring functions including oversight of application review and commenting for staff and management through implementing an analytical dashboard tool and incorporating reports and prompting functionality to easily advise of overdue comments. This project achieved the following:

- Expanded data sharing capabilities within the Region between commenting groups and oversight for management of key performance indicators.
- Created dashboards for application status to increase the ability to monitor and pinpoint delays in the review process for issue resolution.
- Increased ability for staff and management to visualize the Region's development application portfolio.
- Ability to easily examine application processing matters and trends over time.
- Creation of a model that can be applied in the future to other development monitoring needs.

- **Training and Upskilling Staff involved in Development Review**

This project focused on investing in workshops, training and technical skills development related to development review as well as applicable software training including;

- Training to build capacity for users of the Region's Development Application Tracking System.
- A Development review workshop held for all development staff that underscored the importance of timely application review and approvals in achieving additional housing supply. The workshop also gathered staff input to pinpoint key areas that would benefit from streamlining efforts.
- Training to elevate staff's knowledge base surrounding natural heritage and ecology issues, methodologies, technical terms within the development process to improve consistency and capacity for solutions focused approaches to natural heritage matters across the Region.
- Recording of all training sessions for continued use, refresher and onboarding purposes to improve consistency and standardization of development review practices.

- **Development Engineering Review Service – Online Intake**

This project developed online engineering file intake capabilities on Halton.ca as well as the required website updates and process manuals and training needed to effectively roll out the new digital service. The Development Engineering Review Service launched in May 2023 on Halton.ca and achieves the following:

- Improvements, time savings and automation with the online intake of engineering files and submissions.
- Ability to communicate with developers and their consultants on the status of their submission, provides instantaneous tracking/reference numbers, improves the file administration and file creation process and allows the Region to track various KPI's related to intake and processing times.
- An updated webpage associated with the digital service which includes instructions, expectations, relevant reference material and user guides related to the new service to enhance the user's ability to self-serve efficiently and effectively.
- Increased standardization of intake information and submissions to expedite the review process.
- Delivers a 24 hour per day, 7 days per week online self-service access to the Development Engineering Review Service.

- **Development Review Action Plan**

This project, utilizing an external consultant, produced a detailed action plan which includes specific tools to expedite various development review tasks, it provides updated and streamlined business processes and also proposes future actions to expedite internal review and approval of developer contributed infrastructure. The information and findings gathered during this project also contributed to organizational changes and provided broad departmental recommendations for improving current levels of service related to all development review activities. Aspects of the action plan are in the implementation stage and the Region is continuing to engage on additional work with the consultant to ensure full implementation of the action plan and ensure effective transition and change management with the newly created Development Services division of Public Works.

- **Large Technology (Hardware) Purchase for Engineering and Plan Review**

Given the objectives of the Region's Digital Strategy, the SDAF provided an opportunity to purchase hardware to enhance the Region's capabilities for digital plan review of engineering drawings. Four digital "drafting tables" were purchased and their use in combination with existing software allows for more efficient processing removing the need for "paper" reviews. The purchase of this technology allows for effective digital review practices and contributes to efficiencies and expedited information sharing between reviewers internally and externally with the development community.

Conclusion and Next Steps

All of the projects advanced under the SDAF are now complete and implementation and staff training associated with the project deliverables has occurred or in the case of projects recently completed, is currently underway. Prior to receiving the final transfer of remaining funds from the Province, a final report is required to be submitted which details the achievements of projects approved by the Province to proceed under the funding

eligibility criteria. This reporting is currently being finalized by staff for submission prior to the spending deadline of November 1st, 2023.

The implementation of the projects associated with the Streamlined Development Approvals Funding will generate enhancements to the development review process at Halton Region. Each of the projects work together to produce necessary data to continuously improve development review timeframes and refine Regional practises on an ongoing basis. The achievements associated with the funding contribute towards more digitally advanced application intake, handling and review processes related to the delivery of development related infrastructure. They also enhance various components of the review and approvals practices to together accelerate review timeframes and modernize approaches to respond to Provincial and Regional objectives. The SDAF projects the Region completed have contributed to equipping the Region with the necessary tools to complete development review in an effective and increasingly consistent manner going forward.

Given the significance streamlining activities have on the ability to deliver on provincial housing and development objectives, work will continue over the coming months with consultants initially engaged through funding initiatives to implement further measures to ensure the Region is well positioned to provide timely reviews and approvals to support the additional growth mandated by the Province.

Regional staff will be communicating the achievements of the SDAF; the recently approved organizational changes; and, how the Region will continue to work with the local municipalities and development community to achieve provincial objectives with Halton's development community at the next Halton Developer's Liaison Committee meeting which will be scheduled in the near future.

FINANCIAL/PROGRAM IMPLICATIONS

Halton Region was able to fully utilize the \$500,000 funding allocation provided through the provincial SDAF to enhance Halton's development review process. Of this amount, \$250,000 was received following the signing of the Transfer of Payment agreement, and the remaining \$250,000 will be received following submission of the final report. Given the direct relationship of development review with the implementation of Regional Official Plan policy, expenditures incurred beyond the provincial SDAF, projected to be approximately \$180,000 will be funded through Regional Official Plan implementation capital project T8021D.

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: None



VIA EMAIL

July 18, 2023

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, July 12, 2023, the Council of the Regional Municipality of Halton adopted the following resolution:

RESOLUTION: CA-05-23 - Halton Region 2023-2026 Strategic Business Plan

1. THAT the Halton Region 2023-2026 Strategic Business Plan, Attachment #1 to Report No. CA-05-23 be approved.
2. THAT the Regional Clerk forward a copy of Report No. CA-05-23 to the City of Burlington, the Town of Halton Hills, the Town of Milton, and the Town of Oakville for their information.

Included please find a copy of Report No. CA-05-23 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".

Graham Milne
Regional Clerk
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:	Jane MacCaskill, Chief Administrative Officer
Date:	July 12, 2023
Report No:	CA-05-23
Re:	Halton Region 2023-2026 Strategic Business Plan

RECOMMENDATION

1. THAT the Halton Region 2023-2026 Strategic Business Plan, Attachment #1 to Report No. CA-05-23 be approved.
2. THAT the Regional Clerk forward a copy of Report No. CA-05-23 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 Halton Region 2023-2026 Strategic Business Plan establishes Regional Council's strategic priorities for its four year term of office.
- On February 8th 2023, members of Regional Council participated in a workshop facilitated by Glenn Pothier of GLPi to identify strategic priorities for 2023-2026.
- A Consultation Document reflecting Regional Council's strategic priorities was developed to guide community consultation for the Strategic Business Plan. Report No. CA-02-23 detailed the process that was used to engage the Halton community in providing input on the Consultation Document.
- Residents, businesses and community partners as well as Indigenous People, Communities and First Nations were actively engaged in a public consultation process that was carried out from March 22nd to May 4th 2023. Public engagement activities included an online survey, virtual public meetings and a community partner meeting.

- Input received throughout the public consultation process confirmed that the Consultation Document well reflected community priorities and was clear and easy to understand. All feedback received as part of the consultation process has been reviewed and considered as part of the development of the final 2023-2026 Strategic Business Plan.

The Halton Region 2023-2026 Strategic Business Plan includes 4 themes, 17 goals, 64 measures and 79 actions and has been developed to support the delivery of Regional Council's strategic priorities.

Background

The purpose of this report is to seek approval of the Halton Region 2023-2026 Strategic Business Plan (Strategic Business Plan) included as Attachment #1 to Report No. CA-05-23.

Setting priorities is an integral part of Halton's business planning cycle. The Strategic Business Plan, provides a roadmap focused on Council's priorities for the four-year term of Council. The Strategic Business Plan also provides a framework for decisions relating to the Region's Budget and Business Plan and how the Region delivers its programs and services.

The Strategic Business Plan is comprised of the following four themes:

- Community Well Being
- Infrastructure and Growth
- Climate Change and the Environment
- Excellence in Government

Underlying the Plan is a commitment to being an innovative, fiscally responsible and engaging organization that is transparent and accountable. Alongside this commitment, the following three guiding principles form the foundation of the Strategic Business Plan:

1. Partnerships

- The Plan reflects continued collaboration with Halton Region's Local Municipalities, community partners and agencies, as well as the Provincial and Federal Governments to advance shared priorities, address community needs and contribute to the high quality of life in Halton.

2. Strategic Lenses

- The Region's commitment to each of the following important initiatives will inform the implementation of the priorities detailed in the Strategic Business Plan:
 - equity, diversity and inclusion;
 - advancing Truth and Reconciliation;
 - taking action to address climate change; and
 - protecting the environment

3. The United Nations Sustainable Development Goals (SDGs)
 - o The Plan outlines the Region’s support for the SDGs and demonstrates the alignment between the SDGs and the Region’s strategic initiatives.

Discussion

On February 8th 2023, members of Regional Council participated in a workshop facilitated by Glenn Pothier of GLPi to identify strategic priorities for the 2023-2026 term of Council. Based on the discussion and feedback, staff revised the draft Strategic Business Plan themes, goals, actions and measures and prepared a Consultation Document to guide community consultation. The Consultation Document and consultation process were presented for Regional Council’s consideration at its March 22nd meeting.

Public Consultation Process

Report No. CA-02-23 detailed the process that was used to engage the Halton community in providing input on the Consultation Document. The public consultation process was carried out from March 22nd to May 4th 2023. A communications and public engagement plan was utilized and leveraged print, digital and social media channels to inform the community and gather resident input.

Table 1, summarizes the public consultation activities undertaken.

Table 1: Public Consultation Activities Completed by Date

Date(s)	Consultation Activity
March 22 – May 4	Online Survey
April 12	Public Meeting #1
April 25	Public Meeting #2
May 2	Community Partner Meeting

Table 2, provides an overview of the participation in each consultation opportunity.

Table 2: Number of Participants in Consultation Activities

Consultation Opportunity	# of Participants
Online Survey	112
Public Meetings	9
Community Partner Meeting	19

In addition to planned consultation activities, staff received two written submissions from residents and two from community partners. The CAO's of Halton's Local Municipalities were also consulted to ensure the priorities detailed in Halton Region's Strategic Business Plan align with local priorities.

The input received throughout the consultation period was reviewed and analyzed. The online survey garnered the most feedback from the community. The feedback received was generally positive or neutral and confirmed that the themes, goals and actions included in the Consultation Document reflect what is important to those who participated in the consultation process. Feedback highlighted that the goals and actions in the Strategic Business Plan were clear and easy to understand. It also revealed that the majority of participants were satisfied with the themes and goals and felt that the Strategic Business Plan well reflects their priorities for the Region.

Feedback also suggests that the three most important goals to those who participated in the consultation process include:

- Maintain the Region's infrastructure in a state of good repair;
- Ensure continued financial sustainability through effective financial planning and risk management; and
- Partner with Conservation Halton, the Local Municipalities and other stakeholders to protect the environment.

In response to the input received throughout the consultation period, the following changes have been made to the Strategic Business Plan:

Theme – Infrastructure and Growth

Goal – Deliver Regional infrastructure required to support housing growth and economic development in the Halton municipalities

- Action added – Support the Local Municipalities in their efforts to attract investment opportunities through work such as the Development Concierge Program.

Theme – Excellence in Government

- Goal reworded – Build and foster relationships with Indigenous Communities and Leadership together with our Local Municipalities

Monitoring and Measuring Progress

The themes in the Strategic Business Plan reflect strategic priority areas that will be targeted and focused on during Council's 2023-2026 term of office. Once approved, the Strategic Business Plan will be integrated into the Region's annual Budget and Business Planning process to ensure resources are allocated to deliver the priorities identified in the Strategic Business Plan, and to respond to emerging issues and opportunities. In keeping with the Region's commitment to accountability, progress on the themes, goals, actions and measures will be reviewed and reported to Regional Council on an annual basis.

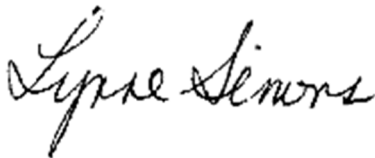
Conclusion

The final Halton Region 2023-2026 Strategic Business Plan includes 4 themes, 17 goals, 64 measures and 79 actions that will be completed over the four year term of Council in addition to the delivery of core programs and services and operational initiatives. The Strategic Business Plan reflects what matters most to the Halton community, addresses input received throughout the consultation process and is recommended for approval.

FINANCIAL/PROGRAM IMPLICATIONS

The cost of developing the Region's Strategic Business Plan is included in the Region's 2023 Budget and Business Plan. The funding for the 2023 initiatives in the Strategic Business Plan is also incorporated in the 2023 Budget and Business Plan. Funding for future initiatives will be presented to Council for consideration through the annual budget process.

Respectfully submitted,



Lynne Simons
Director, Strategic Policy & Government
Relations

Approved by



Jane MacCaskill
Chief Administrative Officer

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

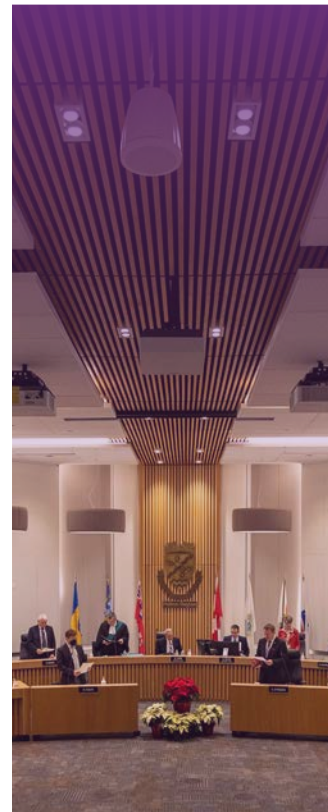
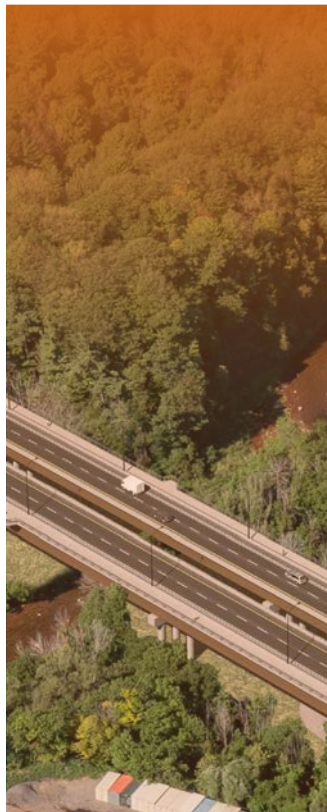
Lynne Simons

Tel. # 6008

Attachments: Attachment #1 - Halton Region 2023-2026 Strategic Business Plan



HALTON REGION Strategic Business Plan 2023 – 2026



Halton Regional Council 2023–2026



Regional Chair

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Message from Regional Chair Gary Carr

I am pleased to share our 2023-2026 Strategic Business Plan that will guide the work for this term of Halton Regional Council.

Halton Region provides programs, services and infrastructure to more than 624,000 residents in Burlington, Halton Hills, Milton and Oakville, and our community is expected to reach to 1.1 million residents by 2051.

As we continue to grow, Regional Council developed this Plan to ensure it reflects the current and future priorities of residents and businesses. To support its development, we collected feedback directly from our community, including targeted outreach, an online survey and virtual public meetings. We also continued our collaboration and engagement with community partners, Indigenous People, Communities and First Nations, stakeholders and staff who play an important role in program and service delivery.

Thank you to everyone for your participation and valuable input. The Plan's themes, goals and specific actions related to Community Well-Being, Infrastructure and Growth, Climate Change and the Environment, and Excellence in Government truly reflect what matters most to our residents, businesses and partners.

I look forward to working with my colleagues, other levels of government and our community to implement the Plan and report on our success.

Thank you again for helping to keep Halton a great place to live, work, raise a family and retire. To learn more, please visit halton.ca/strategicplan.

Sincerely,

Gary Carr
Halton Regional Chair

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HALTON AT A GLANCE

969
KM² LAND AREA

526
KM² GREEN SPACE

25
KM LAKE ONTARIO SHORELINE

637,054*
POPULATION (2021)

\$156,800**
AVERAGE HOUSEHOLD INCOME
(2021)

13,820***
NUMBER OF EMPLOYERS (2022)

240,200***
NUMBER OF JOBS (2022)

* Halton Region Best Planning Estimates

** Statistics Canada, 2021 Census

*** Halton Region Employment Survey 2022. Estimates are preliminary



Halton Region Services



Business services and economic development



Children's services



Community Safety & Wellbeing Plan and Halton Region Community Investment Fund



Emergency planning



Financial assistance



Housing services and the Halton Community Housing Corporation



Infrastructure planning



Infrastructure maintenance and construction



Paramedic services



Public health programs and services



Regional roads and transportation



Services for seniors



Waste management



Wastewater treatment and collection



Water treatment and delivery

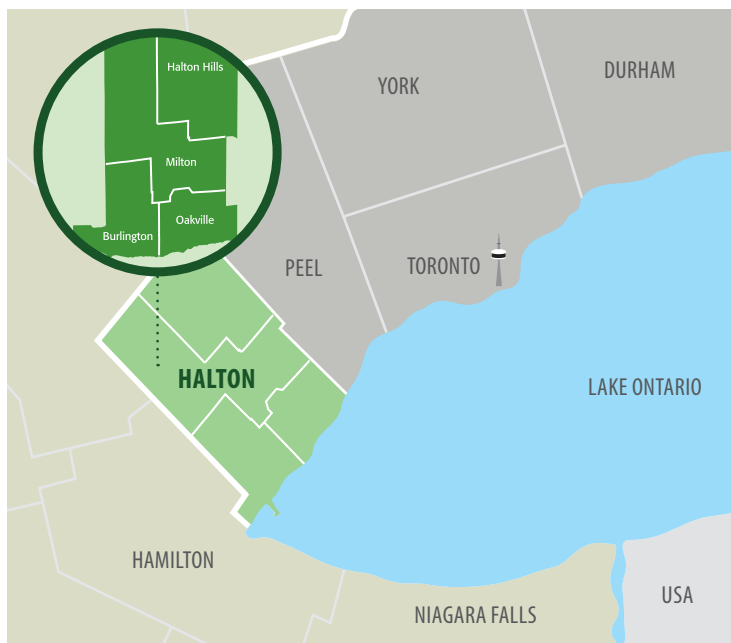
Halton's Vision and Mission

VISION

A welcoming and inclusive community that is sustainable, economically strong, equitable and safe.

MISSION

To enhance the quality of life in Halton for all – today and into the future.



Halton's Strategic Planning Framework

Halton is one of the fastest-growing regions in the Province. Residents value the community's quality of life as well as the programs and services offered by the Region.

The Strategic Business Plan 2023–2026 reflects what matters most to the Halton community. The Plan sets the goals and specific actions that will help us to achieve our vision and mission while shaping the future of the Region.

Halton's strategic planning process ensures a strong alignment between Council priorities, corporate and departmental business planning and processes, and the Region's Budget and Business Plan.



Developing the Plan

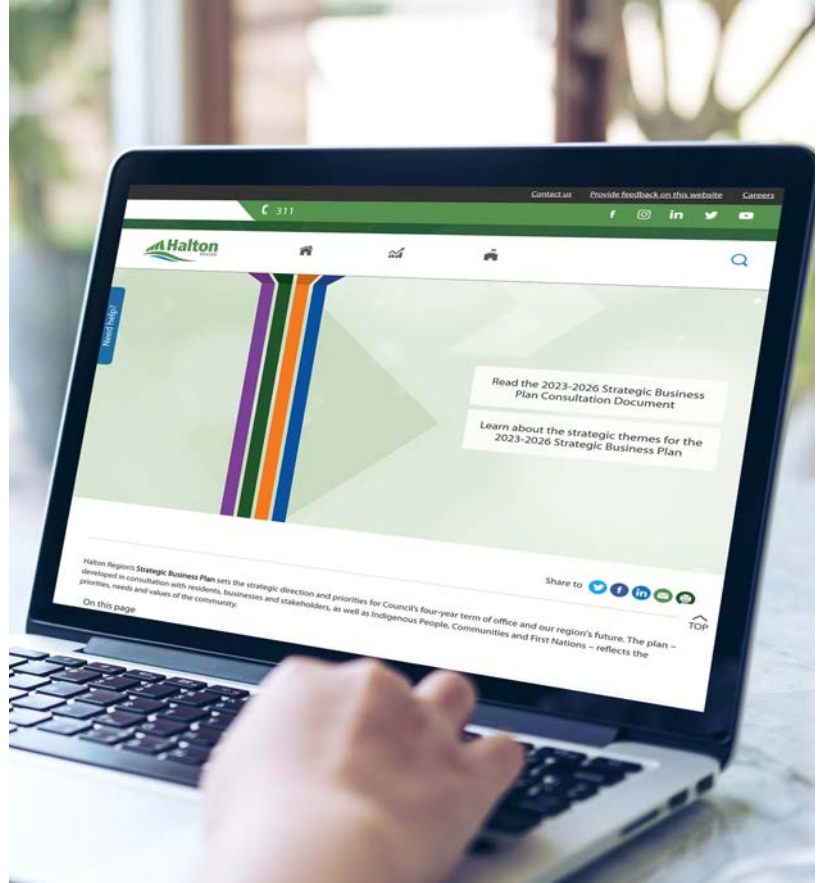
With every new term of Council, Halton Region develops a Strategic Business Plan to guide our work over the term. The Plan sets priorities and determines actions required to deliver on the issues that matter most to the community.

