

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

### **COUNCIL MEETING – November 20, 2023**

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

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#### **PASSED RESOLUTIONS**

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149-150	TOWN OF RAINY RIVER – Resolution passed at its Council meeting held on October 10, 2023 regarding Water Treatment Training.

## **ADDENDUM ITEMS**

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151-152	INSURANCE BUREAU OF CANADA (IBC) – Letter from Amanda Dean, Interim Vice President regarding Support for Halton Police Board Auto Theft Advocacy Approach (Resolution No. 2023-0201).



## **SITE ALTERATION COMMITTEE MEETING**

Minutes of the Site Alteration Committee meeting held on Thursday October 19, 2023, at 3:00 p.m., Town Hall Esquensing Room and via Zoom.

**MEMBERS PRESENT:** Councillor Clark Somerville (Chair)  
Councillor Joseph Racinsky  
Ralph Padillo  
David McKeown

**REGRETS:** Bill Allison

**STAFF PRESENT:** Jeff Jelsma, Director of Development Engineering  
Susie Spry, Manager of Enforcement Services  
Matt Roj, Manager of Transportation  
Reece D'souza, Development Engineering Coordinator  
Nova Bonaldo (Recording Secretary)

**OTHERS PRESENT:** Trevor Van Lierop, GEI Consultants  
Behnaz Bahrefar, Anatolia Capital Corp.

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

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

Bill Allison declared a conflict of interest and was not present for the meeting.

### **3. DELEGATIONS**

- a. SA-23049, Delegation: Trevor Van Lierop, GEI Consultants and Behnaz Bahrefar, Anatolia Capital Corp., representing Anatolia Capital Corp., Property Owners – 8846 Tenth Line, Town of Halton Hills.

The Applicant has applied for a Large Scale/Commercial Site Alteration Permit to import approximately 6,500m<sup>3</sup> (± 650 truckloads) of topsoil to return 1.89 hectares of the site back to agricultural use.

#### **Facts**

Anatolia Capital Corp., owner of 8846 Tenth Line is proposing to import approximately 6,500m<sup>3</sup> (± 650 truckloads) of topsoil to return an area of the site to agricultural purposes. The proposed work area is approximately 1.89 hectares. The placement of the soil will range in depth from a maximum of 0.6m to 0.0m, blending into the existing grade. The Owner also owns a site in Vaughan and intends to import clean topsoil from this location. The property is not regulated by

any Conservation Authority (CA) or the Niagara Escapement Commission (NEC), is outside of the boundaries of the GTA West Corridor, and zoned Agricultural.

The soil and chemical analysis has confirmed that the topsoil meets the appropriate Environmental Protection Act, R.S.O. 1990, c E.19 (EPA) requirements and has been submitted to Town staff.

### **Analysis and Discussion**

Within the 1.89 hectares area there is an existing pond, that will be drained and filled, and demolished barn and house footprints. The area will be covered with topsoil to increase the farmable area on the property. The pond will be drained and the use of erosion and sediment control measures will be put in place to ensure sediment does not exit onto neighbouring properties. The pond water will go through a silt bag and drained within constructions limits. The silt bag is sized for the amount of water in the pond,  $\pm 400,000$  liters, and will be monitored frequently to ensure it does not go over capacity. The existing swale will be used to slow down the flow. Temporary silt fences, silt-sox, and sediment traps will be used through the area being disturbed to help protect the existing vegetation, watercourses, and adjacent properties and will be removed after the importation of topsoil. Any fish and wildlife within the pond will be salvaged and relocated by ecologists.

The haul route will be Vaughan, to Highway 401, to Winston Churchill Road, to Steeles Avenue, and to the site on Tenth Line. The hours of operation will be in accordance with the Town's by-law; Monday to Friday, 8:30 a.m. to 3:00 p.m. There will be 100 trucks per day for 3 to 4 weeks to complete the importation of topsoil. Dust and mud will be maintained and monitored by water and street sweeper trucks. A vibration analysis was conducted and concluded that the neighbouring properties will not be affected. There is an agreement in place between the Owner and a local farmer to farm the land.

The Committee Members asked that signage be installed to indicate trucks turning and to monitor and mitigate any sight-line issues on Tenth Line if required. Written notification of the proposed works will be mailed to area residents. The integrity of Tenth Line, which has been recently re-paved, should not be affected by the trucks importing the topsoil. The Owner would like to complete the works prior to the end of the year.

### **Conclusion**

The Site Alteration Committee supports the application as the works will allow for more agricultural land.

### **Recommendation No. SA-2023-0003**

THAT the Site Alteration Committee supports the Application for the Exemption(?) to Site Alteration By-law 2017-0040 for a Large-Scale Site Alteration Permit at 8846 Tenth Line Halton Hills, subject to:

- signage being installed to indicate trucks turning;



- monitoring and mitigating any sight-line issues on Tenth Line;
- written notification of the proposed works be mailed to area residents;
- satisfying the Terms and Conditions in Schedules A and C of By-law No. 2017-0040 as applicable;
- prior to importation, submission of a soil and chemical analysis to prove the topsoil is clean in accordance with the Environmental Protection Act, R.S.O. 1990, c E.19 (EPA) for staff to review;
- submission of administration fees of \$3,247.29 plus  $(\$0.15/\text{m}^3 \times 6500\text{m}^3) = \$4222.29$  for the importation of 6500m<sup>3</sup> of topsoil from 9151 Huntington Road, Vaughan to 8846 Tenth Line, Halton Hills; and
- submission of refundable securities to the value of \$30,000.00.

AND FURTHER THAT the Site Alteration Committee supports the works, subject to the applicant meeting all conditions to the satisfaction of staff.

CARRIED

#### **4. SITE ALTERATION BY-LAW NO. 2017-0040**

Jeff Jelsma walked the Committee Members through the consolidate Site Alteration By-law No. 2017-0040 which was amended by By-law No. 2023-0039, approved by Council on May 8, 2023. Jeff Jelsma indicated further amendments are being considered due to Bill 109 and Bill 23.

The Committee Members support and commend the amendments which will help with the process and with keeping in line with delegated authority.

The Committee Members and staff discussed by-law enforcement issues and processes in relation to illegal dumping and site alteration offenses.

Councillor Somerville advised the Committee Members and staff that the Site Alteration Committee is currently seeking membership.

#### **5. ITEMS TO BE SCHEDULED FOR NEXT MEETING**

N/A

#### **6. ADJOURNMENT**

The meeting adjourned at 3:50 p.m.