As part of the strategic business planning process, Regional Council worked together to identify strategic themes, goals and specific actions that reflected current social, economic and demographic conditions as well as community priorities. These were the foundation of a Consultation Document shared with residents, businesses and community partners as well as Indigenous People, Communities and First Nations.

Over several weeks, we received valuable input on the Consultation Document through a comprehensive public engagement strategy.

We held two virtual public meetings, which provided an opportunity for the public to learn about the Plan, ask questions and provide input directly. We also sought feedback through an online survey on **halton.ca** and hosted a Halton Community Partner meeting with program and service delivery organizations for input on how we can continue to achieve our collective goals.

By working together and gaining valuable input through the engagement strategy, this Plan reflects what matters most to Halton residents and to the partners who help us to deliver high-quality programs and services.



Guiding Principles

Underlying the Strategic Business Plan 2023-2026 is a commitment to being an innovative, fiscally responsible and engaging organization that is transparent and accountable. Alongside this commitment, the following three guiding principles form the foundation of the Plan.



1 PARTNERSHIPS

Halton Region and its Local Municipalities (City of Burlington, Town of Halton Hills, Town of Milton, and Town of Oakville) work together to provide effective and efficient programs and services to all. The Region also works with community partners and agencies to deliver important services. These relationships are essential to address community needs and contribute to the high quality of life in Halton. The Strategic Business Plan 2023-2026 also reflects continued collaboration with the Provincial and Federal Governments to advance shared priorities and ensure that we are well positioned to respond to emerging issues, including those in provincial direction.



2 STRATEGIC LENSES

Halton Region’s commitment to each of the following important initiatives will inform the implementation of the priorities detailed in the Plan:

- equity, diversity and inclusion;
- advancing Truth and Reconciliation;
- taking action to address climate change; and
- protecting the environment.



3 UNITED NATIONS SUSTAINABLE DEVELOPMENT GOALS

The United Nations Sustainable Development Goals (SDGs) are a collection of 17 goals that aim to address global challenges. The goals set an ambitious target to build a more sustainable, safe and prosperous future for all. The Region is supportive of the SDGs and is committed to actions to help achieve them.

Strategic Business Plan 2023-2026 Highlights

Through the consultation process, 17 strategic goals were identified for this term of Council. The goals are organized into four themes. The Plan identifies the actions that need to be undertaken over the term to advance these goals and their respective measures.

The four themes for Strategic Business Plan 2023–2026 are:

COMMUNITY WELL BEING:

focuses on collaborating with partners to deliver the programs, services and supports that the community needs to be safe and healthy.

INFRASTRUCTURE AND GROWTH:

focuses on ensuring that the necessary infrastructure and services are in place to maintain the high quality of life as the Region continues to grow.



CLIMATE CHANGE AND THE ENVIRONMENT:

focuses on reducing our collective carbon footprint to mitigate the impacts of climate change.

EXCELLENCE IN GOVERNMENT:

focuses on our commitment to strong financial management, Truth and Reconciliation and being an employer of choice as well as transforming service delivery.

How to Read our Plan

Each theme includes distinct goals that support the Region's priorities for this term of Council. To help use advance the goals, we have laid out specific actions and measures.

The work that Halton Region will complete over the next four years also contributes to national and global efforts to achieve the Sustainable Development Goals (SDGs). The interconnection between the goals of Strategic Business Plan 2023-2026 and the SDGs are captured throughout the Plan.

The diagram below describes how to follow our plan:

Goals: These define the Region's priorities over the four-year Council term. Each of the 17 strategic goals are tied to a particular theme.

ACTIONS	MEASURES
<p>These define the work, projects or initiatives that need to be completed to reach the goals.</p>	<p>These are our results. We will track and report on our progress and achievements.</p>

Related Sustainable Development Goals (SDGs): These are the SDGs that will be advanced as we work to achieve each of the strategic goals.

1 NO POVERTY



2 ZERO HUNGER



3 GOOD HEALTH AND WELL-BEING



4 QUALITY EDUCATION



5 GENDER EQUALITY



6 CLEAN WATER AND SANITATION



7 AFFORDABLE AND CLEAN ENERGY




8 DECENT WORK AND ECONOMIC GROWTH



9 INDUSTRY, INNOVATION AND INFRASTRUCTURE



10 REDUCED INEQUALITIES



11 SUSTAINABLE CITIES AND COMMUNITIES



12 RESPONSIBLE CONSUMPTION AND PRODUCTION



13 CLIMATE ACTION



14 LIFE BELOW WATER



15 LIFE ON LAND



16 PEACE, JUSTICE AND STRONG INSTITUTIONS



17 PARTNERSHIPS FOR THE GOALS





Community Well Being



Halton Region is committed to protecting and enhancing the health and safety of the community. Our programs and services continue to respond to changing demographics and needs of residents. The Region is focused on collaboration with partners to ensure residents have the supports needed to stay safe and healthy.



Community Well Being Goals

1 Expand assisted housing, supportive housing and emergency shelter options in partnership with the Federal and Provincial Governments

ACTIONS	MEASURES
<ul style="list-style-type: none"> Update the Comprehensive Housing Strategy by 2025 Implement strategies to retain community housing at risk of being lost, including where community housing provider obligations are at risk of expiring Stabilize and grow supportive housing available for vulnerable individuals Deliver assisted housing units leveraging the Region’s portfolio of housing opportunities Advocate to the Federal and Provincial Governments to provide funding needed to deliver the projects identified in the Region’s housing opportunity portfolio Advocate to the Federal and Provincial Governments for funding to address the growing homelessness issue resulting from the mental health crisis 	<ul style="list-style-type: none"> Number of new assisted, housing opportunities created annually Number of new shelter spaces Number of new supportive housing units Percentage of at-risk community housing units retained Comprehensive Housing Strategy submitted to the Ministry of Municipal Affairs and Housing (MMAH) by 2025 Level of funding increase over 2022 baseline





Community Well Being Goals

2 Prevent illness and improve the health of residents while reducing health inequities

ACTIONS	MEASURES
<ul style="list-style-type: none"> • Implement the enforcement of the <i>Immunization of School Pupils Act</i> to increase childhood vaccination rates in Halton • Mobilize the public health immunization program to meet new directions from the Province and community demand • Initiate mobile sexual health services in North Halton • Reduce alcohol use in adults throughout Halton using surveillance, policy development and public awareness campaigns • Reduce smoking, vaping and second hand smoke exposure in Halton • Advance mental health promotion throughout the lifespan using evidence informed tools, surveillance and partnerships • Enhance optimal early childhood development by creating and sustaining safe, stable, nurturing environments for children in collaboration with community partners 	<ul style="list-style-type: none"> • Number of workplaces that Halton has partnered with on mental health promotion • Number of alcohol policies adopted in Halton by organizations/workplaces • <i>Immunization of School Pupils Act</i> fully enforced by the end of 2026 • Development of an Adverse Childhood Experience awareness framework • 480 parents in targeted parenting programs annually by 2025



3 Improve Paramedic Service response times

ACTIONS	MEASURES
<ul style="list-style-type: none"> Update the Paramedic Services Master Plan Implement and optimize the use of the Medical Priority Dispatch System Update Paramedic response time targets 	<ul style="list-style-type: none"> Updated Paramedic Master Plan developed by 2025 Updated Paramedic response time targets set by Council by 2025





Community Well Being Goals

4 Advance community safety and well-being

ACTIONS	MEASURES
<ul style="list-style-type: none"> Review and update the Community Safety and Well-Being model and priorities Leverage the Halton Region Community Investment Fund to achieve Community Safety and Well-Being objectives Scale and spread the seniors' community wellness hub model in partnership with the Ontario Health Teams in Halton Invest in youth programs with Federal Building Safer Communities funding to combat gun and gang violence Support newcomer inclusion in the Halton community through an update to the Newcomer Strategy Strengthen Halton Region's food security system Contribute to Provincial health sector transformation through leadership roles for the Burlington Ontario Health Team and the Connected Care Halton Ontario Health Team Strengthen links between Halton Region Programs, Halton's Community Safety and Well-being Plan and the Ontario Health Teams in Halton Review and update the Region's Emergency Plans to reflect experience during the COVID-19 pandemic and emerging risks Advocate to the Provincial and Federal Governments to address funding gaps in public Health, long-term care, social services, housing, early learning and childcare and other cost-shared programs to ensure residents in Halton receive required services Advocate for the Provincial Government to address the growing mental health crisis across the Province 	<ul style="list-style-type: none"> Updated Community Safety and Well-Being model and priorities Number of residents and service providers participating in seniors wellness hubs Dollars invested / number of grants through Halton Region Community Investment Fund to support Community Safety and Well-Being related initiatives Building Safer Communities Fund action plan and funding model established, investments made in initiatives to reduce gang affiliation Provincial funding gap for cost-shared programs Annual emergency exercises based on up-to-date emergency plans



5

Align key human services with new Provincial policy directions

ACTIONS	MEASURES
<ul style="list-style-type: none"> • Implement the Canada-Wide Early Learning and Child Care System • Implement Provincial initiatives related to Employment Services Transformation and Social Assistance Reform 	<ul style="list-style-type: none"> • Reduced child care fees in accordance with Provincial requirements • Centralized Ontario Works application intake implemented
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  <p>1 NO POVERTY</p> </div> <div style="text-align: center;">  <p>4 QUALITY EDUCATION</p> </div> <div style="text-align: center;">  <p>8 DECENT WORK AND ECONOMIC GROWTH</p> </div> </div>	





Infrastructure and Growth



Halton Region is committed to ensuring that the necessary infrastructure and services are in place to maintain the high quality of life as the Region continues to grow. Halton is focused on making investments that optimize transportation network options and maintain infrastructure in a state-of-good repair.



Infrastructure and Growth Goals

1 Deliver Regional infrastructure required to support housing growth and economic development in the Halton municipalities

ACTIONS	MEASURES
<ul style="list-style-type: none"> Transition Regional Planning Services consistent with the requirements of Provincial legislation in partnership with the Local Municipalities Complete the Water, Wastewater and Transportation Integrated Master Plan in coordination with the Local Municipalities Deliver the capital infrastructure program identified in the Master Plan and approved in the budget Review and update infrastructure design standards and other policies to support development, particularly in Major Transit Station Areas and intensification areas Streamline the development application review process to reflect scope of the Regional review defined in Provincial legislation and to ensure Provincial timelines for application review are met in partnership with the Local Municipalities Deliver corporate capital infrastructure plans to support programs, including Paramedics, Police and Halton Community Housing Corporation (HCHC) Advocate to the Federal and Provincial Governments for funding needed to deliver infrastructure to support growth and the state-of-good repair of the Region's assets Support the Local Municipalities in their efforts to attract investment opportunities through work such as the Development Concierge Program 	<ul style="list-style-type: none"> Council approval of the Integrated Master Plans, including an updated Capital Program to support future growth Key infrastructure planned and delivered to support growth to 2031 4.1 million sq. ft. annually of non-residential Total Floor Area with building permits issued Implementation of the Region's updated Development Application Tracking System District 1 Halton Regional Police Service facility construction completed by Q4 2025 Build paramedic stations per master plan and develop plans for paramedic services headquarters





Infrastructure and Growth Goals

2

Maintain the Region's infrastructure in state of good repair

ACTIONS	MEASURES
<ul style="list-style-type: none"> Implement the Region's Asset Management Plan Update the Asset Management Plan for the Halton Community Housing Corporation (HCHC) and assess capital repair requirements for the HCHC portfolio 	<ul style="list-style-type: none"> Council approval of updated asset management policy and strategy At least 80% of all infrastructure rated as good or very good, as identified through the Asset Management Plan Number of HCHC Building Condition Assessment recommendations and energy audits completed 80% of Priority 1 & 2 Building Condition Assessment items completed for HCHC



3

Promote enhanced broadband services including 5G technology in both rural and urban areas as a key socio-economic driver

ACTIONS	MEASURES
<ul style="list-style-type: none"> • Bring forward a Municipal Services Corporation in partnership with the Local Municipalities and Hydro Companies to deliver one-window telecom permitting services to support the implementation of 5G technology and rural broadband in Halton • Work with partners to bridge the rural/urban broadband gap 	<ul style="list-style-type: none"> • Percentage of broadband coverage of rural areas • Percentage of residents with 5G and 1GB service





Infrastructure and Growth Goals

4

Improve access to transit, cycling and other active transportation on Regional roads

ACTIONS

MEASURES

- Develop a sustainable, integrated transportation plan and associated strategies that consider all modes of travel (vehicles, transit and active transportation) as part of the Master Plan update
- Implement the Advanced Traffic Management System
- Develop, together with the Local Municipalities, governance and service delivery alternatives for transit on the Region's priority corridors (for example, Dundas Street, Bronte Road and Trafalgar Road)
- Enhance the Region's Comprehensive Road Safety Strategy

- Council approval of the Integrated Master Plans, including a Capital Program that supports a multi-modal transportation system available to all users of all abilities
- Percentage of Advanced Traffic Management Systems implemented
- Council approval of the Transit Priority Corridor Operationalization Study, including an Implementation Plan and Strategy for the delivery of the Transit Priority Corridor Network
- Less than 1.5 collisions per million vehicle kms





Climate Change and the Environment:

.....



Halton Region is committed to protecting the environment and taking action to address climate change. Reducing our collective carbon footprint to mitigate the impacts of climate change is a priority. This commitment underpins all of the priorities detailed in our Plan.



Climate Change and the Environment Goals

1

Take action to achieve a corporate target of net-zero greenhouse gas emissions prior to 2050

ACTIONS	MEASURES
<ul style="list-style-type: none"> Establish a corporate greenhouse gas emission target Develop a Corporate Climate Action Plan to achieve the greenhouse gas emission target Implement Green Fleet initiatives Develop an implementation plan, including a financial plan, for the Energy Strategy Implement the <i>Healthy Environments and Climate Change</i> guideline from the Ontario Public Health Standards Complete energy audits on corporate facilities and HCHC properties and implement recommendations 	<ul style="list-style-type: none"> Achieve Milestone Two (set a corporate greenhouse gas emission target) of the Partners for Climate Protection (PCP) program Achieve Milestone Three (develop a corporate climate action plan) of the Partners for Climate Protection (PCP) program Savings achieved through the implementation of the Energy Strategy Climate Change & Health Vulnerability Assessment completed Savings achieved through Green Fleet initiatives Calculate and report total corporate GHG emissions annually



2

Partner with the Local Municipalities and other Halton stakeholders to advance a collective community climate change response

ACTIONS	MEASURES
<ul style="list-style-type: none"> Support the work of the Local Municipalities and community partners in establishing a community greenhouse gas emission target for Halton Support the work of the Local Municipalities and community partners to develop a Community Climate Action Plan Educate and engage the community on climate adaptation initiatives Investigate partnerships to support a coordinated region-wide Community Climate Action Plan program, including the potential for a home energy retro-fit program 	<ul style="list-style-type: none"> Achieve Milestone Two (set a community greenhouse gas emission target) of the Partners for Climate Protection (PCP) program Achieve Milestone Three (develop a community climate action plan) of the Partners for Climate Protection (PCP) program





Climate Change and the Environment Goals

3 Maximize residential waste diversion in Halton

ACTIONS	MEASURES
<ul style="list-style-type: none"> Reduce the amount of garbage produced, extend the life of the landfill and address climate change through lowering carbon emissions by implementing the Solid Waste Management Strategy Implement changes to the Blue Box program in accordance with Provincial requirements related to producer responsibility Establish service levels and requirements for waste collection in anticipation of the expiry of the current contracts 	<ul style="list-style-type: none"> 61% of waste diverted from landfill 153 kg of waste generated per household Council endorsement of the recommended levels of service by 2025



4 Partner with Conservation Halton, the Local Municipalities and other stakeholders to protect the environment

ACTIONS	MEASURES
<ul style="list-style-type: none"> • Support the Local Municipalities as Regional Planning responsibilities related to the environment including Natural Heritage, Agriculture and water resources are outlined in Bill 23 • Continue to participate in the Cootes to Escarpment MOU • Continue to participate in the Great Lakes and St. Lawrence Cities Initiative 	<ul style="list-style-type: none"> • Number of joint initiatives related to environmental protection





Excellence in Government:

.....

Halton Region is committed to strong financial management, advancing Truth and Reconciliation and being an employer of choice focused on Equity, Diversity and Inclusion. Transforming service delivery through innovation is a priority for the Region.



Excellence in Government Goals

1 Ensure continued financial sustainability through effective financial planning and risk management

ACTIONS	MEASURES
<ul style="list-style-type: none"> Update development financing plans and policies to reflect recent Provincial legislation changes, including changes to the <i>Development Charges Act</i> while ensuring growth pays for growth to the extent possible Maintain tax rate increases at or below the rate of inflation Track and communicate the impacts of Bill 23 and other Provincial policy changes on the taxpayers of Halton Review and update the Region’s tax policies in response to the next property tax reassessment by the Province and other legislative changes Develop a Vacant Homes Tax policy and program for consideration 	<ul style="list-style-type: none"> Tax rate increases at or below the rate of inflation Achieve AAA and Aaa credit ratings Receive the Government Finance Officers Association Award for: <ul style="list-style-type: none"> Budget and Business Plan Annual Financial Report





Excellence in Government Goals

2 Enhance service delivery by increasing access to digital services and modernizing the Region's technology platforms by 2026

ACTIONS	MEASURES
<ul style="list-style-type: none"> • Implement a modern Customer Relationship Management System to support new digital services • Modernize the Region's key digital tools, including the implementation of Microsoft 365 • Upgrade key technology platforms, including SAP Financial, human resources and plant maintenance systems • Continued focus on a Comprehensive Cyber Security Strategy • Deliver the Advanced Metering Infrastructure (AMI) system with support of Local Distribution Companies for billing 	<ul style="list-style-type: none"> • Implementation of 125+ new external digital services for Halton residents and stakeholders • Implementation of 50+ new internal digital services for Halton staff and management • 90% of customers who are overall satisfied with their digital experience • 2,000 customer conversions from phone to digital • 100% of water meters converted to AMI (remote meter reading)



3

Partner in advancing Truth and Reconciliation through meaningful relationships with Indigenous People, Communities and First Nations

ACTIONS	MEASURES
<ul style="list-style-type: none"> • Continue to advance the Truth and Reconciliation Commission’s 94 Calls to Action, the United Nations Declaration on the Rights of Indigenous Peoples, and the National Inquiry into Missing and Murdered Indigenous Women and Girls • Build and foster relationships with Indigenous Communities and Leadership together with our Local Municipalities • To support the Indigenous Community voice, collaborate in developing and implementing an Indigenous lens to guide work across the organization 	<ul style="list-style-type: none"> • Sign relationship agreements with Indigenous Communities and Organizations • Establish Indigenous Advisory Committee





Excellence in Government Goals

4

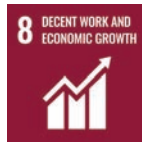
Be an employer of choice committed to Equity, Diversity and Inclusion

ACTIONS

MEASURES

- Advance the Equity, Diversity and Inclusion Strategy to inform internal practices and the delivery of Regional services
- Employ strategies to promote mental health and wellness
- Enhance talent management, succession planning and training and development opportunities
- Leverage the opportunity of the completion of the Halton Regional Centre renovation to implement a positive and successful hybrid workplace
- Implement innovative recruitment and retention strategies to attract and retain high demand skills

- Net hire ratio
- Internal hire rate
- New hire engagement rate
- Retention probability score
- New hire outcomes relative to workforce diversity objectives



Integrating the Plan

Every term of Council, Halton Region develops a plan to reflect Council's priorities to ensure a focus on services that are important to the Halton community. This process intends to:

- actively engage Halton's residents, businesses and stakeholders in providing input and direction;
- ensure a strong alignment between Council's key priorities and the Region's Budget and Business Plan; and
- ensure that progress in achieving Council's priorities is monitored and reported.

Approval of the new initiatives identified in the Strategic Business Plan will occur through the annual budget process or report to Council. There may also be updates, particularly to measures, through program strategies and plans. The Strategic Business Plan establishes priorities and provides the basis for strengthening existing relationships with Local Municipalities, community partners, and the Provincial and Federal Governments to deal with current and emerging issues that are growing in complexity and require collaborative solutions.

Monitoring and Reporting on the Plan

The Strategic Business Plan is a cornerstone of the Region's commitment to public accountability, transparency and engagement. The Region's comprehensive ongoing monitoring process will track both the actions undertaken and the measures of the Plan. In keeping with the Region's commitment to accountability, progress on the goals and actions will be reviewed and reported to Regional Council on an annual basis. In addition, the measures will be updated as needed to reflect developments in program strategies and plans to ensure progress is made toward achieving Council's priorities.



Halton Region

905-825-6000 or 1-866-442-5866

1151 Bronte Road
Oakville, Ontario L6M 3L1



If you would like to learn more,
please visit [halton.ca](https://www.halton.ca)



[halton.ca](https://www.halton.ca) 311





VIA EMAIL

July 18, 2023

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

Kevin Arjoon, City Clerk, City of Burlington
Meaghan 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, July 12, 2023, the Council of the Regional Municipality of Halton adopted the following resolution:

RESOLUTION: LPS53-23 - 2022 State of Housing Report

1. THAT Report No. LPS53-23 re: “2022 State of Housing Report” be received for information.
2. THAT the Regional Clerk forward a copy of Report No. LPS53-23 to the City of Burlington, the Town of Halton Hills, the Town of Milton, and the Town of Oakville for their information

Included please find a copy of Report No. LPS53-23 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

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:	July 12, 2023
Report No:	LPS53-23
Re:	2022 State of Housing Report

RECOMMENDATION

1. THAT Report No. LPS53-23 re: “2022 State of Housing Report” be received for information.
2. THAT the Regional Clerk forward a copy of Report No. LPS53-23 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 State of Housing Report has been prepared annually since 2006. It provides a review of housing supply and demand in Halton Region and monitors how well the housing sector and market are responding to Regional housing policies.
- The 2022 State of Housing Report, provided as Attachment #1 (document under separate cover) to this report, provides a comprehensive review of data related to housing in Halton Region, including information on: housing supply and demand, income and housing cost thresholds for assisted and affordable housing, the achievement of Regional housing targets, new housing development, housing sales, the rental housing market, and Halton’s assisted housing initiatives.
- The Report shows that there continue to be many challenges related to housing affordability across Halton Region.
- The State of Housing Report continues to serve as an important source for information on housing initiatives, programs, and the overall housing market.

- In accordance with the Transition approach related to *Bill 23, More Homes Built Faster Act, 2022*, endorsed by Council in May 2023 through Report No. LPS34-23 re: “Regional Planning in a Post-Bill 23 Environment”, staff will work with local municipalities to continue to provide this information in a manner that responds to local municipal needs and priorities.

Background

Halton’s Regional Official Plan (ROP) requires a State of Housing Report to be provided annually to Regional Council, containing:

- a) an update of the definitions of Assisted Housing and Affordable Housing;
- b) a review of housing supply, demand and need in Halton during the past year, covering the housing segments of Assisted Housing, Affordable Housing, Market Housing, Special Needs Housing and housing with universal physical access;
- c) identification of the gaps between supply and demand of Assisted Housing and Affordable Housing;
- d) state of homelessness in Halton; and
- e) performance of the housing market towards meeting the housing targets under ROP Sections 86(6) and 86(6.1).

The State of Housing Report is a comprehensive report to Regional Council prepared in accordance with Section 86(7) of the ROP that monitors achievement of the Region’s housing policies and targets, including those for housing affordability and housing types.

Discussion

Halton’s Housing Model

Halton’s Housing Model was created to produce reliable information required by the ROP and to provide an annual State of Housing Report to Regional Council. Data sources used in the Housing Model include: 2021 Census data on household income and spending, housing sales data from the Municipal Property Assessment Corporation (MPAC), average rents and construction data from the Canada Mortgage and Housing Corporation (CMHC), and various other sources for housing carrying costs (i.e. utilities, mortgage rates, taxation rates). The Housing Model uses this information to generate household income and housing cost thresholds that enable analysis of housing affordability in Halton.

Key Findings

Housing Construction Activity Trends

Overall, housing construction activity in Halton declined through 2022 as a result of a number of issues affecting the residential construction industry (e.g. inflation affecting material and operating costs, supply chain issues, and labour shortages). Decreases were seen in both housing completions (where all construction work has been completed) and housing starts (where construction work has been initiated, but not completed).

In 2022, there were a total of 2,115 new housing completions, which is a 46.6 per cent decrease compared to 2021, when there were 3,963 completions. By municipality, the highest number of housing completions in 2022 took place in Oakville with 1,038 new units (49.1 per cent of Halton), followed by Milton with 697 new units (33.0 per cent). Halton Hills accounted for 284 new units (13.4 per cent) while Burlington accounted for 96 new units (4.5 per cent).

On new housing starts, there were a total of 3,295 new starts in Halton, a 28.4 per cent decrease compared to 2021, when there were 4,604 new housing starts. At the local municipal level, Oakville continued to see the highest share of new housing starts with 1,924 (58.4 per cent of Halton), followed by Milton with 1,077 (32.7 per cent) and Burlington with 127 (3.9 per cent) and Halton Hills 167 (5.1 per cent).

New Housing Unit Completions by Type and Mix

The Region's Housing Mix Target in the Regional Official Plan was recently updated through the Minister's approval of Regional Official Plan Amendment (ROPA) No. 49. The updated target calls for at least 65 per cent of new housing units produced annually in Halton to 2031 to be in the form of townhouses or multi-storey buildings (i.e., higher density housing) (ROP Section 86(6)a)). Previously, the target was set at 50 per cent, and this rate was achieved for most of the last decade.

Of the 2,115 new housing completions in 2022, 574 were in the form of new apartment¹ units (27.1 per cent) and 444 were in the form of townhouse units (21.0 per cent). The remaining 963 housing completions (45.5 per cent) were in the form of single detached units and 134 (6.3 per cent) were in the form of semi-detached units. In total, the higher density housing forms (apartment and townhouse units) made up 48.1 per cent of new unit completions, which is short of the new target of 65 per cent of new housing units in the form of townhouses or multi-storey buildings. However, the almost 50-50 split between higher density residential development and other forms of housing represents an ongoing shift toward higher density residential development in Halton Region in keeping with forecasted units approved through ROPA 49.

¹ An **apartment** is a unit in any building with three or more units where there is some horizontal separation, including a house of 3 or more units, a purpose built triplex or quadraplex or a building with three or more units above retail. (Canadian Mortgage and Housing Corporation, 2020)

Housing Costs and Affordability

The Region's Housing Affordability Target calls for at least 30 per cent of new housing units produced annually in Halton to be in the form of assisted or affordable housing (ROP Section 86(6)b)).

As noted above, the Housing Model gathers information including household income, household spending, housing costs, and average rents in the Region from a variety of data sources to determine housing affordability. By analyzing the data available, the Housing Model generates affordability thresholds (maximum purchase price or monthly rent based on income and housing cost). The thresholds generated by the Housing Model represent what low and moderate income households can afford, based on Regional Official Plan definitions for assisted and affordable housing (ROP Sections 214 and 218).

Halton Region's 30 per cent Housing Affordability Target was not achieved for the first time in four years. Based on Halton's Housing Model, the affordable ownership threshold (or the maximum affordable purchase price) for 2022 was calculated at \$496,300. Sales data from MPAC indicates there were 1,656 new and 8,977 resale units sold in Halton. Of the 1,656 new units sold, 1,323 were sold at a price higher than the affordable ownership threshold of \$496,300. The remaining 333 units were sold at or below the affordable threshold. These 333 new affordable market units, along with 25 new assisted housing program units, resulted in 21.6 per cent of housing sales in 2022 being affordable, which is under the 30 per cent target Housing Affordability Target. It is notable that of the 333 new affordable housing sales, 332 were apartments, demonstrating the link between higher density housing and affordability, with an average price of \$382,496.

The increase in the share of affordable unit completions (units at or below the affordable threshold) over the previous three years (10.7 per cent or 185 units in 2019; 25.9 per cent or 610 units in 2020; 30.5 per cent or 700 units in 2021) was influenced by an increase in the share of apartment units completed and brought to market. With apartment units accounting for 4,843 units under construction (72.4 per cent) and 1,916 apartment housing unit starts (58.1 per cent), it is anticipated that the 30 per cent affordability target may continue to be achievable in the coming years. Market dynamics on price, built form, and number of bedrooms will determine what portion of these units will sell below the affordable threshold.

The total number of housing sales (new and resales) in 2022 was 10,633, a decrease by 29.1 per cent compared to 2021 when there were 15,005 total housing sales. The average price of all sales was \$1,287,044, an 18.2 per cent increase compared to 2021. The average price of new sales was \$900,699, an increase of 19.1 per cent compared to 2021. Among other factors, the greater share of single detached units (31.6 per cent in 2021 vs. 40.1 per cent in 2022) over townhouse units (27.1 per cent in 2021 vs. 17.0 per cent in 2022) contributed to the steep increase in the price of new sales. The average price of resales was \$1,358,314 in 2022, an increase of 18.2 per cent compared to 2021. As with new sales, a large share of resales being in the form of single detached units contributed to the high increase in average price in 2022, among other factors.

Rental Housing

Rental housing is an important form of affordable housing to many of Halton's residents. The Housing Model continues to identify an ongoing shortfall in the supply of affordable rental housing.

In 2022, based on data from the CMHC annual Rental Market Survey, there were 16,822 private/market townhouse and apartment rental units (in buildings of three or more rental units) occupied or available for rent. These units had an average rent of \$1,695, a 5.9 per cent increase in 2022. By municipality, Oakville had the highest average rent in 2022 at \$1,783 followed by Burlington and Milton at \$1,688 and \$1,512, respectively. Halton Hills had the lowest average rent in 2022 at \$1,385. It is noted that these figures represent the overall average rent in these purpose-built rental units (i.e., for existing tenants and new tenants) – those currently in the market for a rental unit would be expected to see rents higher than these averages.

The Region's overall vacancy rate for private townhouse and apartments decreased to 1.2 per cent in 2022, down from 1.4 per cent in 2021. Despite any short-term impacts of the COVID-19 pandemic, with no net change of rental units [+/- 0%] the ongoing low vacancy rate suggests challenges in finding a suitable unit when searching for rental housing. The vacancy rate for 2 bedroom units fell by 0.3% and for 3+ bedroom units, remained the same at 1.2 per cent, suggesting an inadequate supply of larger rental units.

Assisted Housing

The Housing Model identifies an ongoing shortfall in the supply of assisted housing. Halton's commitment to add more assisted housing opportunities annually helps to mitigate this shortfall. The Region's Comprehensive Housing Strategy (2014-2024) includes a 10-year target to create 550 to 900 new government-funded housing opportunities, including new units and operating subsidies.

From 2014 through 2022, the Region has created 1,021 new assisted housing opportunities. More recently, the Region has implemented an Assisted Housing Portfolio which commits to create up to 600 additional assisted housing opportunities by 2031 with dedicated funding from the federal and provincial governments. Progress made is reported through the Comprehensive Housing Strategy Annual Progress Report.

Next Steps

The 2022 State of Housing Report includes a review of housing supply and demand in Halton Region and provides information and insights into the many challenges related to housing affordability across Halton Region. In accordance with the Transition approach related to *Bill 23, More Homes Built Faster Act, 2022*, endorsed by Council in May 2023 through Report No. LPS34-23 re: "Regional Planning in a Post-Bill 23 Environment", staff

will work with the local municipalities to continue to provide this information in a manner that responds to local municipal needs and priorities.

FINANCIAL/PROGRAM IMPLICATIONS

The cost of preparing the 2022 State of Housing Report has been included in the Legislative and Planning Services approved 2023 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 – 2022 State of Housing Report (under separate cover)



2022

State of Housing Report



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2022 State of Housing



Overview

Since 2006, Halton Region has prepared the State of Housing Report annually to provide a review of the Region's housing supply and demand.

The report is also used to monitor how well the Region is implementing its vision for managed and sustainable growth, as set out in Halton's Regional Official Plan and the Provincial Growth Plan.

Halton's vision includes advancing the supply of an adequate mix and variety of housing to meet differing physical, social and economic needs. For more details, refer to sections 86(6), 86(6.1), 86(7), 214, 218 and 256.1 of Halton's Regional Official Plan.

Using Halton's Housing Model, the Report assesses the Region's success in achieving its Regional Official Plan housing targets (section 86(6)), which call for:

- at least 65 per cent of new housing units produced annually in Halton to 2031 be in the form of townhouses or multi-storey buildings; and at least 75 per cent each year thereafter; and
- at least 30 per cent of new housing units produced annually in Halton to be affordable or assisted housing.

The State of Housing Report also provides summary and highlights on:

- Housing supply and demand in Halton for the various housing segments of the housing continuum.
- Income and housing cost thresholds for assisted and market affordable housing.
- Achievement of the Regional Official Plan targets related to housing density and affordability.
- New housing developments (starts, under construction, and completions).
- Highlights of housing sales (new and resale) in Halton by housing type and affordability.
- Highlights of rental housing market in Halton (average rents, vacancy rates, and number of units by type).
- Assisted housing activities and initiatives by Halton Region.

2022 State of Housing

Housing Continuum

Housing plays an important role in the lives of Halton’s residents. Individuals and families move back and forth across the housing continuum depicted below, depending on changes that affect their personal circumstances.

The continuum is based on the following observations:

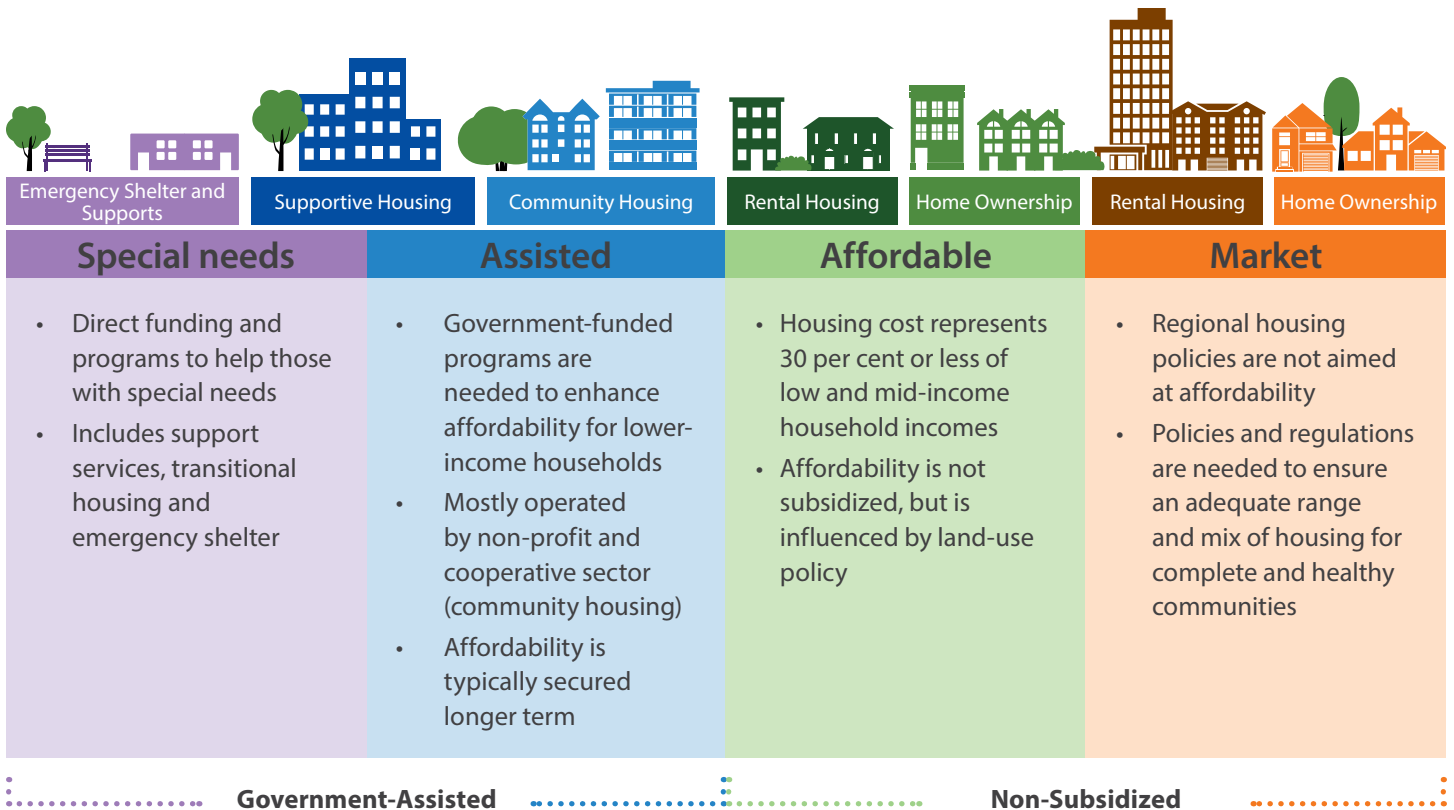
- a range of housing types is required to meet the needs of residents throughout the various stages of their lives and at any level of income;
- private and non-profit sectors play an essential role in providing housing across the continuum; and
- governments have various tools and programs available to provide a range and mix of appropriate housing and supports.

Assisted vs. Affordable Housing

Assisted housing is housing that is affordable for *low and moderate income households* for rent or purchase where part of the housing cost is subsidized through a government program.

Affordable housing is housing with a market price (for purchase) or rent that is affordable to households of low and moderate income, spending no more than 30 per cent of their gross household income on housing, without government assistance.

Affordable rental housing should meet the demand of renter households where they would be able to afford at least three out of ten rental units on the market. Affordable ownership housing should meet the demand of households at the high end and have sufficient income left, after housing expenses, to sustain a basic standard of living.



2022 State of Housing

Halton's Housing Model

Halton's Housing Model gathers various information including household income, household spending, housing costs, and average rents in the region from a variety of data sources. Data sources include Canada Mortgage and Housing Corporation (CMHC), Statistics Canada, and Municipal Property Assessment Corporation (MPAC).

Using the data available, analysis is conducted through the Housing Model that generates thresholds based on household income and housing cost. This calculation is undertaken for both the assisted and affordable (non-assisted) segments of the continuum.

Using the generated thresholds, the Housing Model also generates a snapshot of housing needs by Halton's residents and those looking to live in Halton at a moment in time. These model outcomes may be influenced by the pace of growth or the health of the economy, as well as updates and changes to the inputs or assumptions.

The maximum purchase price or monthly rent generated by the Housing Model represents what a household with that income could afford, based on Regional Official Plan definitions on housing costs for assisted and affordable housing (Section 214(a) of the Regional Official Plan). Affordable rent thresholds per unit-type for some Regional housing programs and initiatives for 2022 are based on CMHC's 2022 annual Rental Market Report and can be found on page 20 of this report.

Income and Housing Cost Thresholds

The tables below provide a summary of the upper limit household income and housing cost thresholds in Halton Region calculated through the Housing Model for 2022.

In 2022, the assisted income threshold increased to \$66,100 from \$62,400 in 2021 (up by 5.9 per cent). Households with an income below the assisted income threshold typically require some form of government assistance to meet their housing needs, as the private sector in Halton typically does not provide many opportunities to buy or rent below the associated housing cost thresholds. Few housing opportunities exist in the open market to purchase below \$235,100 or rent below \$1,650.