## **HERITAGE HALTON HILLS COMMITTEE MINUTES**

**Minutes of the Heritage Halton Hills Committee meeting held on Wednesday  
October 18, 2023, in the Esqueing Room at Town Hall, 1 Halton Hills Drive,  
Halton Hills, ON.**

**Members Present:** Councillor C. Somerville, Chair, Councillor J. Racinsky,  
C. Donaldson, L. Quinlan, R. Denny, T. Brown

**Regrets:** M. Rowe, A. Walker

**Staff Present:** L. Loney, Manager of Heritage Planning, L. Bateson, Senior  
Administrative & Heritage Planning Coordinator, R. Brown,  
Deputy Clerk - Administration

**Others Present:** K. Gastle and I. Jarvie

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

C. Somerville, Chair called the meeting to order at 4:30 p.m.

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

There were no disclosures of pecuniary or conflict of interest.

### **3. RECEIPT OF PREVIOUS MINUTES**

#### **3.a Minutes of the Heritage Halton Hills Committee Meeting held on September 13, 2023.**

Recommendation No. HHH-2023-0031

THAT the minutes of the Heritage Halton Hills Committee meeting held on  
September 13, 2023, be received.

**CARRIED**

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

##### **4.a Properties for Additional Committee Input**

L. Loney requested the committee's input on the noted properties below to determine if additional research and evaluation should be undertaken at this time.

##### **1. 19 Mill Street East (Acton)**

L. Loney noted that the property has been significantly altered and is not contributing to Acton history at this time and therefore is not sure that further research and evaluation is warranted at this time.

Recommendation No. HHH-2023-0032

THAT staff should not undertake additional research and evaluation for the property at 19 Mill Street East at this time.

**CARRIED**

##### **2. 45 Queen Street (Georgetown)**

L. Loney advised that the property has different brick on the façade, it used to be block, it has been modified over time and therefore is not sure continued research is warranted at this time.

Recommendation No. HHH-2023-0033

THAT staff should not undertake additional research and evaluation for the property at 45 Queen Street at this time.

**CARRIED**

**3. 46-48 Mill Street East (Acton)**

L. Loney advised that the building exterior is very close to the original and has contextual significance and therefore may warrant further research and evaluation.

Recommendation No. HHH-2023-0034

THAT Heritage Halton Hills recommend staff finalize the research and evaluation of the property at 46-48 Mill Street East;

**CARRIED**

**4. 77 Market Street (Georgetown)**

L. Loney noted that this property has historical and associative value, there have been changes to the façade however those changes have mostly been features overlaying the original façade with many of the original features still being visible.

Recommendation No. HHH-2023-0035

THAT Heritage Halton Hills recommend staff finalize the research and evaluation of the property at 77 Market Street.

**CARRIED**

**5. 9 Mill Pond Drive (Stewarttown)**

L. Loney advised the building is vernacular with no obvious architecture style and has been modified significantly. While it is associated with David Cross continued research may not be warranted at this time.

Recommendation No. HHH-2023-0036

THAT staff should not undertake additional research and evaluation for the property at 9 Mill Pond Drive at this time.

**CARRIED**

**4.b Research and Evaluation Report - 55 Mill Street East (Acton) (Sunderland Villa)**

L. Loney noted that this property is a Queen Anne Revival style building. It is a landmark in Acton with strong architectural, contextual, and associative value and therefore a strong candidate for designation.

The owners were not present however they have been contacted. A representative from Dignity Memorial contacted staff earlier on October 18<sup>th</sup> and will participate in continued discussions with staff.

Recommendation No. HHH-2023-0037

THAT Heritage Halton Hills recommend Council issue a Notice of Intention to Designate for the property at 55 Mill Street East (Acton) (Sunderland Villa) for designation under the *Ontario Heritage Act*.

**CARRIED**

**4.c Research and Evaluation Report - 12 and 16 Adamson Street South (Norval (St. Paul's Anglican Church))**

L. Loney noted that St. Paul's is representative of a rural Gothic Revival with vernacular parish hall, the property has physical, contextual, and associative value and therefore is a strong candidate for designation.

Kathy Gastle was present representing the St. Paul's Congregation who are in support of designation of the property.

Recommendation No. HHH-2023-0038

THAT Heritage Halton Hills recommend Council issue a Notice of Intention to Designate for the property at 12 & 16 Adamson Street South (Norval) (St. Paul's Anglican Church) for designation under the *Ontario Heritage Act*.

**CARRIED**

**4.d Research and Evaluation Report - 129 Main Street South (Georgetown) (John Morgan House)**

L. Loney noted that the property is a mid-19<sup>th</sup> Century Gothic Revival frame building with physical/design, contextual and historical value and therefore is a strong candidate for designation.

The owners have been contacted via registered mail however have not reached out to staff.

Recommendation No. HHH-2023-0039

THAT Heritage Halton Hills recommend Council issue a Notice of Intention to Designate for the property at 129 Main Street South (Georgetown) (John Morgan House) for designation under the *Ontario Heritage Act*.

**CARRIED**

**4.e Research and Evaluation Report - 14 Tweedle Street (Glen Williams) (Sykes and Ainley Worker's Cottage)**

L. Loney noted that the property is a Gothic Revival Ontario Cottage built for workers of the Sykes & Ainley Company, it has physical/design, historical, associative, and contextual value and therefore is a strong candidate for designation.

The owner, Ian Jarvie, was present and expressed some concerns about property value in terms of re-sale and restrictions to work that can be done on the property, however is not against designation in principle.

Recommendation No. HHH-2023-0040

THAT Heritage Halton Hills recommend Council issue a Notice of Intention to Designate for the property at 14 Tweedle Street (Glen Williams) (Sykes & Ainley Worker's Cottage) for designation under the *Ontario Heritage Act*.

**CARRIED**

**4.f Council Report Update**

- 75 Mill Street Report will be going on a future Council Agenda
- Report on Cedarvale By-law Amendments will be on the October 30, 2023, Council Agenda
- Designation Reports from the October 18, 2023, Heritage Halton Hills Committee Meeting will be on the December Council Meeting Agenda

**4.g Upcoming Farmstead Strategy**

L. Loney noted that as part of the Cultural Heritage Strategy it is important to have a Farmstead Strategy to establish criteria to review rural and farm properties and that is part of the heritage workplan going forward.

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

TBD

**6. ADJOURNMENT**

The meeting adjourned at 5:32 p.m.



## COMMITTEE OF ADJUSTMENT MINUTES

Minutes of the Committee of Adjustment hearing held on **October 4, 2023**, at 6 p.m. via Zoom.

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

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

### 1. CALL TO ORDER

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

None.

### 3. APPLICATIONS HEARD

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.

#### a) Minor Variance D13VAR23.026H – Kuhar

**Location:** 13192 Steeles Avenue, Town of Halton Hills (Premier Gateway), Regional Municipality of Halton

**Minor Variance Purpose:** Requesting relief from Zoning By-law 2000-0138,

1. To reduce the side yard setback from the minimum 4 m to permit a side yard setback of 1.91 m.



**To accommodate a proposed addition to an existing single detached dwelling.**

**Owner(s):** Sukhwinder Kuhar, **Agent:** Agha Mirza

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

It was MOVED by Lloyd Hillier, 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.

**b) Minor Variance D13VAR23.027H – Eden Oak**

**Location:** 23 Gamble Street, Town of Halton Hills (Glen Williams), Regional Municipality of Halton

**Minor Variance Purpose:** Requesting relief from Zoning By-law 2010-0050 (as amended by 2017-0047, as the deck provision is a site specific in 2017-0047),

1. To increase the projection of a deck from the rear wall, from the maximum 2 m, to permit a 3 m projection beyond the rear wall.

**To accommodate a proposed rear yard deck.**

**Owner(s):** Eden Oak Inc., Gerald McGroggan, **Agent:** David Huie

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

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.

**c) Minor Variance D13VAR23.028H – Trafalgar Meadows**

**Location:** 11571, 11583, 11597, 11603 & 11605 Trafalgar Road, Town of Halton Hills (Georgetown), Regional Municipality of Halton

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

1. To reduce the minimum front yard setback for an end unit to the corner rounding from the minimum 2.5 metres to permit the following:
  - a. 2.49 metres for Block 1 unit 1
  - b. 2.45 metres for Block 1 unit 5
  - c. 2.48 metres for Block 4 unit 28
  - d. 2.48 metres for Block 4 unit 32
2. To reduce the minimum side yard setback for an end unit from the minimum 1.5 metres to permit the following:
  - a. 1.23 metres for Block 5 unit 33
  - b. 1.23 metres for Block 7 unit 52
  - c. 1.23 metres for Block 8 unit 53
  - d. 1.23 metres for Block 10 unit 70
  - e. 1.23 metres for Block 11 unit 71
  - f. 1.23 metres for Block 12 unit 84
  - g. 1.23 metres for Block 13 unit 85
  - h. 0.82 metres for Block 15 unit 98
3. To reduce the minimum side yard setback for an end unit abutting a private road from the minimum 2.5 metres to permit the following:
  - a. 1.5 metres for Block 19 unit 123
  - b. 1.5 metres for Block 20 unit 124
4. To reduce the minimum rear yard setback from the minimum 6.0 metres to permit a rear yard setback of 5.0 metres for the following Blocks:
  - a. Block 5
  - b. Block 6
  - c. Block 7
  - d. Block 8
  - e. Block 9
  - f. Block 10
  - g. Block 11
  - h. Block 12
  - i. Block 13
  - j. Block 14
  - k. Block 15
  - l. Block 16

- m. Block 17
5. To reduce the distance between buildings from the minimum 3.0 metres to permit the following:
    - a. Distance between Block 18 and Block 19 – 2.5 metres
    - b. Distance between Block 20 and Block 21 – 2.5 metres
  6. To permit balconies to encroach into the required rear yard setback a maximum of 1.3 metres for the following Blocks, whereas the By-law does not permit balconies to encroach:
    - a. Block 5
    - b. Block 6
    - c. Block 7
    - d. Block 8
    - e. Block 9
    - f. Block 10
    - g. Block 11
    - h. Block 12
    - i. Block 13
    - j. Block 14
    - k. Block 15
    - l. Block 16
    - m. Block 17
  7. To permit a balcony to be located 1.45 metres from an interior side lot line, whereas the minimum required setback is 1.5 metres (Block 21 unit 131).
  8. To permit the encroachment of stairs accessing rear yard decks to exceed 1.9 metres where required by grade.
  9. To permit air conditioners to be located in the front yard for the following Blocks:
    - a. Block 1
    - b. Block 2
    - c. Block 3
    - d. Block 4
    - e. Block 18
    - f. Block 19
    - g. Block 20
    - h. Block 21
  10. To permit air conditioners to be located less than 1.0 metre from the interior side lot line for the following Blocks:
    - a. Block 1 units 2, 3, 6 & 7

- b. Block 2 units 10, 11, 14 & 15
- c. Block 3 units 18, 19, 22 & 23
- d. Block 4 units 26, 27, 30 & 31

**To accommodate a proposed subdivision.**

**Owner(s):** 2810007 Ontario Inc., David Nagpal, **Agent:** Robert Russell Planning Consultants Inc., Rob Russel

The Town Planner noted no staff objections to approval, subject to conditions. The agent was present to speak to the application, and provided a brief history of the proposal.

It was MOVED by Jane Watson, SECONDED, and CARRIED

THAT the application be approved, subject to conditions.

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.

**d) Minor Variance D13VAR23.029H – Miedema**

**Location:** 52 Langstone Crescent, Town of Halton Hills (Georgetown), Regional Municipality of Halton

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

1. To increase the floor area of a detached garage from the maximum 40 sq m to permit a floor area of 75 sq m.

**To accommodate a proposed addition to an existing detached garage.**

**Owner(s):** Jeffery Miedema

The Town Planner referenced received written support from 12 Moultriey Crescent, and noted no staff objections to approval, subject to condition. The owner was present to speak to the application.

It was MOVED by Jason Smith, 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 6:35 p.m.

**Halton Hills Public Library Board**

Wednesday, September 27, 2023

Acton Branch, Community Room

7:00 p.m.

**Minutes**

**Present:** Betsy Cosper (Chair), Christina da Rocha-Feeley, Alex Hilson, Bob Inglis,  
Matt Kindbom, Jane Marshall, Keith Medenblik, Lisa Teggart

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

**Regrets:** Erica Daly, Tamara Smith, Alice Strachan

**1.0 Declaration of Quorum**

B. Cosper declared that a quorum was present and called the meeting to order at 7:03 p.m.

**2.0 Land Acknowledgement**

C. da Rocha-Feeley read an Indigenous Land Acknowledgement.

**3.0 Approval of Agenda**

Moved by K. Medenblik

THAT the agenda be approved as amended.

Seconded by A. Hilson

**09/27/23-1**

**CARRIED**

**4.0 Declaration of Pecuniary Interest**

None declared.

**5.0 Minutes**

**5.1 Minutes of June 28, 2023**

Moved by B. Inglis

THAT the minutes of June 28, 2023 be approved.

Seconded by A. Hilson

**09/27/23-2**

**CARRIED**

**5.2 In Camera June 28, 2023 (CONFIDENTIAL)**

Moved by K. Medenblik

THAT the In Camera minutes of June 28, 2023 be approved.