The affordable (non-assisted) income threshold decreased to \$121,200 from \$121,400 in 2021 (down by 0.2 per cent). Households with an income between the assisted and affordable income thresholds have options to purchase a house priced below the market affordable housing cost threshold of \$496,300 or rent with monthly costs below \$2,340.

The maximum affordable purchase price of \$496,300 is used as the index to measure the Regional Official Plan target that 30 per cent of new housing units produced annually are affordable or assisted.

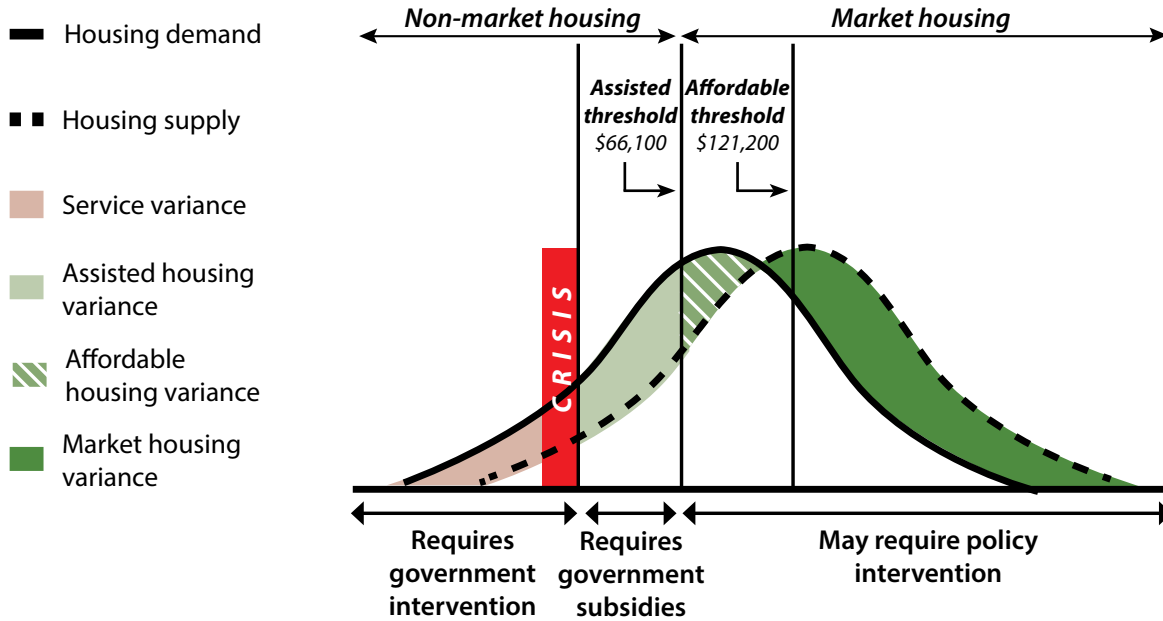
Assisted	All households (average - 2.8 people)	Small households (1-2 persons)	Large households (3+ persons)
Income threshold	\$ 66,100	\$ 61,200	\$ 71,600
Maximum purchase price	\$ 235,100	\$ 217,500	\$ 254,500
Maximum monthly rent	\$ 1,650	\$ 1,530	\$ 1,790

Affordable (non-assisted)	All households (average - 2.8 people)	Small households (1-2 persons)	Large households (3+ persons)
Income threshold	\$ 121,200	\$ 82,500	\$ 162,400
Maximum purchase price	\$ 496,300	\$ 338,100	\$ 664,900
Maximum monthly ownership cost	\$ 3,030	\$ 2,060	\$ 4,060
Maximum monthly rent *	\$ 2,340	\$ 1,800	\$ 2,930

*The mid-point between assisted and affordable monthly ownership costs, based on Halton's definition of Affordable Housing.

2022 State of Housing

Housing Supply and Demand Model



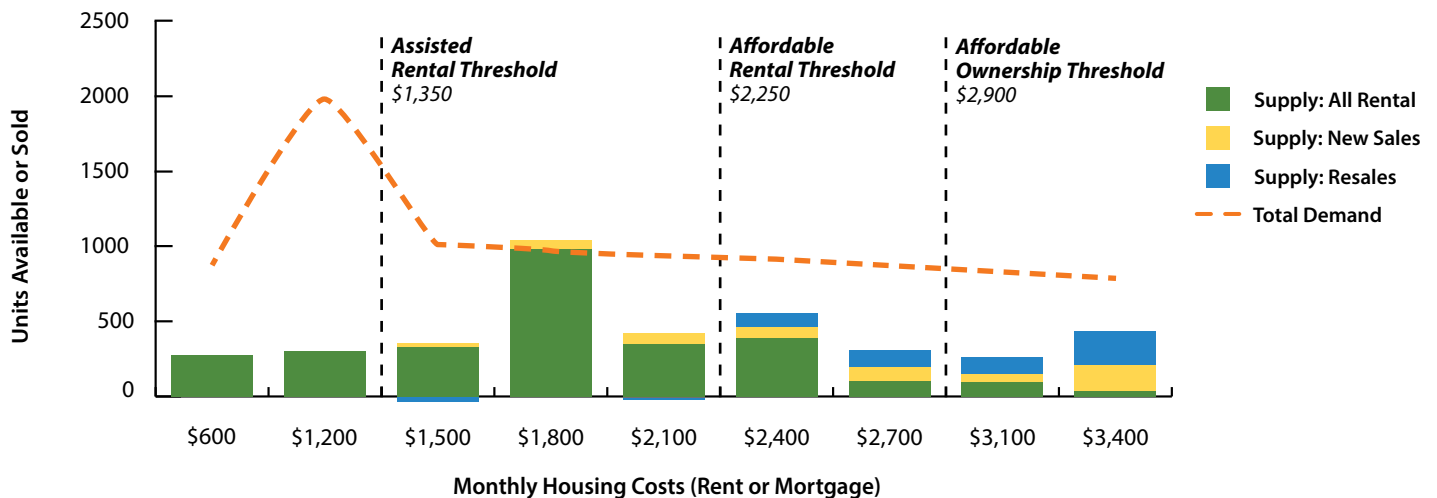
Based on analysis of household income profiles, housing cost thresholds, unit sales, re-sales and rental turnovers, the Housing Model generates a snapshot of supply-demand variances across the housing continuum.

The figure below provides a visualized analysis of the housing supply and demand. It shows the distribution of new sales, re-sales and rental turnovers by price point across the continuum (i.e., the actual housing supply) and compares it with the income distribution of Halton-based

households (the modelled housing demand). Differences between the two are used to quantify potential supply-demand variances by housing segment (typically indicating shortfalls in the assisted and affordable segments).

It should be noted that this diagram is a snapshot in time of the assisted and affordable housing gap, and is influenced by market trends, pace of economic growth and the health of the economy.

Housing Supply and Demand Distribution, 2022



2022 State of Housing

Assisted and Affordable Shortfalls

The graph below provides a multi-year indication of the shortfall of assisted and market affordable housing as a percentage of the 2022 supply by year.

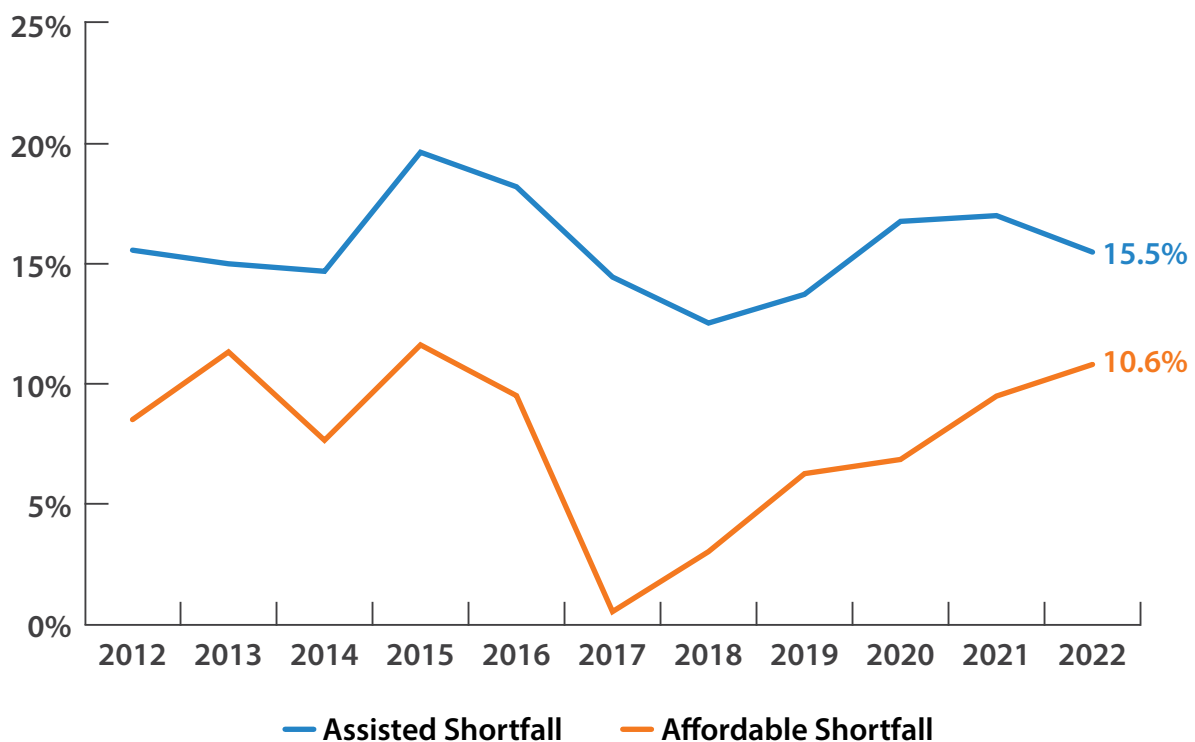
In 2022 there was an overall decrease (46.6 per cent from 2021) in housing completions and decrease (47.7 per cent from 2021) in number of affordable new unit sales. Despite the increase in new affordable units, resale home prices outpaced household income and overall shortfall of affordable units has continued to trend upward from 9.3 per cent in 2021 to 10.6 per cent in 2022.

Although the assisted shortfall decreased slightly by 1.5 per cent per cent from 2021 to 15.5 per cent in 2022, ongoing Regional initiatives to increase the number of housing opportunities are significant and have helped to prevent the shortfall from widening.

Key factors influencing these trend lines:

- Average Household incomes in Halton is higher relative to other surrounding municipalities such as the City of Hamilton and the Region of Peel;
- Resale home prices continue to outpace household income;
- Growth management policies resulted in steady increase of higher density housing completions and sales (i.e. apartments), which has helped to manage general affordability of housing;
- Average rent for one bedroom or more units are generally increasing at a higher rate than previous years, while almost no new purpose built rental housing has been built in recent years

Assisted and Affordable Shortfalls (Supply vs. Demand), 2012-2022

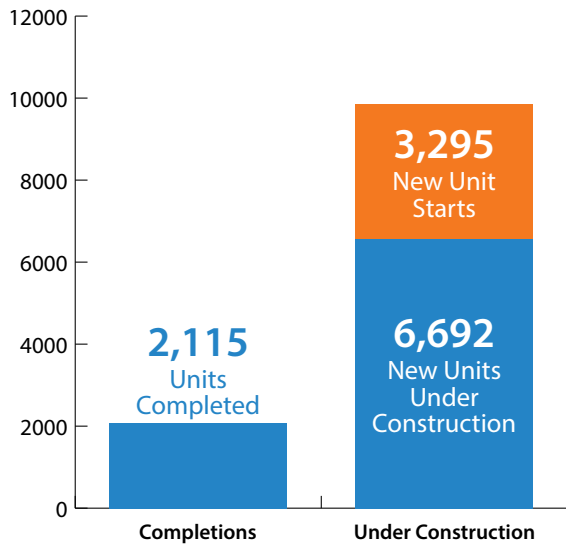


New Housing Development

New Housing Development

In 2022, there were a total of 2,115 new housing unit completions in Halton, a decrease from 3,963 in 2021 (down by 46.6 per cent). There were 6,692 new housing units under construction, an increase from 5,549 in 2021 (up by 20.6 per cent) with an additional 3,295 new housing unit starts, a decrease from 4,604 in 2021 (down by 28.4 per cent).

New Housing Development, 2022



Source: CMHC Starts and Completions Survey 2022

Regional Housing Mix Target

The Housing Mix Target in the Regional Official Plan now calls for at least 65 per cent of new housing units produced annually in Halton to be in the form of townhouses or multi-storey buildings (higher density housings). Provision of higher density housing provides the best opportunity to encourage more market affordable housing in Halton.

In 2022, townhouse and apartment units accounted for 48.1 per cent of housing completions in Halton. For the first time in 11 years, the Housing Mix Target was not achieved.

Regional Housing Mix Target, 2022



This section of the report provides an overview of the types of housing being supplied in the regional and local municipal housing markets. The State of Housing report reviews new housing completions, under construction, and starts on an annual basis.

2022 New Housing Highlights

	2021	2022	Change
Total new housing completions	3,963	2,115	-46.6%
Total new housing under construction	5,549	6,692	20.6%
Total new housing starts	4,604	3,295	-28.4%



2022 State of Housing

New Housing Completions by Type & Municipality, 2022

	Halton Region	%	Burlington	Halton Hills	Milton	Oakville
Apartment	574	27.1%	0	109	132	333
Townhouse	444	21.0%	26	7	246	165
Semi-detached	134	6.3%	12	36	86	0
Single	963	45.5%	58	132	233	540
Total units	2,115		96	284	697	1,038
Local Municipal Share (%)			4.5%	13.4%	33.0%	49.1%

Source: CMHC Starts and Completions Survey 2022

Key trends:

- In 2022, there were 2,115 new housing completions, a 40.6 per cent decrease compared to 3,943 in 2021.
- Of the new housing completions, 48.1 per cent were higher density units (townhouses and apartments). The remaining 51.8 per cent were single and semi-detached units.
- Oakville had the highest share of new housing completions in Halton at 49.1 per cent, followed by Milton at 33 per cent. Halton Hills and Burlington had shares of 13.4 per cent and 4.5 per cent, respectively.

New Housing Under Construction by Type & Municipality, 2022

	Halton Region	%	Burlington	Halton Hills	Milton	Oakville
Apartment	4,843	72.4%	907	76	436	3,424
Townhouse	744	11.1%	70	121	426	127
Semi-detached	4	0.1%	0	0	0	4
Single	1,101	16.5%	142	94	359	506
Total units	6,692		1,119	291	1,221	4,061
Local Municipal Share (%)			16.7%	4.3%	18.2%	60.7%

Source: CMHC Starts and Completions Survey 2022

Key trends:

- In 2022, there were 6,692 housing under construction, a 20.6 per cent increase compared to 5,549 in 2021.
- Of the housing under construction, 83.5 per cent were higher density units (townhouse and apartments). The remaining 16.6 per cent were single and semi-detached units.
- Oakville had the highest share of housing under construction in Halton at 60.7 per cent, followed by Milton at 18.2 per cent. Burlington and Halton Hills had shares of 16.7 per cent and 4.3 per cent, respectively.

New Housing Starts by Type & Municipality, 2022

	Halton Region	%	Burlington	Halton Hills	Milton	Oakville
Apartment	1,916	58.1%	0	0	358	1,558
Townhouse	554	16.8%	0	117	352	85
Semi-detached	2	0.1%	0	0	0	2
Single	823	25.0%	127	50	367	279
Total units	3,295		127	167	1,077	1,924
Local Municipal Share (%)			3.9%	5.1%	32.7%	58.4%

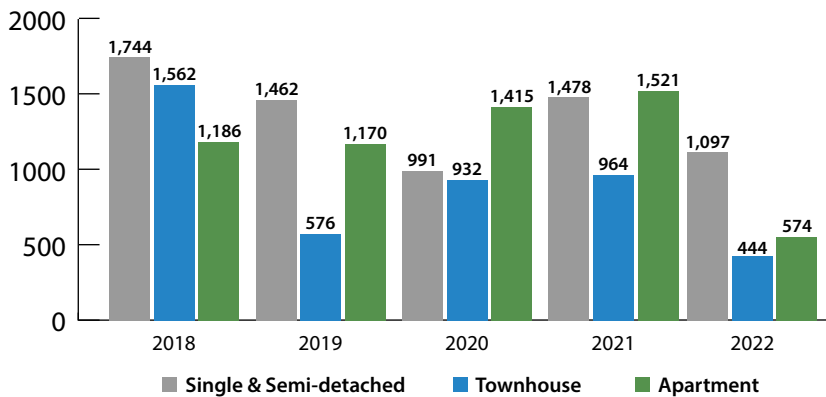
Source: CMHC Starts and Completions Survey 2022

Key trends:

- In 2022, there were 3,295 new housing starts in Halton, a 28.4 per cent decrease compared to 4,604 in 2021.
- Of the new housing starts in 2022, 74.9 per cent were higher density units (townhouses and apartments). The remaining 25.1 per cent were single and semi-detached units.
- Similar to trends observed in housing under construction, Oakville had the highest share of new housing starts in Halton at 58.4 per cent, followed by Milton at 32.7 per cent. Halton Hills and Burlington had shares of 5.1 per cent and 3.9 per cent, respectively.

New Housing Development

Five-Year Trends: New Housing Completions

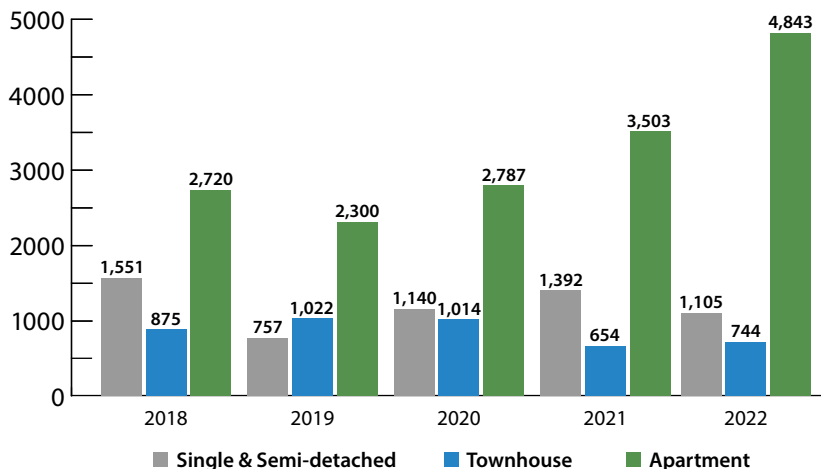


Source: CMHC Starts and Completions Survey 2018-2022

Key trends:

- Over the last five-year period, between 2018 and 2022, the annual average completion of single & semi-detached units were 1,354 units, townhouse unit completions were an average of 896 units per year, and apartment unit completions were 1,173 units per year.

Five-Year Trends: New Housing Under Construction

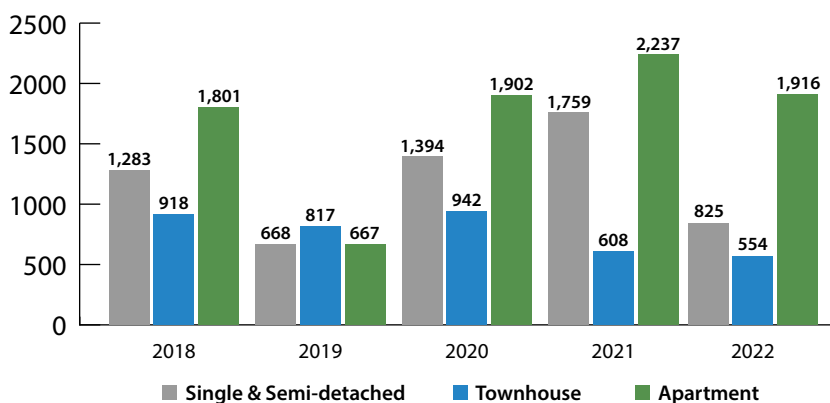


Source: CMHC Starts and Completions Survey 2018-2022

Key trends:

- Over the last five-year period, there were much more apartment units under construction at an average of 3,231 units per year compared to an average of 1,189 single & semi-detached units and an average of 862 townhouse units.

Five-Year Trends: New Housing Starts



Source: CMHC Starts and Completions Survey 2018-2022

Key trends:

- Over the last five-year period, new housing starts for single & semi-detached units have declined until 2020 where new housing starts began to increase. New housing starts for townhouse units have gradually declined over the last five years, whereas new apartment unit starts have decreased to 1,916 unit starts in 2022.