Seconded by J. Marshall

**09/27/23-3**

**CARRIED**

**5.3 Advocacy Committee, June 22, 2023**

Moved by C. da Rocha-Feeley

THAT the Advocacy Committee minutes of June 22, 2023 be approved.

Seconded by J. Marshall

**09/27/23-4**

**CARRIED**

## **6.0 Consent Agenda**

### **6.1 Report No. LBD-2023-042 re: Policy Review: Preamble to By-laws – Second Review**

THAT Report No. LBD-2023-042 dated September 21, 2023, regarding the Policy Review: Preamble to By-laws be approved.

### **6.2 HHPL 2022 Annual Report**

THAT the HHPL 2022 Annual Report be received.

Moved by A. Hilson

Seconded by K. Medenblik

**09/27/23-5**

**CARRIED**

## **7.0 Correspondence**

None

## **8.0 Delegations/Presentations**

None

## **9.0 Business Arising**

None

## **10.0 Updates (including sub-committees)**

### **10.1 Advocacy Committee**

B. King represented the Advocacy Committee in their absence:

- A summary of HHPL's Advocacy Plan, which defines the role and focus of the Advocacy Committee, was presented.
- A summary of the Board and staff responses to the committee's survey was discussed.
- Minor editorial updates to the Advocacy Plan were suggested.
- Staff responses indicated that the Board should primarily be delivering the library's advocacy messages. To support this, the Board is interested in a tailored collections tour of the library prior to a Board meeting to get a visual idea of everything the library offers.
- Board members who have additional ideas and suggestions for the Advocacy Committee should share their feedback with L. Mazza Brenton prior to the committee's next meeting on October 5.
- The concept and scheduling of a networking event with Council was discussed. Due to the timing of the budget process and upcoming presentation at the October 30 Council meeting, it was suggested that the potential fall date for the event be rescheduled.
- B. King will provide the Advocacy Committee with the Board's feedback regarding the format for the event.

## 10.2 Friends of the Library (FOL)

L. Teggart reported that:

- The Friends met on September 21, 2023.
- Pop-up book sales over the summer were successful especially when library programs occurred simultaneously.
- Significant donations of science fiction, fantasy and adult French materials was received which enabled the Friends to offer two successful themed book sales.
- A. Buset, an FOL director, has volunteered to participate as a judge for the Art at the Library program opening on October 7.

## 10.3 Council

Councillor Hilson reported that:

- Council approved the Town offering civil marriage solemnization. As of September 1, residents can get married at Town Hall in a civil ceremony.
- The 2023 AMO (Association of Municipalities Ontario) Conference took place in August. The Town was given a housing pledge by the province to build 9,500 new residences by 2031, an increase of approximately 1,500 residences from last year. This will be discussed at the October 10 Council meeting and a decision must be provided to the province by October 15. If implemented, the Mayor would be given strong mayor powers.
- The process of regional reform is underway. It was announced at the AMO Conference that the Town of Halton Hills will be getting a facilitator in September. Since then, the Minister has resigned and there will likely be a provincial committee.
- Culture Days started on September 22 and ends on October 15. Events are happening throughout the Town, many of them are free.
- The National Day for Truth and Reconciliation is September 30. Several events are taking place at the Halton Hills Public Library and Cultural Centre, including a free film screening of *Inconvenient Indian*, a talk from Darin Wybenga as part of the Halton Hills Lecture Series, the Moccasin Identifier program in the Georgetown Plaza, and a KARIO Blanket Exercise at St. John's Church.

Councillor Inglis reported that:

- Waste will now be picked up in rural areas.
- The Premier Gateway is expanding to accommodate industrial and commercial developments.
- The community is concerned with the delays and access due to the current roadwork construction in the community. A review of the current projects and an explanation on their timing related to provincial, regional and municipal schedules and funding was shared.
- Metroland Media Group will cease the print publication of the *Independent and Free Press*.

## 10.4 Community Connections

None



## 11.0 Financial Report

### 11.1 Month End Report – June 2023 and July 2023

B. King reported that:

- As of July 2023, total revenues are under budget by 24% due mainly to the end of year receipt of the Public Library Operating grant from the Ministry.
- Salaries and wages are under budget by 3.8% due to staffing gaps. Existing staff are working additional hours to cover vacancies.
- Materials and supplies are under budget by approximately 15%; however, not all expenditures have been posted for the period.
- The percentage remaining at the end of July 2022 was 47% and at the end of July 2023 was 45%. While the percentage remaining is similar to previous years, it indicates that the library is under budget by approximately 4% for this time of year, which can mainly be attributed to staffing gaps.

Moved by A. Hilson

THAT the financial month end report for June 2023 and July 2023 be received.

Seconded by M. Kindbom  
**09/27/23-6**

**CARRIED**

### 11.2 Report No. LBD-2023-043 re: 2024 Business Plan and Budget Update

B. King reported that:

- The library follows the Town's recommended approach and format for the Business Plan.
- There were no changes to the preliminary operating budget and capital budget and forecast that were submitted to the Board in June.
- Core activities were updated to better reflect the value the library provides to the community.
- Previous accomplishments were structured around the library's strategic pillars.

Moved by L. Teggart

THAT Report No. LBD-2023-043 dated September 21, 2023, regarding the 2024 Business Plan and Budget Update be received;

AND FURTHER THAT the Board approve the proposed 2024 Business Plan following the Town's recommended approach and guidelines.

Seconded by C. da Rocha-Feeley  
**09/27/23-7**

**CARRIED**

### 11.3 Report No. LBD-2023-044 re: 2022 Audited Financial Statements

B. King reported that:

- The 2022 audited financial statements are submitted to the Ministry of Tourism, Culture, and Sport as part of the Annual Library Survey.
- The Ministry provides the Public Library Operating Grant.
- Documented Board approval of the audited year-end financial statements is a requirement of the Annual Library Survey submission.

Moved by A. Hilson

THAT Report No. LBD-2023-044 dated September 21, 2023, regarding the 2022 Audited Financial Statement be received;

AND FURTHER THAT the Library Board accepts the 2022 audited financial statements as presented.

Seconded by M. Kindbom  
**09/27/23-8**

**CARRIED**

## **12.0 New Business**

### **12.1 Report No. LBD-2023-045 re: Policy Review: Financial Management, Purchasing, Contests and Lotteries, Duties of the Chief Librarian and CEO, Meeting Room – First Review**

B. King reported that:

- There were no significant changes to any of the policies under review. Minor editorial updates were made throughout to improve clarity.
- The Disposal of Library Property section was removed from the Financial Management Policy since content is included in the Collection Management Policy and the Disposal of Library Property Policy.
- The Collection Purchases section was removed from the Purchasing Policy since collection purchasing is not differentiated in the purchasing process as established by the Town.
- A qualifying statement was added to the Meeting Room Policy to indicate the maximum capacity of meeting rooms and recognizing that occupancy will vary based on room setup.
- These policies will be included in the consent agenda for the October Board meeting for approval.