2022 State of Housing

Housing Completions by Municipality

City of Burlington

Annual Housing Completions by Type, 2018 - 2022

	2018	2019	2020	2021	2022
Apartment	264	779	379	503	0
Townhouse	0	11	76	104	26
Single & Semi	159	130	55	140	70
Total Units	423	920	510	747	96

Source: CMHC Starts and Completions Survey 2018-2022

Key trends in Burlington:

- In 2022, 27.1 per cent (26 units) of housing completions in Burlington were higher density units (townhouse and apartments).
- Total housing completions in Burlington decreased by 87.1 per cent to 96 units in 2022 from 747 units in 2021.
- Between 2018 and 2022, Burlington accounted for 15.8 per cent of Halton's total housing completions (2,696 total units).

Town of Halton Hills

Annual Housing Completions by Type, 2018 - 2022

	2018	2019	2020	2021	2022
Apartment	0	0	0	0	109
Townhouse	0	0	8	14	7
Single & Semi	160	164	23	149	168
Total Units	160	164	31	163	284

Source: CMHC Starts and Completions Survey 2018-2022

Key trends in Halton Hills:

- In 2022, total housing completions in Halton Hills increased to 281 units from 163 units in 2021, an increase of 74.2 per cent.
- Since 2018, there have been no apartment unit completions in Halton Hills until 109 units in 2022.
- Between 2018 and 2021, Halton Hills accounted for 4.7 per cent of Halton's total housing completions (802 total units).

Town of Milton

Annual Housing Completions by Type, 2018 - 2022

	2018	2019	2020	2021	2022
Apartment	75	382	213	266	132
Townhouse	765	341	348	463	246
Single & Semi	601	709	338	500	319
Total Units	1,441	1,432	899	1,229	697

Source: CMHC Starts and Completions Survey 2018-2022

Key trends in Milton:

- In 2022, 54.2 per cent (378 units) of housing completions in Milton were higher density units (townhouse and apartments).
- Total housing completions in Milton decreased to 697 units in 2022 from 1,229 in 2021, a decrease of 43.3 per cent.
- Between 2018 and 2022, Milton accounted for 33.3 per cent of Halton's total housing completions (5,698 total units).

Town of Oakville

Annual Housing Completions by Type, 2018 - 2022

	2018	2019	2020	2021	2022
Apartment	847	9	823	752	333
Townhouse	797	224	500	383	165
Single & Semi	824	459	575	689	540
Total Units	2,468	692	1,898	1,824	1,038

Source: CMHC Starts and Completions Survey 2018-2022

Key trends in Oakville:

- In 2022, 48 per cent (498 units) of housing completions in Oakville were higher density units (townhouse and apartments).
- In 2022, total housing completions in Oakville declined to 1,038 units, a decrease of 43.1 per cent.
- Between 2018 and 2022, Oakville accounted for 46.3 per cent of Halton's total housing completions (7,920 total units).

Housing Costs & Affordability

This section of the report provides an overview of the new and resale of housing units to assess how well the market is meeting the housing needs of Halton residents and those looking to live in the region.

2022 New Housing Highlights

	2021	2022	Change
New Sales	2,295	1,656	-27.8%
Resale	12,710	8,977	-29.4%
All Sales	15,005	10,633	-29.1%
Affordable New Sales¹	637	333	-47.7%
New Assisted Program Units²	63	25	-60.3%

¹ This data is based on the closing date, when ownership of the property is transferred to the buyer.

² New assisted program units are captured at the time of funding commitment.

Source: Calculated from MPAC sales data, 2021-2022

New Sales and Resales of Housing

In 2022, there were 10,633 new sales and resales of housing units in Halton. This represents a 29.1 per cent decrease compared to 15,005 new sales and resales in 2021. The table below provides a summary of new sales and resales of housing units in 2022 by unit type.

New and Resales of Housing by Type, 2022

	New		Resale		Total
Apartment	612	37.0%	1,355	15.1%	1,967
Townhouse	282	17.0%	2,381	26.5%	2,663
Semi-detached	98	5.9%	496	5.5%	594
Single	664	40.1%	4,745	52.9%	5,409
All Sales	1,656		8,977		10,633
Average Sale Price	\$900,699		\$1,358,314		\$1,287,044

Source: Calculated from MPAC sales data, 2022

Regional Housing Affordability Target

Halton Region's **Housing Affordability Target** calls for at least 30 per cent of new housing units produced annually in Halton to be at or below the affordable threshold.

In 2022, 21.6 per cent (358 units) of new housing unit sales were under the Affordable Maximum Purchase Price of \$496,300 in 2022. The affordable new sales include 333 units from market sale and 25 units from the Region's assisted housing program.

21.6% Achieved



30% Housing Affordability Target

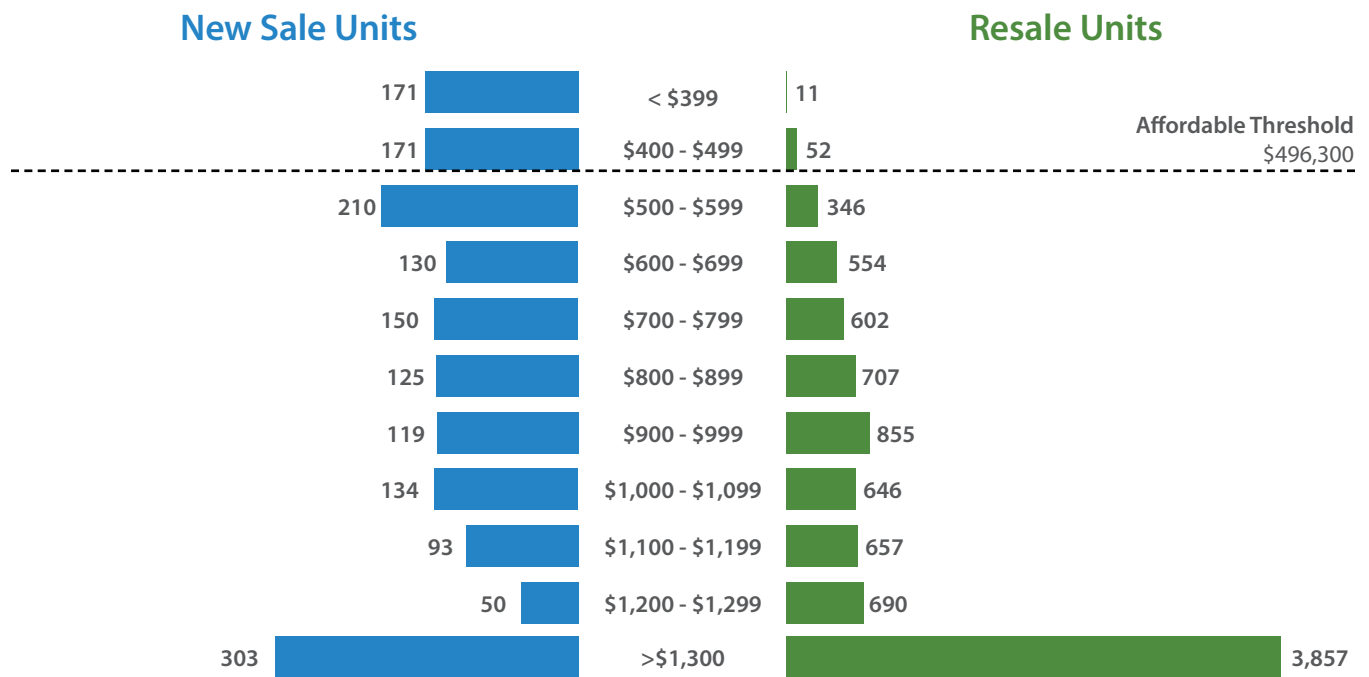


2022 State of Housing

Number of New and Resale by Price Range

An adequate supply of new market affordable housing units is an important element in Halton's vision for sustainable growth as set out in the Regional Official Plan. In 2022 there were 1,656 new units sold (a decrease by 27.8 per cent from 2,295 in 2021) and 8,977 resales (an decrease by 29.4 per cent from 12,710 in 2021). The graph below provides a distribution of the new and resale units by price range.

It should be noted that Halton Region and the Local Municipalities do not have the ability to influence market resale prices. Units that are captured as affordable new sales (based on the Halton Housing Model) may be resold beyond the affordable threshold in later years, as these transactions take place in the open market.



Source: Calculated from MPAC sales data, 2022

New Affordable Housing Sales in Halton by Type

	<= \$496,300 (Affordable Threshold)		> \$496,300	
	Units	%	Units	%
Apartment	332	99.7%	280	21.2%
Townhouse	1	0.3%	281	21.2%
Semi-detached	0	0.0%	98	7.4%
Single	0	0.0%	664	50.2%
All Units	333		1,323	
Average Price	\$382,496		\$1,031,131	

Source: Calculated from MPAC sales data, 2022

Key trends:

- All new market affordable housing sales were comprised of townhouses and apartments, demonstrating the link between higher density housing and affordability.
- Of the 1,656 new units sold in 2022, 333 were sold at or below the affordable threshold (\$496,300) accounting for 20.1 per cent of new sales.
- The average price of new units sold at or below the affordable threshold was \$382,496, up 3.4 per cent increase from \$369,808 in 2021.

Housing Costs & Affordability

New Market Affordable Housing Sales by Municipality

City of Burlington

	<= \$496,300 (Affordable Threshold)		> \$496,300	
	Units	%	Units	%
All Units	81	20.1%	29	79.9%
Average Price	\$273,569		\$1,507,232	

Source: Calculated from MPAC sales data, 2022

Key trends:

- In 2022, new sales in Burlington accounted for 6.6 per cent of total new sales in Halton.
- 20.1 per cent of new sales in Burlington were at or below the affordable threshold with an average price of \$273,569.

Town of Halton Hills

	<= \$496,300 (Affordable Threshold)		> \$496,300	
	Units	%	Units	%
All Units	0	0.0%	165	100%
Average Price	N/A		\$995,668	

Source: Calculated from MPAC sales data, 2022

Key trends:

- In 2022, new sales in Halton Hills accounted for 10 per cent of total new sales in Halton.
- No new sales in Halton Hills were at or below the affordable threshold.

Town of Milton

	<= \$496,300 (Affordable Threshold)		> \$496,300	
	Units	%	Units	%
All Units	1	31.1%	514	68.9%
Average Price	\$228,960		\$927,628	

Source: Calculated from MPAC sales data, 2022

Key trends:

- In 2022, new sales in Milton accounted for 24.9 per cent of total new sales in Halton.
- 31.1 per cent of new sales in Milton were at or below the affordable threshold with an average price of \$288,960.

Town of Oakville

	<= \$496,300 (Affordable Threshold)		> \$496,300	
	Units	%	Units	%
All Units	251	29.0%	615	71.0%
Average Price	\$418,020		\$1,104,701	

Source: Calculated from MPAC sales data, 2022

Key trends:

- In 2022, new sales in Oakville accounted for 52.3 per cent of total new sales in Halton.
- 29.0 per cent of new sales in Oakville were at or below the affordable threshold with an average price of \$369,741.

2022 State of Housing

This section of the report provides an overview of the average rent, vacancy rates, and total number of rental units in Halton and the local municipalities.

2022 Rental Housing Highlights

	2021	2022	Change
Average Rent (Private Townhouse and Apartment)	\$1,600	\$1,695	5.9%
Bachelor	\$1,204	\$1,146	-4.8%
1 Bedroom	\$1,430	\$1,510	5.6%
2 Bedroom	\$1,658	\$1,779	7.3%
3+ Bedroom	\$1,775	\$1,821	2.6%
Total # of Units (Private Townhouse and Apartment)	16,820	16,822	0.0%
Bachelor	312	312	0.0%
1 Bedroom	5,064	5,055	-0.2%
2 Bedroom	9,292	9,287	-0.1%
3+ Bedroom	2,152	2,168	0.7%

Source: CMHC Rental Market Report, 2021-2022



Rental Unit Stock

Rental housing is an important form of affordable housing for many of Halton's residents.

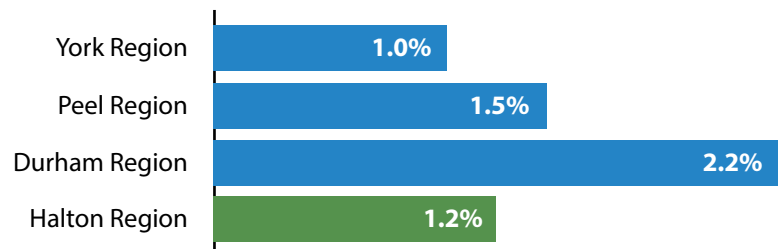
In 2022, there were a total of 16,822 private townhouse and apartment rental units in Halton. The number of rental units continue to remain stagnant with a slight increase from 16,820 units in 2021.

Rental Market Vacancy Rate

Vacancy rates are an important measure to assess the health of the rental market. According to Canada Mortgage Housing Corporation (CMHC), a vacancy rate of at least three per cent (three for every one hundred units) is considered necessary for adequate competition and housing options.

Halton Region's overall vacancy rate for private townhouse and apartments was 1.2 per cent in 2022, down from 1.4 per cent in 2021. The low vacancy rate suggests people continue to experience challenges finding a suitable unit when searching for a rental housing in Halton.

Rental Market Vacancy Rates, 2022



Source: CMHC Rental Market Report 2022

Average Monthly Rent

Average monthly rent (AMR) is another means to measure the health of the rental market.

In 2022, the AMR of private townhouse and apartments increased to \$1,695 from \$1,600 in 2021, an increase by 5.9 per cent. When compared to other regional municipalities in the Greater Toronto Area, Halton's monthly rent continues to be the highest.

Average Monthly Rents (AMR), 2022



Source: CMHC Rental Market Report 2022

Rental Housing

Vacancy Rates by Unit Size (Private Townhouses & Apartments), 2018 - 2022

Vacancy Rates by Unit Size (Private Townhouses & Apartments), 2018-2022

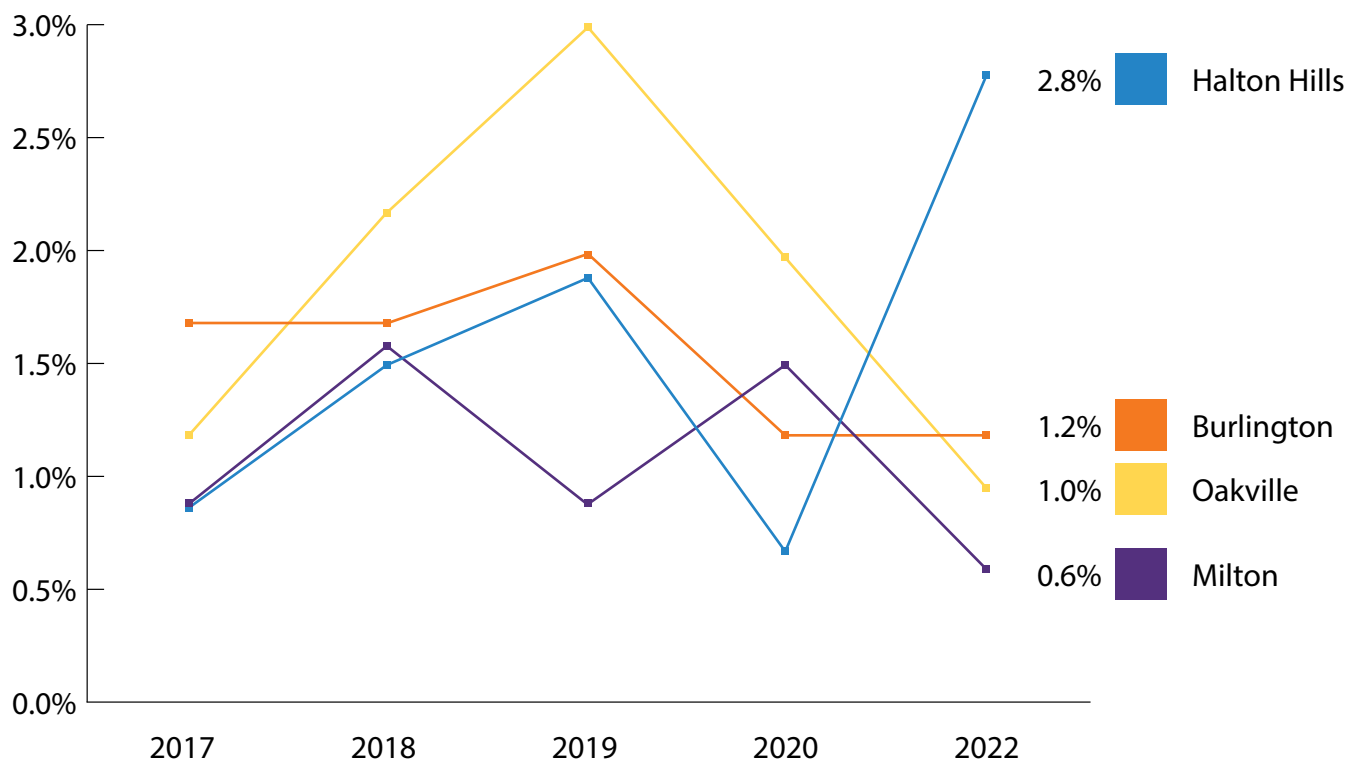
Unit Type	2018	2019	2020	2021	2022
Bachelor	2.8%	1.9%	4.4%	3.5%	0.8%
1 Bedroom	1.1%	1.5%	2.0%	1.6%	1.2%
2 Bedroom	1.7%	2.2%	2.6%	1.4%	1.1%
3+ Bedroom	1.4%	1.1%	1.2%	1.2%	1.2%
Overall Rate	1.5%	1.8%	2.3%	1.4%	1.2%

Source: CMHC Rental Market Report, 2018-2022

Key trends:

- The overall vacancy rate decreased to 1.2 per cent in 2022, from 1.4 per cent in 2021. Vacancy rates for all unit types decreased in 2022, except for three plus bedrooms which stayed the same from 2021.
- In 2022, bachelor units had the lowest vacancy rate at 0.8 per cent, followed by two bedroom units at 1.1 per cent. One bedroom units and three plus bedroom units had vacancy rates of 1.2 per cent.

Vacancy Rates by Municipality (Private Townhouses & Apartments), 2018-2022



Source: CMHC Rental Market Report, 2018-2022

Key trends:

- In 2022, the vacancy rate in Milton was the lowest at 0.6 per cent, a decrease from 1.5 per cent in 2021.
- Burlington's vacancy rate decreased to 1.2 per cent in 2022 from 2.1 per cent in 2021.
- The vacancy rate in Oakville was 1.0 per cent, a decrease from 2.0 per cent in 2021.
- Milton had the highest vacancy rate at 2.8 per cent in 2022, an increase from 2.0 per cent in 2021.

2022 State of Housing

Average Rent & Units by Unit Size, 2018 - 2022

The average rent of private townhouses and apartments for all unit sizes have steadily increased over the past five years. In 2022, the average rent for all unit types in Halton increased to \$1,695 from \$1,600 in 2021, an increase of 5.9 per cent.