Moved by K. Medenblik

THAT Report No. LBD-2023-045 dated September 21, 2023, regarding the Policy Review: Financial Management, Purchasing, Contests and Lotteries, Duties of the Chief Librarian and CEO, and Meeting Room be received;

AND FURTHER THAT the Halton Hills Public Library Board direct staff to make any proposed changes and bring the revised policies back to the Board for a second review and approval.

Seconded by A. Hilson  
**09/27/23-9**

**CARRIED**

### **12.2 Report No. LBD-2023-046 re: Policy Review: Schedule of Fines and Fees, Appendix 1**

B. King reported that:

- The Schedule of Fines and Fees is included as an appendix in the Board Policy Manual and is reviewed annually.
- The meeting room rates were updated to align with the Town's meeting rates, which are reviewed annually and were approved at the June 19, 2023, Council meeting.

- Rates for 3D printer usage were updated to reflect current library practice that promotes usage.

Moved by C. da Rocha-Feeley      THAT Report No. LBD-2023-046 dated September 21, 2023, regarding the Policy Review: Schedule of Fines and Fees, Appendix 1 be approved.

Seconded by M. Kindbom

**09/27/23-10**

**CARRIED**

### **12.3 Report No. LBD-2023-047 re: 2023 Quarter 2 Metrics**

M. Querques reported that:

- In-person visits increased by 22%.
- System circulation increased by 1.3%.
- New registered cardholders increased by 1.2%.
- Library users made greater use of the digital collection than the physical collection this quarter. Circulation of digital items increased by 8%.
- Circulating technology continues to be popular with items such as boardgames, seeds, and educational kits.
- More programs were added such as school-age and partner programs, Exam Cram, outreach programming, and the new Forest of Reading program. Program attendance increased by 26% compared to this time last year.
- Website visits continue to increase.
- Although changes and limitations in social media performance reporting show a decrease in engagement, the library's social media continues to engage the community.

Moved by J. Marshall

THAT Report No. LBD-2023-047 dated September 21, 2023, regarding the 2023 Quarter 2 Metrics be received.

Seconded by B. Inglis

**09/27/23-11**

**CARRIED**

### **12.4 Report No. LBD-2023-048 re: Indigenous Initiatives Update**

B. King reported that:

- The Board requested an update on the library's Truth and Reconciliation (TR) journey.
- The library follows the Town's TR framework which includes relationship building, Treaty recognition, formal consultation processes, and responses to TR Calls to Action and Missing and Murdered Indigenous Women and Girls (MMIWG) Calls to Action.
- The Town is actively working on a framework for Equity, Diversity, and Inclusion (EDI), which encompasses elements of TR, but the two are separate initiatives.
- HHPL offers Indigenous materials, recommended reading lists, and community programming to foster a deeper understanding of Indigenous cultures and histories.
- HHPL continues to support the Moccasin Identifier and uses it as a resource to support community education and awareness.
- The Federation of Ontario Public Libraries (FOPL) recently released ten recommendations to public libraries, which HHPL will integrate into its services and in alignment with the library's strategic plan.

- Although significant progress has been made by HHPL and the Town in advancing Truth and Reconciliation, work is ongoing.
- The report contains links to additional educational resources including videos and community resources.

Moved by M. Kindbom

THAT Report No. LBD-2023-048 dated September 21, 2023, regarding the Indigenous Initiatives Update be received.

Seconded by A. Hilson

**09/27/23-12**

**CARRIED**

## **12.5 Report No. LBD-2023-049 re: Short Story Dispenser**

B. King reported that:

- HHPL is launching a Short Story Dispenser project in Fall 2023. It is the sixth dispenser in Canada and the third in a public library.
- These dispensers print short stories, poems, and comics. Content will be grouped under three categories: worldwide, local, and kids.
- The machines are fully customizable with the library's logo on a plexiglass sign and a fully branded magnetic wrap for the base.
- The dispenser also includes a story submission portal, which will enhance the library's writing contests.
- The dispenser is self-contained and equipped with WiFi, making it easy to rotate to various locations in support of community outreach efforts.
- HHPL's dispenser will be delivered mid-October.

Moved by J. Marshall

THAT Report No. LBD-2023-049 dated September 21, 2023, regarding the Short Story Dispenser be received.

Seconded by B. Inglis

**09/27/23-13**

**CARRIED**

## **12.6 Report No. LBD-2023-050 re: 2023 Summer Programming Update**

J. Mandarin reported that:

- Participation in the three summer reading challenges increased by 25%.
- Kyle the corn snake returned to the Acton Branch over the summer months.
- Library staff participated in several community outreach initiatives such as activities at the Georgetown and Acton Youth Centres, the Leathertown Festival, and Halton Pride Fest.
- Over 60 stuffies stayed overnight at the library during the Stuffy Sleepover. Social media posts about their activities generated a high-level of engagement from followers.
- Fay & Fluffy Storytime attracted an audience of over 150 people and the response was positive overall.

Moved by L. Teggart

THAT Report No. LBD-2023-050 dated September 21, 2023, regarding the 2023 Summer Programming Update be received.

Seconded by C. da Rocha-Feeley

**09/27/23-14**

**CARRIED**

### 12.7 Report No. LBD-2023-051 re: Chief Librarian & CEO's Report – September 2023

B. King reported highlights from the Chief Librarian & CEO's Report – September 2023:

- Halton Hills Culture Days runs from September 22 until October 15.
- Art at the Library runs from October 7 until October 22 and T. Smith will be a judge.
- Darin Wybenga, Traditional Knowledge and Land Use Coordinator for Mississaugas of the Credit First Nation will speak on October 3 on the relocation of MCFN from River Credit to its current location.
- Bernie Saunders, former NHL player, will speak virtually on October 24 about his book *Shut Out: The Game That Did Not Love Me Black*.
- Caitie from *Caitie's Classroom* of Super Simple Entertainment will be performing to a sold-out crowd at the John Elliott Theatre on September 30.
- HHPL will facilitate the Moccasin Identifier program in the Georgetown Plaza the morning of September 30.
- Also on September 30 is the Community Foundation of Halton North's Webathon 2023, an annual, virtual fundraiser. HHPL is being featured. Donations directed to HHPL will receive matching funds from CFHN. Donations can be made online, in-branch, or at the Downtown Georgetown Farmers' Market.

Moved by A. Hilson

THAT Report No. LBD-2023-051 dated September 21, 2023 regarding the Chief Librarian & CEO's Report – September 2023 be received.