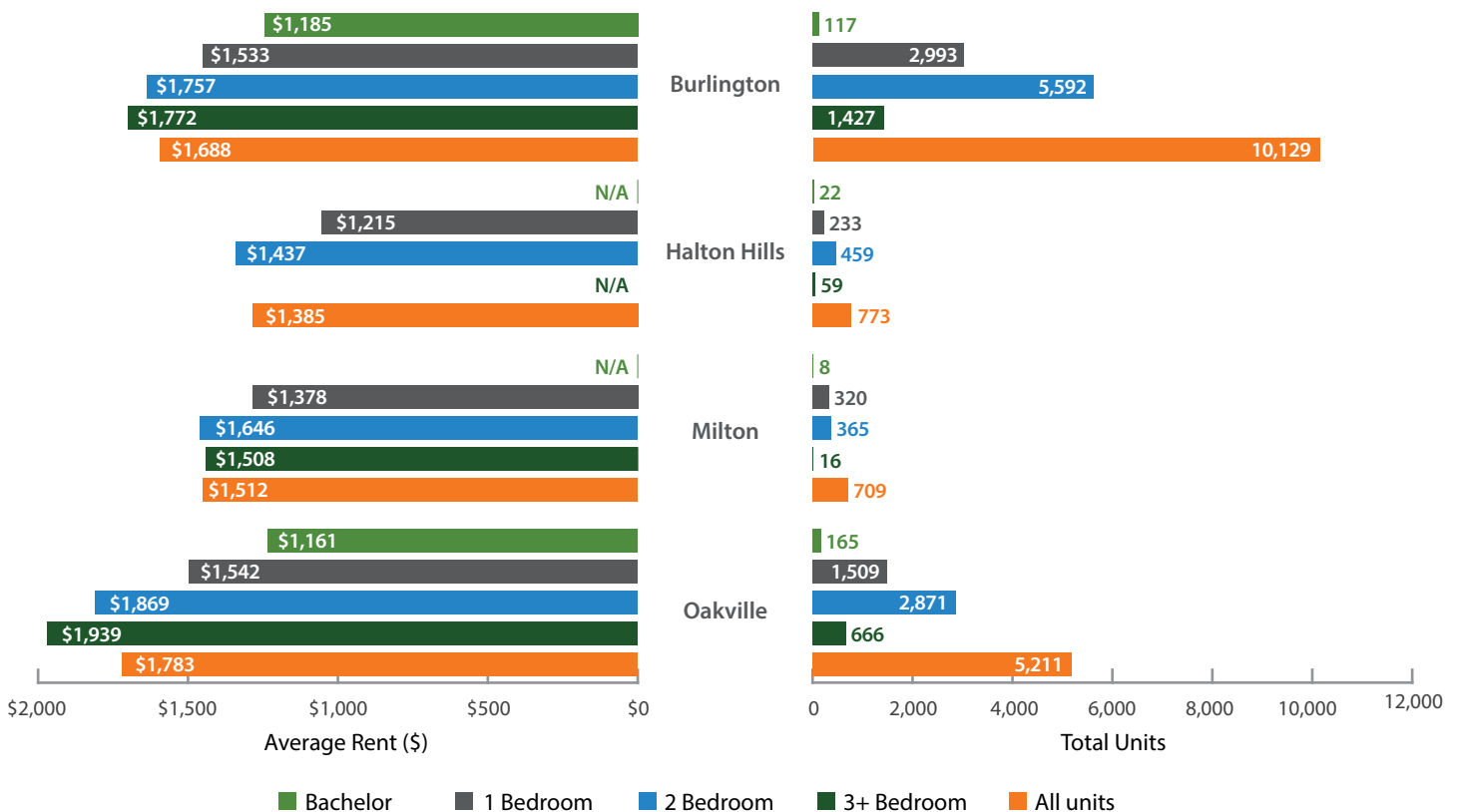
By unit size, the average rent for two bedroom units had the highest increase at 7.3 per cent from 2021. The average rent for one bedroom units had increased by 5.6 per cent from 2021.

	2018		2019		2020		2021		2022	
	Average Rent	Total Units	Average Rent	Total Units	Average Rent	Total Units	Average Rent	Total Units	Average Rent	Total Units
Bachelor	\$1,179	298	\$1,074	311	\$1,164	310	\$1,204	312	\$1,146	312
1 Bedroom	\$1,268	4,884	\$1,333	4,945	\$1,431	4,969	\$1,430	5,064	\$1,510	5,055
2 Bedroom	\$1,416	8,861	\$1,517	9,300	\$1,636	9,394	\$1,658	9,292	\$1,779	9,287
3 Bedroom+	\$1,585	2,217	\$1,697	2,137	\$1,746	2,157	\$1,775	2,152	\$1,821	2,168
Total	\$1,392	16,260	\$1,479	16,693	\$1,583	16,830	\$1,600	16,820	\$1,695	16,822

Source: CMHC Rental Market Report, 2018-2022

Average Rent & Units by Unit Size (Private Townhouses & Apartments) by Municipality, 2022

The graph below provides a summary of average rent & units by unit size and municipality.



Source: CMHC Rental Market Report, 2022

Assisted Housing

Assisted Housing in Halton

Halton Region plays a direct role in the assisted and special needs housing area, recognizing that people move back and forth across the housing continuum, depending on their personal circumstances.

Assisted housing plays an important role in helping low and moderate income individuals and families obtain housing that is stable and secure. Assisted housing mostly relates to rental accommodation operated by non-profit and co-operative housing providers (community housing).

The assistance may come in the form of capital programs, operating subsidy to housing providers and rental subsidy to eligible households.

Community Housing Administered by Halton

Halton Region administers 3,825 community housing units. Most of these units are governed under social housing legislation (3,523 or 92 per cent). The 3,825 units are located in 56 housing communities, owned and operated by 23 non-profit co-operative and private sector housing providers, including Halton Community Housing Corporation (HCHC).

Halton Region provides rent-geared-to-income (RGI) assistance to 3,091 households living in these communities. RGI recipients are placed from the Halton Access to Community Housing (HATCH) waitlist.

Community Housing Financially Supported by Halton

With the modernization of the community housing sector in Ontario, and new provincial legislation recently introduced via the *Protecting Tenants and Strengthening Community Housing Act, 2020*, we will begin to see community housing providers meeting their mortgage obligations. Halton Region will continue to enter into bi-lateral agreements with these providers to sustain the stock of existing government assisted housing and create additional housing options for Halton residents.

Preserving and modernizing the existing stock of community housing is one of three long-range policy objectives of Halton's Comprehensive Housing Strategy. As community housing providers reach the end of their legislated obligations, Halton has an interest in ensuring that assisted housing stock remains available to current and future Halton residents in need. The Region will formalize new partnership arrangements with community housing providers. Progress has already been made. Halton has been successful in negotiating a renewed relationship with three Halton community housing providers who reached the end of their legislated obligations. A total of 89 assisted housing units have been retained to-date.

This section focuses on the non-market side of the housing continuum where government-funded programs and services are needed to enhance affordability for Halton's residents.

2022 Assisted Housing Highlights

	2022
Total new assisted housing opportunities since 2014	1,021
Total community rental housing units	3,825
Total rent-geared-to-income (RGI) assistance	3,091
Halton Housing Help housing crisis resolutions	2,127
Special needs housing administered (Wheelchair accessible units)	232



2022 State of Housing

New Assisted Housing Opportunities Since 2014

Halton Region's Comprehensive Housing Strategy Update - 2014-2024 (CHS) set a 10-year target to create 550 to 900 new housing opportunities (new capital units and rent supplements / housing allowances).

The upper target of 900 units was achieved and exceeded four years ahead of schedule. As reflected in the graph below, Halton Region has created a total of 1,021 new housing opportunities as of year-end 2022, including:

- 257 new brick and mortar purpose built rental units;
- Over 700 additional rent supplements and portable housing allowances;
- 63 supportive housing units; and,
- various emergency and transitional housing solutions.

Halton Region has been ambitious and opportunistic. This has culminated in the Region exceeding the 900 upper target of the CHS in 2020, four years ahead of schedule. Going forward, the Region will continue to support the creation of additional assisted housing opportunities to ensure that Halton residents have access to housing options for all incomes and stages of life. The Region's commitment is unwavering.

Looking retroactively to when Halton Region first created its CHS in 2008, Halton Region has created 1,915 new housing opportunities to date and includes:

- 545 new brick and mortar purpose built rental units;
- over 1,300 rent supplements and portable housing allowances
- 63 supportive housing units; and various emergency and transitional housing solutions.

Going forward, the Region will continue to support the creation of additional assisted housing opportunities to ensure that Halton residents have access to housing options for all incomes and stages of life.

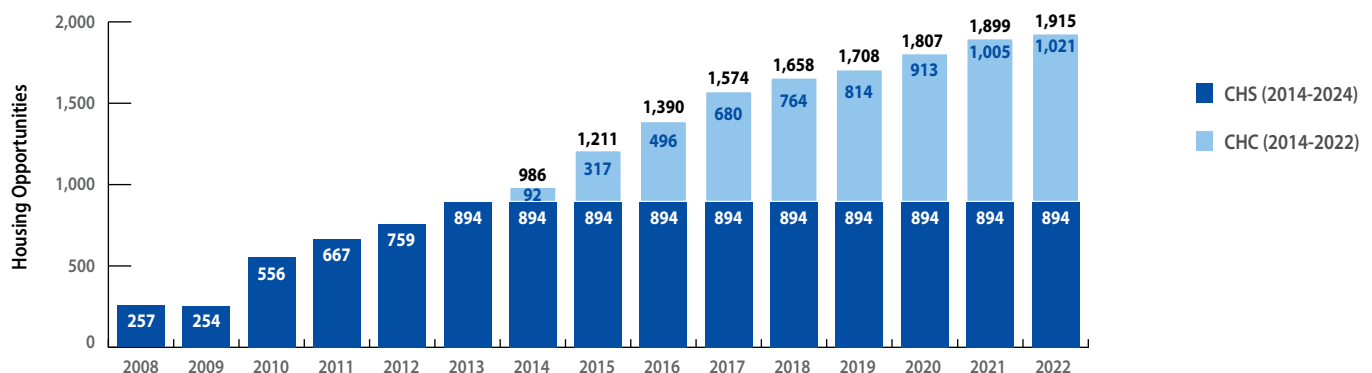
In November, 2021 Regional Council approved an Assisted Housing Portfolio which commits to create up to 600 additional new assisted housing units by 2031 with dedicated investment from the provincial and federal governments.

New housing opportunities are created by:

- partnering with local municipalities, private, non-profit and cooperative housing developers;
- developing units on lands owned by Halton Region and Halton Community Housing Corporation (HCHC);
- purchasing units, buildings and land that generate net new housing stock to address the Halton Access to Community Housing (HATCH) wait list need; and,
- providing rent supplements and portable housing allowance to eligible Halton residents.

The Annual CHS Progress Report, which includes Regional achievements, will be available for Regional Council later this year.

New assisted housing opportunities in Halton (total cumulative)



Assisted Housing

Portable Housing Benefits

Portable Housing Benefits provide an income tested housing allowance directly to qualified Halton applicants on the HATCH waitlist and are a permanent and portable housing solution.

In 2022, 150 Halton families were supported with Portable Housing Benefits.

Rent Supplement

Halton Region operates various rent supplement programs in partnership with private-sector landlords. Under these programs, eligible households are sourced from the HATCH waitlist and receive rental assistance.

The rent supplement total at the end of 2022 was 870, including 455 funded through the Halton Rental Assistance Program (HRAP). This program was created in 2012 and provides Halton Region with additional options to enhance the affordability of new housing initiatives.

Special Needs Housing

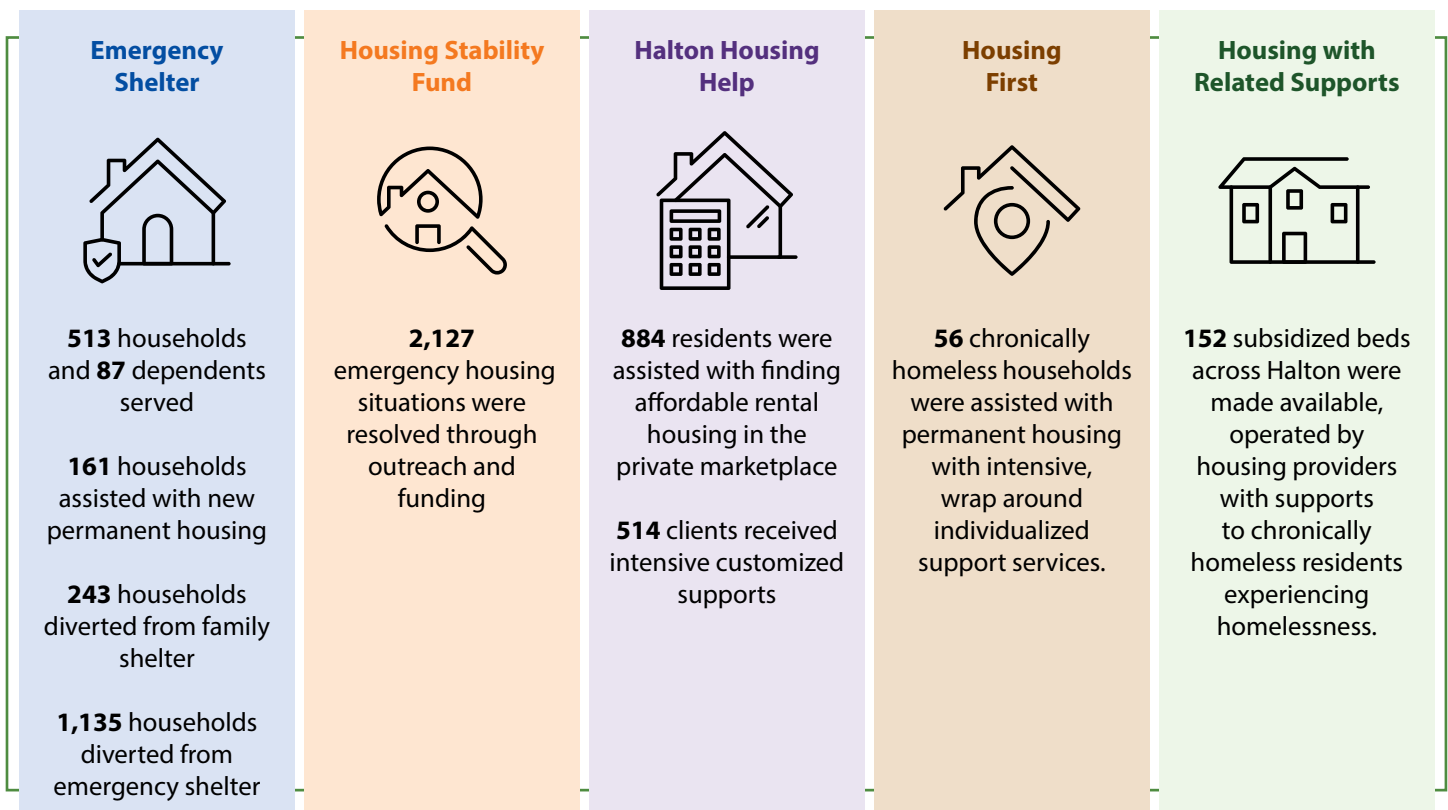
Special needs housing includes housing that is accessible for people living with physical disabilities and housing that is tied to the provision of personal supports (supportive housing).

In 2022, Halton Region administered 232 wheelchair accessible units (of which 214 can be accessed through the HATCH wait list).

Homelessness

The primary causes of homelessness and the need for emergency shelter relate to unaffordable rents, mental health and addiction issues, family breakdown and loss of employment. Halton Region operates and/ or administers various support programs to proactively address these situations. Halton Region also continues to enumerate homelessness bi-annually in accordance with Provincial and Federal guidelines. In 2022, a minimum of 319 individuals were identified as experiencing homelessness for the first time.

2022 Homelessness Initiatives and Achievements



2022 State of Housing

Affordable rent thresholds per unit-type for Regional housing programs and initiatives for 2022 are based on CMHC's 2021 annual Rental Market Report. The appropriate CMHC market or sub-market boundary average market rent (AMR) or median market rent (MMR) figure for specific housing programs, initiatives and agreements will be determined by Halton's Chief Planning Official or the Director of Housing Services for the programs for which they are responsible. Affordable rent thresholds may be established at alternate levels as required by Federal/Provincial funding programs or as deemed appropriate by Halton's Chief Planning Official or the Director of Housing Services for the programs for which they are responsible.

Affordable rent thresholds per unit-type for 2023 will be based on CMHC's 2022 Rental Market Report or will be determined by Halton's Chief Planning Official or the Director of Housing Services for the programs for which they are responsible. Annual rent increases may be the lesser of the Provincial rent increase guideline or the corresponding figure for the specific agreement or program in the most recent State of Housing report.

City of Burlington

	100% AMR	100% MMR	90% AMR	90% MMR	80% AMR	80% MMR	70% AMR	70% MMR	60% AMR	60% MMR	50% AMR	50% MMR
Bachelor	1,185	1,233	1,067	1,110	948	986	830	863	711	740	533	555
1-Bedroom	1,533	1,595	1,380	1,436	1,226	1,276	1,073	1,117	920	957	690	718
2-Bedroom	1,757	1,770	1,581	1,593	1,406	1,416	1,230	1,239	1,054	1,062	791	797
3+Bedroom	1,772	1,715	1,595	1,544	1,418	1,372	1,240	1,201	1,063	1,029	797	772

Town of Halton Hills

	100% AMR	100% MMR	90% AMR	90% MMR	80% AMR	80% MMR	70% AMR	70% MMR	60% AMR	60% MMR	50% AMR	50% MMR
Bachelor	*	*	*	*	*	*	*	*	*	*	*	*
1 Bedroom	1,215	1,100	1,094	990	972	880	851	770	729	660	608	550
2 Bedroom	1,437	1,239	1,293	1,115	1,150	991	1,006	867	862	743	719	620
3 Bedroom+	*	*	*	*	*	*	*	*	*	*	*	*

Town of Milton

	100% AMR	100% MMR	90% AMR	90% MMR	80% AMR	80% MMR	70% AMR	70% MMR	60% AMR	60% MMR	50% AMR	50% MMR
Bachelor	*	*	*	*	*	*	*	*	*	*	*	*
1 Bedroom	1,378	1,400	1,240	1,260	1,102	1,120	965	980	827	840	689	700
2 Bedroom	1,646	1,580	1,481	1,422	1,317	1,264	1,152	1,106	988	948	823	790
3 Bedroom+	1,508	1,500	1,357	1,350	1,206	1,200	1,056	1,050	905	900	754	750

Affordable Rent by Unit Type

Town of Halton Hills/Milton

	100% AMR	100% MMR	90% AMR	90% MMR	80% AMR	80% MMR	70% AMR	70% MMR	60% AMR	60% MMR	50% AMR	50% MMR
Bachelor	991	900	892	*	793	*	694	*	595	*	496	*
1 Bedroom	1,309	1,230	1,178	1,107	1,047	984	916	861	785	738	655	615
2 Bedroom	1,523	1,480	1,371	1,332	1,218	1,184	1,066	1,036	914	888	762	740
3 Bedroom+	1,776	1,674	1,598	1,507	1,421	1,339	1,243	1,172	1,066	1,004	888	837

Town of Oakville

	100% AMR	100% MMR	90% AMR	90% MMR	80% AMR	80% MMR	70% AMR	70% MMR	60% AMR	60% MMR	50% AMR	50% MMR
Bachelor	1,161	1,200	1,045	1,080	929	960	813	840	697	720	522	540
1 Bedroom	1,542	1,550	1,388	1,395	1,234	1,240	1,079	1,085	925	930	694	698
2 Bedroom	1,896	1,849	1,706	1,664	1,517	1,479	1,327	1,294	1,138	1,109	853	832
3 Bedroom+	1,939	1,891	1,745	1,702	1,551	1,513	1,357	1,324	1,163	1,135	873	851

Halton Region

	100% AMR	100% MMR	90% AMR	90% MMR	80% AMR	80% MMR	70% AMR	70% MMR	60% AMR	60% MMR	50% AMR	50% MMR
Bachelor	1,146	*	1,031	*	917	*	802	*	688	*	516	*
1 Bedroom	1,510	*	1,359	*	1,208	*	1,057	*	906	*	680	*
2 Bedroom	1,779	*	1,601	*	1,423	*	1,245	*	1,067	*	801	*
3 Bedroom+	1,821	*	1,639	*	1,457	*	1,275	*	1,093	*	819	*





CORPORATION OF THE MUNICIPALITY OF SOUTH HURON

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Toll Free: 1-877-204-0747

www.southhuron.ca

August 2, 2023

Via email: Kaleed.Rasheed@ontario.ca

Honourable Rasheed
Minister of Public and Business Service Delivery (MPBSD)

Re: Support Time for Change – Municipal Freedom of Information and Protection of Privacy Act

South Huron Council passed the following resolution at their July 17, 2023 Regular Council Meeting:

Motion: 284-2023

Moved by: T. Oke

Seconded by: M. Denomme

That South Huron Council support the June 26, 2023 resolution of the Municipality of Chatham-Kent regarding Time for Change - Municipal Freedom of Information and Protection of Privacy Act.

Disposition: Carried

Please find attached the originating correspondence for your reference.