Seconded by J. Marshall

**09/27/23-15**

**CARRIED**

### 13.0 Health and Safety Report

B. King reported:

- New legislation under the Occupational Health and Safety Act requires employers who have employees at risk from opioid-related harm to have a naloxone kit on the premises and workers trained on how to use it.
- The library aligns with the Town on the implementation of this legislation.
- The library currently does not have a known risk of opioid-related harm and is therefore not required to have a naloxone kit on its premises or offer the associated training. This will be re-evaluated should circumstances change.
- The library is working with the Town's Joint Health and Safety Committee (JHSC) to continually evaluate this process.
- The Board requested that the library representative on the JHSC bring their concerns to the committee regarding this approach, suggesting the Town consider a more proactive approach given the increasing drug overdoses in Halton that have been reported in the media.

### 14.0 Next Meeting

Wednesday, October 25, 2023

7:00 p.m.

Georgetown Branch, Boardroom

**15.0 Adjournment**

Moved by M. Kindbom

THAT the meeting be adjourned.

Seconded by K. Medenblik

**09/27/23-16**

**CARRIED**

The meeting adjourned at 9:06 p.m.

**Signed:** \_\_\_\_\_

Betsy Cospers, Chair  
Halton Hills Public Library Board

**Signed:** \_\_\_\_\_

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

APPROVED: October 25, 2023

DATED: October 25, 2023



**MINUTES OF THE  
ACTIVE TRANSPORTATION COMMITTEE**

**September 26, 2023**

Minutes of the Active Transportation Committee meeting held on  
Tuesday September 26, 2023 in the Esquesing Room, 1 Halton Hills Drive and via  
Zoom

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

Regrets: E. Devries, R. Hendry, B. Mandarino, J. Dougherty

Staff Present: I. Drewnitski, Transportation Planning Technologist (E), M.  
(E – Electronically Present) Taylor, Senior Landscape Architect (E), M. Lawr, Deputy Clerk -  
Legislation

**1. CALL TO ORDER**

Councillor J. Fogal, Chair called the meeting to order at 7:07 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-2023-0005

THAT the Minutes of the Active Transportation Committee Meeting held on June  
27, 2023 be received.

**CARRIED**

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

##### **a. Active Transportation Advisory Committee Terms of Reference**

Recommendation No. ACT-2023-0006

THAT the Active Transportation Advisory Committee Terms of Reference be received.

**CARRIED**

##### **b. Engineering Update**

I. Drewnitski provided an update on the following projects:

- Bike Route Implementation Project – part of the workorder has been completed and the remainder should be completed in the Fall.
- Queen Street, Acton Reconstruction – Estimated completion in the Fall
- Guelph & Sinclair – Bike signals are activated, and the Committee is invited to the bike signal unveiling in October. More details will be provided via email if Committee members are interested.
- Sargent Road resurfacing from Delrex to Mountainview – Project has been completed.
- Eastern Avenue – Will be closed for through traffic from Church Street East to Queen Street until October but pedestrian access will be maintained
- Southeast Georgetown Secondary Plan – Open house is being held on September 27<sup>th</sup> at 6:30 p.m. at Moldmasters Arena.
- Queen Street, Georgetown Neighbourhood Traffic Calming – A report was approved by Council to zone the area with 40 km/h. The project page on [Let's Talk Halton Hills](#) had good public intake and participation.

##### **c. Education Update**

I. Drewnitski advised that the Share the Road sign installation on 15 Side Road is anticipated to be completed this Fall.

I. Drewnitski asked the Committee for any suggestions for events for next year's Bike Month. The Committee discussed the possibility of holding the Scavenger Hunt again and to further promote the bike bus idea for schools for collective rides.



**d. Encouragement Update**

I. Drewnitski advised that the purple active transportation directional signs are changing the wording from BIA to Downtown. This is anticipated to be completed in October.

**e. Evaluation & Planning Update**

I. Drewnitski advised that the installation of bike repair stations will be completed in October.

**f. Trails Update**

M. Taylor advised that the Upper Canda College Trail should be complete and open within two weeks. This project is adding another 2 KM of trail to the Town's trail network. Community Development staff will be planning a celebration for the opening.

M. Taylor advised that the Trail Capital project requests for 2024 included a Hungry Hollow management plan update, Silver Creek Trail feasibility study (from Maple Avenue to Ewing Street), Trails Development (Glen South) and Trail Revitalization (Cedarvale Park to Delrex Boulevard).

**5. WORKING GROUPS**

**a. Bike It**

Councillor J. Fogal advised that the CASHh fundraising ride occurred last week. In preparation for it, Bike It hosted four progressive bike rides for cyclists.

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

**a. Mapping – to get overall picture on what we've built and what we need to build and to easily locate cycling infrastructure**

**b. Trail Steward Program**

Next meeting to be held on November 28, 2023 in a hybrid format.

**7. ADJOURNMENT**

The meeting adjourned at 8:03 p.m.



November 9, 2023

### **In This Issue**

- AMO survey - Mapping Diverse Experiences Running for Municipal Office.
- Complete and share our Municipal Employee Survey.
- AMO 2024 Youth Fellowship applications now welcome!
- Community Emergency Preparedness Grant.
- Pilot vehicle questionnaire now open.
- Volunteer firefighter recruitment and retention.
- Ministry finds six species at risk of endangerment.
- ROMA Conference: *Closer to Home* - Request for delegation meetings.
- ROMA Conference: Exhibitor & sponsorship opportunities going fast.
- Important new training: Understanding Competing Human Rights, Dec. 12.
- New training: Navigating Conflict as an Elected Official 2.0 - Complex Situations.
- Indigenous Community Awareness Training - New dates.
- 4S Webinar: Double WSIB rebates for Municipal Health & Safety Programs.
- Blog: LAS Natural Gas Program price change notice.
- Plan now for a 2024 road/sidewalk assessment.
- Webinar: LED Lighting Success Stories.
- SaveOnEnergy Energy Management and Efficient Electrification webinars.
- Canoe Fall webinar series: Registration open!
- Fleming College seeking municipal partnership projects.
- Careers: AMO/LAS, Durham, Asphodel-Norwood, Rainy River DSSAB, Hamilton.

### **AMO Matters**

Have you run for municipal office, or considered running for municipal office in Ontario? If so, we would love to hear from you! By filling out this short survey, you will help AMO improve our understanding of diverse candidates running for office in Ontario, informing how we create new programs, resources, and advocacy strategies.

AMO is conducting a survey of Ontario municipal employees to learn about their work experience. Click here for the survey link and resources to share with your colleagues and staff.

Encourage postsecondary students in your orbit who are interested in local government, policy development, good governance, and healthy democracy to apply to be one of three 2024 AMO Youth Fellows. Fellows are mentored, participate in AMO Board and Taskforce meetings, and engage in AMO's Healthy Democracy Project. Applications are due **on or before November 13 at 10 p.m.**

### **Provincial Matters**

Ontario has announced \$5 million through an application-based program to help increase emergency preparedness. Municipalities under 100,000 are eligible to apply. Applications are due November 30.

Is your jurisdiction participating in a pilot vehicle program for e-scooters, cargo e-bikes, large quadricycles, electric low-speed vehicles, or golf carts? If so, the Ministry of Transportation needs your input!

The Ontario Fire Marshal is conducting an online survey for volunteer firefighters and fire chiefs to inform their understanding on recruiting and retaining volunteer firefighters.

On October 25, the province posted policy on actions to protect and recover six species at risk in Ontario: Fawnsfoot, Lilliput, Threehorn Wartyback, Shagreen, Toothed Globe and White-rimmed Shingle Lichen.

### **Eye on Events**

ROMA is pleased to share that the opportunity to submit your delegation requests for the 2024 ROMA Annual Conference is now open. Registered municipal officials can submit meeting requests with Provincial Ministers and their staff on local matters. To submit your delegation requests click here.

Don't be disappointed! Book your trade show booth today to ensure your participation in the 2024 ROMA Conference. Limited spaces available. Download the exhibitor package or sponsorship package today.

AMO and Hicks Morley have developed training to support municipal elected officials and council in understanding their obligations related to human rights and understanding how to manage seemingly competing human rights. You can register for this important training here.

Building on AMO's in demand training, *Navigating Conflict Relationships as an Elected Official, Advanced Strategies for Elected Officials to Master Conflict Relationships* (NCR 2.0), will take you to the next level of negotiating one of the more difficult aspects of local leadership: relationships. If you completed NCR 1.0 and are ready for the next steps in advancing your management of conflict relationships, this workshop is for you, this training is for you. Mark March 20 - 21, 2024 in your calendar and watch here for registration details.

OFIFC and AMO are offering training to build indigenous cultural competency in municipal government. Through a self-paced learning module and live virtual component, this training will provide knowledge and tools to utilize in moving improved and stronger Indigenous-municipal relations forward in Ontario. Register today for this sell out training opportunity.

AMO's Health and Safety Program Management partner, 4S Consulting, is hosting a webinar on November 14 at 8:30am ET on the double rebate offering from WSIB for municipal health and safety programs. Register and learn more on how to create sustainable health and safety programs.

### **LAS**

The LAS Natural Gas Procurement Program has secured prices for the new term that are lower than current utility rates. Contact us if you would like a report comparing your rates to our hedged price.

The LAS Road & Sidewalk Assessment service is a great tool for managing some of your most important assets. Better data and the tools for planning will save you money and improve service levels. Contact Tanner for a quote to include in your 2024

budget.

Want to find out how to save time and money with your LED lighting upgrade? Join our webinar on **November 22 at 10:00am** where West Lincoln and Georgina Township will share their success stories from using the [LAS Facility Lighting Service](#). Don't wait - [register today](#).

Our fall webinar series showcasing [Canoe Procurement Group](#) technologies is on now until December 7. Join us for educational webinars covering a range of topics from electric vehicles and charging systems to drones. [Check out our Events page](#) for all the registration details.

SaveOnEnergy is offering free training webinars for municipal energy/facility managers and directors. Learn how to integrate energy management principles, identify savings, and reduce cost in your municipal facilities. [Register today](#).

### **Municipal Wire\***

[Fleming College](#) is seeking municipal environmental land-use planning and management projects to be implemented by students in the [Environmental Land Management](#) program. Contact [Emily Markovic](#) to discuss partnership opportunities.

### **Careers**

[Business Development Manager - LAS | AMO Business Services](#). Apply to [hr@amo.on.ca](mailto:hr@amo.on.ca) by November 22.

[Senior Economist - Region of Durham](#). [Apply online](#) by November 26.

[Chief Administrative Officer/Clerk - Township of Asphodel-Norwood](#). Apply to [recruitment@antownship.ca](mailto:recruitment@antownship.ca) by November 17.

[Municipal Treasurer - Township of Asphodel-Norwood](#). Apply to [recruitment@antownship.ca](mailto:recruitment@antownship.ca) by November 27.

[Chief Administrative Officer - Rainy River District Social Services Administration Board](#). Apply to [jocelyn.nielson@rrdssab.ca](mailto:jocelyn.nielson@rrdssab.ca) by December 6.

[Director, Indigenous Relations - City of Hamilton](#). [Apply online](#) by November 22.

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### **About AMO**

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

### **AMO Contacts**

[AMO Watchfile](#) Tel: 416.971.9856

[Conferences/Events](#)

[Policy and Funding Programs](#)

[LAS Local Authority Services](#)

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

[ONE Investment](#)

[Media Inquiries](#)

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AMO's Partners

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November 2, 2023

### **In This Issue**

- AMO 2024 Youth Fellowship applications now welcome!
- Community Emergency Preparedness Grant.
- Ministry finds six species at risk of endangerment.
- ROMA Conference: *Close to Home* - Request for delegation meetings.
- ROMA 2024 Conference January 21-23: Exhibitor and sponsorship opportunities.
- New AMO training - Understanding Competing Human Rights, December 12.
- Land Use Planning Deeper Dive: Strengthen your planning skills with AMO training.
- 4S Webinar: Double WSIB rebates for Municipal Health & Safety Programs.
- Webinar: LED Lighting Success Stories.
- Occupational Health and Safety digital program partner wins award!
- Reminder to register for Canoe Fall webinars.
- Incentives (up to \$20,000) for hiring new apprentices.
- Hire the next generation of municipal workers.
- Fleming College seeking municipal partnership projects.
- Careers. LAS, City of Thunder Bay and Town of Milton.

### **AMO Matters**

Encourage postsecondary students in your orbit who are interested in local government, policy development, good governance, and healthy democracy to apply to be one of three [2024 AMO Youth Fellows](#). Fellows are mentored, participate in AMO Board and Taskforce meetings, and engage in AMO's Healthy Democracy Project. [Applications](#) are due **on or before November 13 at 10 p.m.**

### **Provincial Matters**

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Don't be disappointed! Book your trade show booth today to ensure your participation in the 2024 ROMA Conference. Limited spaces available. Download the [exhibitor package](#) or [sponsorship package](#) today.

AMO and Hicks Morley have developed training to support municipal elected officials and council in understanding their obligations related to human rights and understanding how to manage seemingly competing human rights. You can register for this important training [here](#).