Respectfully,

Sue Johnson, Administrative Assistant

Municipality of South Huron

sjohnson@southhuron.ca

519-235-0310 ext 225

Encl.

cc: Judy Smith, Clerk/Freedom of Information Coordinator, Municipality of Chatham-Kent ckclerk@chatham-kent.ca

Lisa Thompson MPP lisa.thompsonco@pc.ola.org

Ben Lobb, MP ben.lobb@parl.gc.ca
Information and Privacy Commissioner of Ontario info@ipc.on.ca
AMCTO Legislative and Policy Advisory Committee amcto@amcto.com
Amo amo@amo.on.ca
All Municipalities in Ontario

July 5, 2023

Via Email: Kaleed.Rasheed@ontario.ca
Minister of Public and Business Service Delivery (MPBSD)

Honourable Rasheed:

**Re: Time for Change
Municipal Freedom of Information and Protection of Privacy Act**

Please be advised the Council of the Municipality of Chatham-Kent at its regular meeting held on June 26, 2023 passed the following resolution:

WHEREAS the Municipal Freedom of Information and Protection of Privacy Act R.S.O. 1990 (MFIPPA) dates back 30 years;

AND WHEREAS municipalities, including the Municipality of Chatham-Kent, practice and continue to promote open and transparent government operations, actively disseminate information and routinely disclose public documents upon request outside of the MFIPPA process;

AND WHEREAS government operations, public expectations, technologies, and legislation surrounding accountability and transparency have dramatically changed and MFIPPA has not advanced in line with these changes;

AND WHEREAS the creation, storage and utilization of records has changed significantly, and the Municipal Clerk of the Municipality is responsible for records and information management programs as prescribed by the Municipal Act, 2001;

AND WHEREAS regulation 823 under MFIPPA continues to reference antiquated technology and does not adequately provide for cost recovery, and these financial shortfalls are borne by the municipal taxpayer;

AND WHEREAS the threshold to establish frivolous and/or vexatious requests is unreasonably high and allows for harassment of staff and members of municipal councils, and unreasonably affects the operations of the municipality;

AND WHEREAS the Act fails to recognize how multiple requests from an individual, shortage of staff resources or the expense of producing a record due to its size, number or physical location does not allow for time extensions to deliver requests and unreasonably affects the operations of the municipality;

AND WHEREAS the name of the requestor is not permitted to be disclosed to anyone other than the person processing the access request, and this anonymity is used by requesters to abuse the MFIPPA process and does not align with the spirit of openness and transparency embraced by municipalities;

AND WHEREAS legal professionals use MFIPPA to gain access to information launch litigation against institutions, where other remedies exist;

AND WHEREAS there are limited resources to assist administrators or requestors to navigate the legislative process;

AND WHEREAS reform is needed to address societal and technological changes in addition to global privacy concerns and consistency across provincial legislation;

BE IT RESOLVED THAT the Ministry of Government and Consumer Services be requested to review the MFIPPA, and consider recommendations as follows:

1. That MFIPPA assign the Municipal Clerk, or designate to be the Head under the Act;
2. That MFIPPA be updated to address current and emerging technologies;
3. That MFIPPA regulate the need for consistent routine disclosure practices across institutions;
4. That the threshold for frivolous and/or vexatious actions be reviewed, and take into consideration the community and available resources in which it is applied;
5. That the threshold for frivolous and/or vexatious also consider the anonymity of requesters, their abusive nature and language in requests to ensure protection from harassment as provided for in Occupational Health and Safety Act;
6. That the application and scalability of fees be designed to ensure taxpayers are protected from persons abusing the access to information process;
7. That administrative practices implied or required under the Act, including those of the IPC, be reviewed and modernized;
8. That the integrity of the Act be maintained to protect personal privacy and transparent governments.

If you have any questions or comments, please contact Judy Smith at ckclerk@chatham-ketn.ca

Sincerely,

Judy Smith

Digitally signed by
Judy Smith
Date: 2023.07.05
10:48:27 -04'00'

Judy Smith, CMO
Director Municipal Governance
Clerk /Freedom of Information Coordinator

c.

Lianne Rood, MP
Dave Epp MP
Trevor Jones, MPP
Monte McNaughton, MPP
Information and Privacy Commissioner of Ontario
Association of Municipalities of Ontario
AMCTO Legislative and Policy Advisory Committee
Ontario municipalities



Annette Groves
Mayor

June 29, 2023

Sent via E-Mail: doug.fordco@pc.ola.org

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

RE: STAFF REPORT 2023-0327: ILLEGAL LAND USE ENFORCEMENT UPDATE

Dear Premier Ford,

I am writing to advise that at the Town Council meeting held on June 20, 2023, Council adopted a resolution regarding Staff Report 2023-0327: Illegal Land Use Enforcement Update.

The resolution reads as follows:

That the Illegal Land Use Enforcement Taskforce's mandate be expanded to include other types of illegal land uses and not solely on illegal trucking land uses; and

That the Province be requested to strengthen municipal enforcement powers by:

- *Amending the Municipal Act to enable municipalities to physically bar entry to properties where illegal land uses that have significant detrimental impacts on adjacent residential properties, the environment or create unsafe situations;*
- *Increasing the maximum penalty amounts in the Planning Act to \$50,000 for an individual upon conviction and on a subsequent conviction, not more than \$25,000 for each day in which the contravention has continued after the day in which the person was initially convicted; and*
- *Including provisions to ensure a corporation is liable to fines of not more than \$100,000 upon first conviction and not more than \$50,000 for each day in which the contravention has continued after the day in which the corporation was initially convicted.*

THE CORPORATION OF THE TOWN OF CALEDON

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That a copy of this report be provided to the Honourable Doug Ford, Premier of Ontario, the Honourable Steve Clark, Minister of Municipal Affairs and Housing, the Honourable Sylvia Jones, MPP, Dufferin-Caledon; the Honourable Doug Downey, Attorney General of Ontario; and

That a copy of this report be provided to the municipalities within the Greater Golden Horseshoe area seeking support in the request for strengthened enforcement powers to combat significant illegal land uses negatively impacting communities across Ontario and to the Association of Municipalities of Ontario (AMO) and Rural Ontario Municipal Association (ROMA).

A copy of Staff Report 2023-0327 has been enclosed for your reference. For more information regarding this matter, please contact my Chief of Staff, Nathan Grundy, directly by email at nathan.grundy@caledon.ca or by phone at 905.584.2272 ext. 4430.

Thank you for your attention to this matter.

Sincerely,



Annette Groves
Mayor

Cc: The Honourable Steve Clark, Minister of Municipal Affairs and Housing, minister.mah@ontario.ca
The Honourable Sylvia Jones, Deputy Premier, Minister of Health and MPP Dufferin-Caledon, sylvia.jones@pc.ola.org
The Honourable Doug Downey, Attorney General of Ontario, doug.downey@pc.ola.org
Association of Municipalities of Ontario, amo@amo.on.ca
Rural Ontario Municipal Association, roma@roma.on.ca
City of Toronto, clerk@toronto.ca
York Region, regional.clerk@york.ca
City of Vaughan, clerks@vaughan.ca
Town of Richmond Hill, clerks@richmondhill.ca
Town of Markham, customerservice@markham.ca
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Municipality of Clarington, clerks@clarington.net
City of Oshawa, clerks@oshawa.ca
City of Pickering, clerks@pickering.ca

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Township of North Kawartha, reception@northkawartha.on.ca
Township of Otonabee-South Monaghan, info@osmtownship.ca
Township of Selwyn, clerkadmin@stjosephstownship.com
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Town of Minto, info@town.minto.on.ca
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City of Guelph, clerks@guelph.ca
Township of Mapleton, clerk@mapleton.ca
Township of Puslinch, admin@puslinch.ca
Township of Wellington North, township@wellington-north.com
Simcoe County, info@simcoe.ca
City of Barrie, cityinfo@barrie.ca

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Staff Report 2023-0327

Meeting Date: June 6, 2023

Subject: Illegal Land Use Enforcement Update

Submitted By: Mark Sraga, Director, Building Services and Municipal Law Enforcement

RECOMMENDATION

That the Illegal Land Use Enforcement Taskforce's mandate be expanded to include other types of illegal land uses and not solely on illegal trucking land uses; and

That the Province be requested to strengthen municipal enforcement powers by:

- Amending the *Municipal Act* to enable municipalities to physically bar entry to properties where illegal land uses that have significant detrimental impacts on adjacent residential properties, the environment or create unsafe situations;
- Increasing the maximum penalty amounts in the *Planning Act* to \$50,000 for an individual upon conviction and on a subsequent conviction, not more than \$25,000 for each day in which the contravention has continued after the day in which the person was initially convicted; and
- Including provisions to ensure a corporation is liable to fines of not more than \$100,000 upon first conviction and not more than \$50,000 for each day in which the contravention has continued after the day in which the corporation was initially convicted.

That a copy of this report be provided to the Honourable Doug Ford, Premier of Ontario, the Honourable Steve Clark, Minister of Municipal Affairs and Housing, the Honourable Sylvia Jones, MPP, Dufferin-Caledon; and

That a copy of this report be provided to the municipalities within the Greater Golden Horseshoe area seeking support in the request for strengthened enforcement powers to combat significant illegal land uses negatively impacting communities across Ontario and to the Association of Municipalities of Ontario (AMO) and Rural Ontario Municipal Association (ROMA).

REPORT HIGHLIGHTS

- Constant and undeterred enforcement efforts by both the Municipal Law Enforcement Division and the Legal Services Division is achieving the results that were envisioned when Council approved the creation of this dedicated enforcement effort.



- The Town has been successful in pursuing injunctions through the courts and will continue utilizing this enforcement mechanism for property owners that do not come into compliance to the Town's By-laws through normal enforcement actions.
- Land use permissions and performance standards should be developed and enacted through the Town's Zoning By-law to permit and regulate the creation of legal truck storage facilities.
- Advocacy with the Ministry of Municipal Affairs and Housing is necessary to secure additional enforcement powers that are needed to provide more effective and cost-efficient enforcement of municipal land use B-law with respect to illegal land use.
- That the Illegal Land Use Enforcement Taskforce (Trucking) expand its mandate to include other types of illegal land uses including but not limited to event centres, institutional uses and places of worship.

DISCUSSION

Background

In 2019, staff were approved by Council to implement an Illegal Land Use Enforcement Taskforce with the objective of addressing the growing illegal land use issues related to the parking and storage of tractor trailers and commercial vehicles. This includes all property types in the Town, both those of a smaller scale (e.g., one or two trucks parked on rural properties), as well as those properties with a larger commercial operation. To effectively address the scope and scale of the issue, it was determined that staff would take a proactive approach to identify properties where the parking and storage of tractor trailers and commercial vehicles exist rather than relying solely on a complaint-based method and engage in education and enforcement. The dedicated resources allocated for this initiative included the following staff compliment; two (2) Municipal Law Enforcement Officers, one (1) assistant Town Solicitor and one (1) coordinator. Due to the Covid-19 Pandemic, implementation of this dedicated staff group was delayed until July 2021. Since that time, they have been actively involved in undertaking proactive educational and enforcement efforts.

Education and Communication Strategy

As part of the initiative to address the illegal land use issue, staff engaged with an external consultant to develop a public education and strategic communications strategy in consultation with our Communications staff. The objective of the strategy is to effectively educate external stakeholders and property owners on the Town's land use policies and Zoning By-law; the types of properties on which the parking and storage of tractor trailers and commercial vehicles are permitted; the processes that must be followed to be in compliance with the applicable regulations; and updated enforcement efforts undertaken by enforcement staff assigned to this initiative. The result of this effort was the creation of a guide that provides an easy-to-understand explanation of the Zoning By-laws as it



relates to truck parking and storage along with the actions being taken by the Town with respect to enforcing these rules.

Along with the production of this guide, staff continue to utilize a variety of communication tactics to help inform residents and operators of illegal truck storage facilities of the rules and consequences for violating the Town's By-laws. These efforts include:

- a month-long radio campaign on Parvasi radio,
- resident focused social media campaign,
- numerous media releases highlighting successful outcomes through the courts
- media interviews and responses

Enforcement Efforts

As previously referenced the commencement of proactive enforcement efforts began in July 2021 with the Officers conducting inspections on properties that had been previously identified by residents or Town staff as possibly having illegally stored trucks. Since then, Officers have investigated over 310 properties for potential illegal truck storage violations occurring (see Figure 1 for illustration of location of properties investigated).

Figure 1: Location of properties investigated



Over 137 enforcement actions have been commenced because of these investigations. Depending on the severity of the By-law contraventions different enforcement actions were employed to seek compliance with the Town's By-laws. These enforcement actions

include the issuance of letters notifying the property owner of the By-law contravention(s), issuance of tickets, laying of charges or seeking court injunctions. While voluntary compliance has been achieved for some of the properties there are 36 properties where the matters are still before the courts.

While the overall enforcement objective is to achieve compliance with the Town's By-laws, the Town seeks meaningful financial penalties for those property owners who willfully ignore the Town's By-laws or do not voluntarily come into compliance. Through the combined efforts of the Officers (who are employing additional investigative techniques to provide stronger evidence) and Legal staff (who can educate and demonstrate in Court of the severity of these offences) the Courts are now imposing very significant fine amounts when a defendant is found guilty of a violation related to an illegal trucking operation. The Courts have the sole discretion in determining the fine amounts and staff have been successful in achieving fine amounts between \$35,000 - \$50,000 dollars which is the maximum amount prescribed in the *Planning Act*. To date the total amount of fines levied by the courts has been over \$350,000.00. Along with these significant fine amounts the Courts are also starting to issue Prohibition Orders. Prohibition Orders are a Court directive for the convicted party to cease using the property in noncompliance with the Order effective the date the Order is issued. Should the prohibition use continue then the Enforcement Team may lay charges for failing to comply with an Order, which would result in fines that could be imposed daily. This can result in significant consequences for the owner/operator as these daily fines can become financially onerous depending on how long the property remains noncompliant.

In addition to these court charges the Town has been successful in obtaining Superior Court issued injunctions against some of the most egregious illegal trucking operations and to date there have been 3 successful court injunctions issued for the following properties:

- 6086 Mayfield Road
- 6186 Mayfield Road
- 6230 Mayfield Road (all illegally stored vehicles have been removed from this property – see Schedule A).

While these injunctions are a very powerful enforcement tool, they are very costly for the Town to instigate and carry through the Court systems and can in some instances be a slow process, taking up to a year or beyond to achieve a Superior Court decision and Order. Along with these Zoning related enforcement actions staff have also undertaken actions to achieve compliance with the Town's other By-laws, such as the Traffic By-law and the Fill By-law, where possible and warranted. This includes actions such as placing concrete barriers on the Town's right-of-way when illegal entrances have been created



(see Figure 2) with intent of preventing the continued unpermitted use of the Town's right-of-way or the removal of illegally placed fill.

Figure 2: Example of physical enforcement action



Along with physical actions being taken such as the placement of barriers or removal of illegally placed fill, another action undertaken to help reduce the cost advantage of operating illegally has been to inform the Municipal Property Assessment Corporation (MPAC) through Finance staff of changes in use of the property and have the property reassessed. Often, illegal operators are surreptitiously converting farm properties to commercial properties and by informing MPAC of the actual use of the property appropriate taxes can be levied, ensuring equal treatment for legal and illegal operators. To date there have been 25 properties reassessed and this has resulted in more than a \$384,000 increase in the tax levy for these properties; another 24 properties are still waiting to be reassessed. Staff also regularly inform our contacts at the Canadian Revenue Agency (CRA) of these operations as we have found that there is a significant amount of cash transactions between the vehicle operators storing their vehicles on the property and the operators of these yards. Staff also regularly communicate with other enforcement agencies such as the Toronto and Region and Conservation Authority (TRCA), Ontario Ministry of Transportation (MTO), Ministry of Environment, Conservation and Parks (MECP), and the Electrical Safety Authority (ESA) on these illegal operations and coordinate our enforcement efforts with them as much as possible.

Current Challenges and Solutions

Illegal land uses are not just restricted to illegal trucking operations/storage facilities but other uses such as event centres, institutional uses or places of worship are becoming more common in Caledon. These illegal uses all have significant impacts on adjacent property owners due to the disturbances created and non-compatibility with adjacent



residential properties or road safety. Therefore, it is recommended that this taskforce's enforcement mandate be expanded to include these other types of illegal land uses and not just focused solely on the illegal trucking land uses. While this change to the mandate will not have an immediate impact on the staff compliment it will re-enforce the work the team is doing and enable them to utilize their enforcement/legal skills on these complex files. The investigative and enforcement tools used for the illegal trucking uses are identical to the ones used for these other types of illegal uses and they are all regulated by the same provincial legislation and municipal regulations (ie. *Planning Act* and *Zoning By-law*) as well as the same enforcement challenges while pursuing compliance amongst non-compliant property owners.

Prosecution matters can typically take months and sometimes years to resolve and while the matter is being dealt with through the Courts, the illegal operation continues to make money for the operator. Also, while the fine amounts being ordered by the Courts are increasingly significant, for some of the larger illegal operations these fines are just considered the "cost of doing business". More robust and efficient enforcement measures are needed if the Town is to be successful in combatting these illegal operations. These suggested new enforcement measure need to include more significant financial penalties prescribed in the *Planning Act* including special fines provisions. Currently, the maximum fine amounts are as follows:

- An individual is liable to a fine of not more than \$25,000 upon first conviction and on a subsequent conviction, not more than \$10,000 for each day in which the contravention has continued after the day in which the person was initially convicted.
- A corporation is liable to fines of not more \$50,000 upon first conviction and not more than \$25,000 for each day in which the contravention has continued after the day in which the corporation was initially convicted.

It should be noted that directors or officers of corporations can also be charged and if found guilty of the charges they would be subject to the same penalty provisions as an individual.

In view of the revenues being generated from some of these large illegal operations the maximum fine amounts should be doubled, and special fine provisions like those found in the *Municipal Act* should also be introduced in the legislation. A special fine amount would enable a Court to levy a fine higher than the maximum amount prescribed in the legislation in circumstances where there has been an economic advantage or gain by violating the *Zoning By-law*. An example of this is in the Town's *Business Licensing By-law* which has a special fine provision that states, "a special fine equal to the amount of the economic gain may be imposed".



In addition to these increased fines the Town needs further enhanced enforcement powers including the authority for the municipality to bar entry to the property in circumstances where the illegal land use is occurring and it is having significant detrimental impacts on adjacent properties/occupants, the environment or creating unsafe situations such as traffic safety. These enhanced enforcement powers should be like the ones that currently exist in the provincial *Cannabis Control Act* in terms of that authority to issue a closure order along with the authority to physically block or restrict access to the property. Recognizing that this type of enforcement authority is very significant it is necessary to also have an appeal mechanism which property owners or tenants can avail themselves of when such orders and actions are taken, or the property owner has removed the illegal use. This appeal process should be through the Superior Court of Justice so that a hearing by a Judge can be held and the Judge should have the authority to confirm, modify or rescind a closure order. Implementation of such powers would be extremely effective and efficient in addressing illegal land uses such as the ones that are currently occurring in Caledon.

It needs to also be understood that even if the province was to implement these additional enforcement provisions there is a clear need for proper truck parking/storage facilities within the Town. Currently the Town's Zoning By-law does not permit such a use and considering the number of logistic facilities that have been constructed in the Town and the volume of new ones that are slated to be built both within and within proximity to the Town then this need will only continue to grow. Having clear land use designations in the most appropriate locations in the Town along with the necessary performance standards to mitigate the impacts these uses may have will help reduce the volume of illegal operations especially when combined with a very robust enforcement program regarding the illegal operations.

Recommended Advocacy to Combat Illegal Land Use Issues

Staff are recommending that the Town advocate to the Province to support municipalities in efforts to combat illegal land use issues through the following means:

- Amend the *Municipal Act* to enable municipalities to physically bar entry to properties where illegal land uses that have significant detrimental impacts on adjacent residential properties, the environment or create unsafe situations.
- Increase the maximum penalty amounts in the *Planning Act* to \$50,000 for an individual upon conviction and on a subsequent conviction, not more than \$25,000 for each day in which the contravention has continued after the day in which the person was initially convicted.
- Include provisions to ensure a corporation is liable to fines of not more \$100,000 upon first conviction and not more than \$50,000 for each day in which the



contravention has continued after the day in which the corporation was initially convicted.

Summary

Constant and undeterred enforcement efforts by both the Municipal Law Enforcement division and the Legal division is achieving the results that were envisioned when Council approved the creation of this dedicated Enforcement initiative. This success can be directly attributed to the professionalism and commitment of the staff and the leadership who have been assigned to this endeavour. Even though it will take time to achieve compliance with some of the more flagrant contraveners, staff will utilize all the enforcement tools provided for in the *Planning Act* along with other legal remedies as we work towards achieving compliance amongst these non-compliant property owners.

FINANCIAL IMPLICATIONS

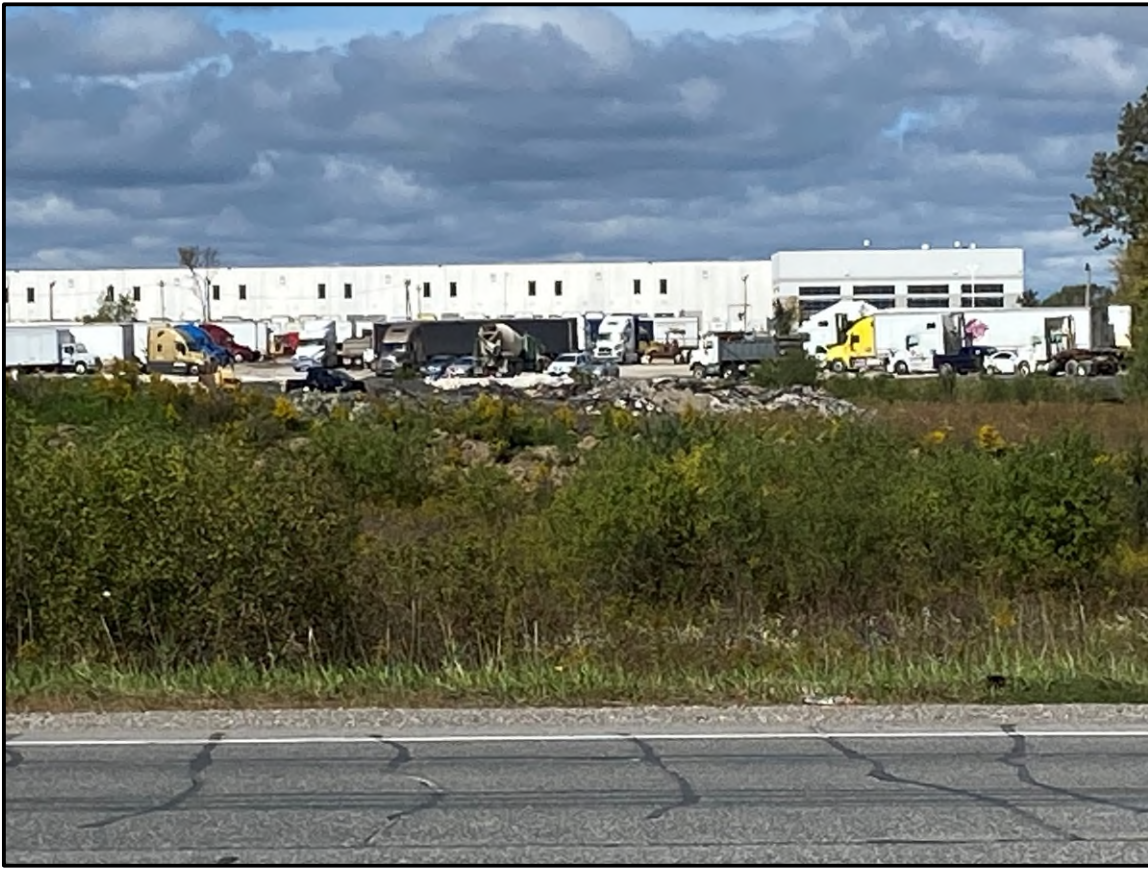
Financial implications are contained throughout this report.

COUNCIL WORK PLAN

Subject matter is not relevant to the Council Workplan.

ATTACHMENTS

Schedule A: Illustration showing the successful enforcement action at 6230 Mayfield Road



9.5.21



THE CORPORATION OF THE TOWN OF PARRY SOUND
RESOLUTION IN COUNCIL

NO. 2023 – 087

DIVISION LIST

YES NO

DATE: June 20, 2023

- Councillor **G. ASHFORD**
- Councillor **J. BELESKEY**
- Councillor **P. BORNEMAN**
- Councillor **B. KEITH**
- Councillor **D. McCANN**
- Councillor **C. McDONALD**
- Mayor **J. McGARVEY**

MOVED BY:

SECONDED BY:

CARRIED: DEFEATED: _____ Postponed to: _____

That Council of the Corporation of the Town of Parry Sound hereby supports the Township of the Archipelago's Resolution attached as Schedule A, as submitted to and approved in June, 2023 by the Great Lakes and St. Lawrence Cities Initiative, with respect to the following calls for action:

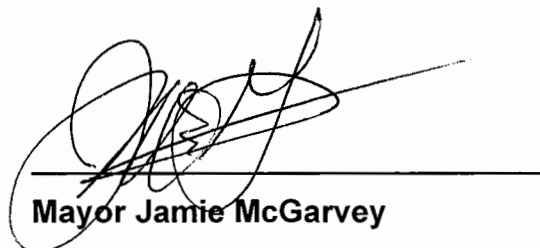
THAT the Province of Ontario continue working with municipalities and municipal organizations on the implementation of Bill 23 and other housing initiatives to identify a range of solutions that will address the lack of attainable and affordable housing in the province, while building new housing units in a sustainable manner that is consistent with the province's and municipalities' mandate of keeping people and property safe from natural hazards and protecting the health of our essential freshwater resources; and

THAT the Province of Ontario create a permanent, predictable and dedicated infrastructure program to ensure that municipalities can service lands for housing and address growth pressures on existing water and road systems without placing the burden on existing property taxpayers; and

THAT the Province of Ontario take a regional approach to the implementation of Bill 23 and other housing policy initiatives to respond to the varying needs of urban, suburban, rural and Northern communities in addressing attainable housing needs and environmental protection; and

...2

THAT this resolution be forwarded to: the Premier of Ontario and Quebec, the Ontario Minister of Municipal Affairs and Housing, the Ontario Minister of Natural Resources and Forestry and the Ontario Minister of Environment, Conservation and Parks, the Governors of Minnesota, Wisconsin, Illinois, Indiana, Ohio, Pennsylvania, and New York, federal Minister of Environment and Climate Change, MP Terry Duguid, Parliamentary Secretary to the Minister of Environment and Climate Change, MP Vance Badawey, Niagara Centre, MP Scott Aitchison, Parry-Sound Muskoka, the six International Joint Commission Commissioners, the Association of Municipalities of Ontario, and all municipalities in the province of Ontario.



Mayor Jamie McGarvey



GREAT LAKES AND ST. LAWRENCE
CITIES INITIATIVE
L'ALLIANCE DES VILLES
DES GRANDS LACS ET DU SAINT-LAURENT

**Responding to Ontario Bill 23 (More Homes Built Faster Act)–
Protecting Our Natural Capital While Addressing the Housing Crisis**

June 2023



A Resolution Submitted by the Township of The Archipelago

WHEREAS the Province of Ontario's Bill 23, *More Homes Built Faster Act* (Bill 23) – which makes significant changes to the land use planning system in the Province of Ontario – received Royal Assent on November 28, 2022; and

WHEREAS the Province of Ontario has the longest shoreline and largest watershed along the northern shores of the Great Lakes and St. Lawrence River, including Lake Superior, Lake Huron, Georgian Bay, Lake Erie and Lake Ontario. Seven states share the southern shores of the Great Lakes including Minnesota, Wisconsin, Illinois, Indiana, Ohio, Pennsylvania, and New York; and

WHEREAS the State of the Great Lakes 2022 Report written by the U.S. Environmental Protection Agency and Environment and Climate Change Canada classify the Watershed Impacts Status of the Great Lakes as “Fair” (Some ecosystem components are in acceptable condition) and Water Quality Index 65-79 on scale of 0-100; and

WHEREAS per the Independent review of the 2019 flood events in Ontario, “the development of the modern floodplain policy in Ontario, the watershed approach, the conservation authority model and the flood standards have been extremely effective at reducing flood risks, especially in new greenfield development areas”; and

WHEREAS climate change is leading to greater water variability and contributing to increased storm severity and increased flood and erosion risks along the Great Lakes and St. Lawrence River; and

WHEREAS all levels of government, including the Province of Ontario, have a role to play in addressing the housing supply crisis; and

WHEREAS Ontario municipalities recognize the importance of building additional housing units to ensure that current and future residents can continue to find accessible and affordable shelter that meets their needs and have taken steps to promote housing developments within their jurisdictions; and

WHEREAS all levels of government also have a role to play in protecting freshwater resources, particularly in an integrated multinational system like the Great Lakes and St. Lawrence River Basin; and

WHEREAS Bill 23 amends the *Development Charges Act* by freezing, reducing, and exempting fees typically levied by municipalities and other authorities; and

WHEREAS the Association of Municipalities of Ontario estimates that Bill 23 will reduce municipal resources available to service new developments by \$5.1 billion over the next nine years; and

WHEREAS the Ontario Minister of Municipal Affairs and Housing has indicated to municipalities that the government is committing to ensuring municipalities are kept whole following changes made in Bill 23; and

WHEREAS Bill 23 limits the role of Conservation Authorities and makes changes to the Ontario Wetland Evaluation System, notably by no longer recognizing or considering wetland complexes (hydrological connections) or species at risk in the evaluation process; and

WHEREAS members of the Great Lakes and St. Lawrence Cities Initiative (Cities Initiative) have identified coastal resilience as a priority issue of concern to ensure the integrity of public infrastructure and private property remains in the face of a changing climate in the Great Lakes and St. Lawrence River Basin; and

WHEREAS municipal governments, as frontline actors, are critical decision-makers and hold essential knowledge for balancing local needs and planning for growth, while preparing their communities for climate change and protecting the environment and freshwater resources of the basin; and

WHEREAS despite their critical role, local governments already struggle to shoulder their responsibilities with limited tools to finance those obligations, particularly for rural, remote, and Northern communities; and

WHEREAS the Cities Initiative has put in place an Ontario Regional Working Group to engage the Province of Ontario on priority areas of interest to the organization and its members, including ecosystem and source water protection, climate change and coastal resilience, the safe, clean and affordable provision of water services and developing a blue economy in the Great Lakes and St. Lawrence River Basin.

THEREFORE BE IT RESOLVED THAT the Province of Ontario continue working with municipalities and municipal organizations on the implementation of Bill 23 and other housing initiatives to identify a range of solutions that will address the lack of attainable and affordable housing in the province, while building new housing units in a sustainable manner that is consistent with the province's and municipalities' mandate of keeping people and property safe from natural hazards and protecting the health of our essential freshwater resources;

FURTHER IT BE RESOLVED THAT the Province of Ontario create a permanent, predictable and dedicated infrastructure program to ensure that municipalities can service lands for housing and address growth pressures on existing water and road systems without placing the burden on existing property taxpayers;

FURTHER IT BE RESOLVED THAT the Province of Ontario take a regional approach to the implementation of Bill 23 and other housing policy initiatives to respond to the varying needs of urban, suburban, rural and Northern communities in addressing attainable housing needs and environmental protection;

FURTHER BE IT RESOLVED THAT the Cities Initiative is prepared to work with the province and other municipal organizations through its Ontario Regional Working Group to support the twin goals of building more housing and protecting our freshwater resources, which are critical to sustain Ontario's rapidly growing population;

FURTHER BE IT RESOLVED that the Cities Initiative directs staff to forward a copy of this resolution to the Premier of Ontario and Quebec, the Ontario Minister of Municipal Affairs and Housing, the Ontario Minister of Natural Resources and Forestry and the Ontario Minister of Environment, Conservation and Parks, the Governors of Minnesota, Wisconsin, Illinois, Indiana, Ohio, Pennsylvania, and New York, federal Minister of Environment and Climate Change, MP Terry Duguid, Parliamentary Secretary to the Minister of Environment and Climate Change, MP Vance Badawey, Niagara Centre, MP Scott Aitchison, Parry-Sound Muskoka, the six International Joint Commission Commissioners, the Association of Municipalities of Ontario, and all municipalities in the province of Ontario.

July 31, 2023

Sent via E-mail
melissal@haltonhills.ca

Town of Halton Hills
1 Halton Hills Drive
Halton Hills ON L7G 5G2

Re: Reducing Municipal Insurance Costs

Dear Melissa,

At its regular meeting held July 25, 2023 the Council of the Township of Asphodel-Norwood passed a motion of support with respect to Resolution No. 2023-0125 adopted by the Council of the Town of Halton Hills on June 19, 2023:

WHEREAS escalating insurance costs are one of the Town of Halton Hills' priorities;

AND WHEREAS the Town of Halton Hills' annual insurance premiums have increased from \$594,404 (1.32% of taxes) to \$2,073,319 (3.28% of taxes) from 2017 to 2023, representing an accumulated increase of 248.8% over this period;

AND WHEREAS the annual increase to the Town of Halton Hills' insurance premiums have been one of the most significant constraints in limiting yearly tax levy increases over the past seven years;

AND WHEREAS Ontario Municipalities are experiencing higher insurance rates at each renewal with limited access to insurance companies willing to quote on municipal insurance needs;

NOW THEREFORE BE IT RESOLVED that the Town of Halton Hills Council calls on the Province to take action to reduce municipal insurance costs;

AND FURTHER that this Resolution be forwarded to the Association of Municipalities of Ontario (AMO), the Minister of Finance, the Minister of Municipal Affairs and Housing, MPP Ted Arnott and all Ontario Municipalities for support.

The Township of Asphodel-Norwood supports your position in this matter and trusts Council's support may be beneficial in your pursuit.

Sincerely,



Melanie Hudson, Deputy Clerk
Township of Asphodel-Norwood



Resolution Number 2023.15.17
Date: July 19, 2023

Moved by: K. Loveland
Seconded by: H. Dryfhout

THAT the Council of the Municipality of Dutton Dunwich supports the resolution from the Town of Halton Hills calling on the Province to take action to reduce municipal insurance costs; and

THAT a copy of this resolution be forwarded to Rob Flack MPP, Karen Vecchio MP, and the Town of Halton Hills.

Motion: CARRIED



TOWNSHIP OF CHATSWORTH
316837 Highway 6, RR 1
Chatsworth, Ontario N0H 1G0
Telephone 519-794-3232 – Fax 519-794-4499

July 20, 2023

By Email Only: melissal@haltonhills.ca

Town of Halton Hills
1 Halton Hills Drive
Halton Hills, ON
L7G 5G2

Attention: Melissa Lawr, Deputy Clerk – Legislation

Re: Reducing Municipal Insurance Costs

Please be advised at Township of Chatsworth Council held on July 19, 2023 the following resolution was carried:

THAT Township of Chatsworth Council hereby support the resolution from the Town of Halton Hills regarding reducing municipal insurance costs; and FURTHER THAT the Town of Halton Hills be notified of our support.

Should you require additional information please contact the undersigned.

Sincerely,

Tyler Zamostny
Clerk's and Planning Assistant

/ef



312915 Dereham Line
R. R. # 1, Mount Elgin, ON N0J 1N0
Phone: (519) 877-2702; (519) 485-0477;
Fax: (519) 485-2932
www.swox.org

July 12, 2023

Town of Halton Hills
1 Halton Hills Drive
Halton Hills, ON
L7G 5G2

Sent via email (valeriep@haltonhills.ca)

Dear Valerie Petryniak:

The Council of the Township of South-West Oxford duly moved and carried a resolution supporting the resolution from Halton regarding the reduction of municipal insurance costs.

We will be sending a copy of this support to our local MPP Ernie Hardeman.

Thank you for bringing this important matter to our table for discussion.

Yours truly,

Mary Ellen Greb, CAO/Treasurer

c.c. Oxford MPP Ernie Hardeman

Encl. Copy of Halton Hills Resolution



THE CORPORATION
OF
THE TOWN OF HALTON HILLS

Resolution No.: 2023-0125
Title: Reducing Municipal Insurance Costs
Date: June 19, 2023
Moved by: Councillor B. Inglis
Seconded by: Councillor A. Hilson

Item No. 12.1

WHEREAS escalating insurance costs are one of the Town of Halton Hills' priorities;

AND WHEREAS the Town of Halton Hills' annual insurance premiums have increased from \$594,404 (1.32% of taxes) to \$2,073,319 (3.28% of taxes) from 2017 to 2023, representing an accumulated increase of 248.8% over this period;

WHEREAS the annual increase to the Town of Halton Hills' insurance premiums have been one of the most significant constraints in limiting yearly tax levy increases over the past seven years and

WHEREAS Ontario Municipalities are experiencing higher insurance rates at each renewal with limited access to insurance companies willing to quote on municipal insurance needs

NOW THEREFORE BE IT RESOLVED that the Town of Halton Hills Council calls on the Province to take action to reduce municipal insurance costs

AND FURTHER that this Resolution be forwarded to the Association of Municipalities of Ontario (AMO), the Minister of Finance, the Minister of Municipal Affairs and Housing, MPP Ted Arnott and all Ontario Municipalities for support.



Mayor Ann Lawlor



June 26, 2023

The Honourable Doug Ford
Premier of Ontario
Legislative Building, Queen's Park
Toronto, ON M7A 1A1
Via Email: premier@ontario.ca

RE: Reducing Municipal Insurance Costs

Plensed be advised that the Council of the Municipality of North Perth passed the following resolution at their regular meeting held June 19, 2023 in support of the resolutions from Northumberland County and the Municipality of Mississippi Mills regarding reducing municipal insurance costs:

Moved by Councillor Rothwell **Seconded by** Councillor Johnston

THAT: The Council of the Municipality of North Perth supports the resolutions from Northumberland County and the Municipality of Mississippi Mills regarding *Reducing Municipal Insurance Costs*;

AND THAT: Staff be directed to send a copy of this resolution to the Honourable Doug Ford – Premier of Ontario, the Honourable Peter Bethlenfalvy – Minister of Finance, the Honourable Steve Clark – Minister of Municipal Affairs and Housing, Matthew Rae – Perth-Wellington MPP, the Association of Ontario Municipalities (AMO), and to all Ontario Municipalities.

CARRIED

Attached please find a copy of the resolutions from Northumberland County and the Municipality of Mississippi Mills.

If you have any questions regarding the above resolution, please do not hesitate to contact me at lcline@northperth.ca.

Sincerely,

A handwritten signature in black ink that reads "Lindsay Cline". The signature is written in a cursive, flowing style.

Lindsay Cline,
Clerk/Legislative Services Supervisor
Municipality of North Perth

cc.

Hon. Peter Bethlenfalvy, Minister of Finance
Hon. Steve Clark, Minister of Municipal Affairs and Housing
Perth-Wellington MPP Matthew Rea
Association of Municipalities of Ontario (AMO)
All Ontario Municipalities

Finance & Audit Committee Resolution

Committee Meeting Date: May 2, 2023

Agenda Item: 7.a


Resolution Number: 2023-05-02- 323

Moved by: B. Ostrander

Seconded by: M. Martin

Council Meeting Date: May 17, 2023

"That the Finance and Audit Committee, having considered Correspondence from City of Owen Sound, Town of Plympton-Wyoming, and Town of Cobourg regarding 'Reducing Municipal Insurance Costs', recommend that County Council support the correspondence and direct staff to send a copy of this resolution to the Honourable Doug Ford (Premier of Ontario), the Honourable Peter Bethlenfalvy (Minister of Finance), the Honourable Steve Clark (Minister of Municipal Affairs and Housing), the Honourable David Piccini (Minister of the Environment, Conservation and Parks and MPP for Northumberland - Peterborough South), the Association of Municipalities of Ontario (AMO), and to all Ontario Municipalities."

Carried 
 Committee Chair's Signature

Defeated _____
 Committee Chair's Signature

Deferred _____
 Committee Chair's Signature



The Corporation of the
Municipality of Mississippi Mills

Council Meeting

Resolution Number 161-23

Title: Item C - Town of Plympton-Wyoming Resolution re: Reducing Municipal Insurance Costs

Date: Tuesday, May 9, 2023

Moved by Councillor Holmes

Seconded by Councillor Souter

THAT Council supports the Town of Plympton-Wyoming's resolution re: Reducing Municipal Insurance Costs.

CARRIED

I, Casey Munro, Deputy Clerk for the Corporation of the Municipality of Mississippi Mills, do hereby certify that the above is a true copy of a resolution enacted by Council.

Casey Munro, Deputy Clerk