This training is for councillors with a good foundation in land use training and are ready to dive into strategic decision making. Engage in case studies and real life examples that are analyzed and understood through instructor lead instruction and group discussion. Register for the November 7 [Advanced](#) land use training.

AMO's Health and Safety Program Management partner, [4S Consulting](#), is hosting a webinar on November 14 at 8:30am ET on the double rebate offering from WSIB for municipal health and safety programs. [Register and learn](#) more on how to create sustainable health and safety programs.

## **LAS**

Want to find out how to save time and money with your LED lighting upgrade? Join our webinar on **November 22 at 10:00am** where West Lincoln and Georgina Township will share their success stories from using the [LAS Facility Lighting Service](#). Don't wait - [register today](#).

Our [Occupational Health and Safety digital program](#) partner has won the AVETTA Best Safety Industry Provider Award. 4S Consulting Services navigates the complex landscape of workplace safety, helping to integrate it into the workflow of your business.

Our fall webinar series showcasing [Canoe Procurement Group](#) technologies is on now until December 7. Join us for educational webinars covering a range of topics from electric vehicles and charging systems to drones. [Check out our Events page](#) for all the registration details.

## **Municipal Wire\***

Construction and manufacturing businesses can [get up to \\$20,000 for hiring new apprentices](#)! The program, delivered by Colleges and Institutes Canada, helps employers build a strong workforce and meet labour shortages.

The [University of Waterloo](#) is [hosting info sessions](#) on the process to recruit student talent. Consider hiring a co-op student to support your municipality's succession planning!

[Fleming College](#) is seeking municipal environmental land-use planning and management projects to be implemented by students in the [Environmental Land Management](#) program. Contact [Emily Markovic](#) to discuss partnership opportunities.

## **Careers**

[Business Development Manager - Local Authority Services \(LAS\)](#). Responsible for building a strategic partnership program for AMO to cultivate business relationships between third parties and AMO that leverage the value of AMO's position in the Ontario's market, provide benefits for municipalities. Apply to [hr@amo.on.ca](mailto:hr@amo.on.ca) by November 22.

[Truck & Coach/Automotive Technician - City of Thunder Bay](#). Participates in the development and implementation of all repair and preventative maintenance programs. [Apply online](#) by November 14.

Power Engineer - City of Thunder Bay. Responsible for monitoring ice or facility rentals and performs maintenance. Apply online by November 30.

Animal Services Officer - Town of Milton. Responsible for monitoring compliance of the Town's by-laws related to animal control. Apply online by December 1.

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October 26, 2023

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- ROMA Conference: *Close to Home* - Early bird registration closes October 27.
- ROMA 2024 Conference January 21-23: Exhibitor and sponsorship opportunities.
- New AMO training - Understanding Competing Human Rights, December 12.
- Land Use Planning Deeper Dive: Strengthen your planning skills with AMO training.
- Indigenous Community Awareness Training - Save the date.
- 4S Webinar: Double WSIB rebates for Municipal Health & Safety Programs.
- LAS electricity procurement - 2024 hedge price.
- Get a free quote for your 2024 Road & Sidewalk Study.
- Bright idea if you're thinking of lighting upgrades.
- Canoe Fall webinars continue.
- SaveOnEnergy Energy Management and Efficient Electrification webinars.
- A conversation of what it takes to be an effective CAO.
- Fleming College seeking municipal partnership projects.
- Careers.

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Encourage postsecondary students in your orbit who are interested in local government, policy development, good governance, and healthy democracy to apply to be one of three [2024 AMO Youth Fellows](#). Fellows are mentored, participate in AMO Board and Taskforce meetings, and engage in AMO's Healthy Democracy Project. [Applications](#) are due **on or before November 13 at 10 p.m.**

### Eye on Events

The 2024 ROMA Conference, themed *Closer to Home*, will provide rural municipal leaders the opportunity to address policy issues, funding concerns, and to meet directly with Provincial Ministers on local issues. Register by **October 27** to access early bird rates. For full registration and hotel information, [click here](#).

Don't be disappointed! Book your trade show booth today to ensure your participation in the 2024 ROMA Conference. Limited spaces available. Download the [exhibitor package](#) or [sponsorship package](#) today.

AMO and Hicks Morley have developed training to support municipal elected officials and council in understanding their obligations related to human rights and understanding how to manage seemingly competing human rights. You can register for this important training [here](#).

This training is for councillors with a good foundation in land use training and are ready to dive into strategic decision making. Engage in case studies and real life examples that are analyzed and understood through instructor lead instruction and group discussion. Register for the November 7 [Advanced](#) land use training.

OFIFC has developed a training to help build indigenous cultural competency in municipal government. Through a self-paced learning module and live virtual component, this training will provide knowledge and tools to utilize in moving improved and stronger relations forward in Ontario. Watch [here](#) for registration announcements.

AMO's Health and Safety Program Management partner, [4S Consulting](#), is hosting a webinar on November 14 at 8:30am ET on the double rebate offering from WSIB for municipal health and safety programs. [Register and learn](#) more on how to create sustainable health and safety programs.

## **LAS**

LAS is pleased to [announce it has secured a fixed hedge price](#) for the 12-month term from January 1 to December 31, 2024, for the 145 participants in the program.

The [LAS Road & Sidewalk Assessment](#) uses high-quality objective data to help you spend maintenance dollars wisely. Contact [Tanner](#) to get a free, no obligation quote for a survey of your community's roads and sidewalks.

Are you looking to upgrade your interior lighting, sports fields, or other outdoor lights next year? Our turn-key [Facility Lighting Service](#) has you covered. Contact [Christian Tham](#) to get a free proposal for your 2024 budget.

Our fall webinar series showcasing [Canoe Procurement Group](#) opportunities continues. Join us for educational webinars covering a range of topics from Electric Vehicles and charging systems to drone technology. [Check out our Events page](#) for all the registration details.

SaveOnEnergy is offering free training webinars for municipal energy/facility managers and directors. Learn how to integrate energy management principles, identify savings, and reduce cost in your municipal facilities. [Register](#) today.

## **Municipal Wire\***

The Ontario Municipal Administrators Association (OMAA) is offering an online seminar series on the [CAO Profile](#) and what it takes to be an effective CAO. The series will feature the workbook and many practical tips on what's required to succeed. [Register now](#).

[Fleming College](#) is seeking municipal environmental land-use planning and management projects to be implemented by students in the [Environmental Land Management](#) program. Contact [Emily Markovic](#) to discuss partnership opportunities.

## **Careers**

[Senior Program Advisor - Ministry of Municipal Affairs and Housing](#). Please [apply online](#), only, by quoting Job ID 204474. Closing date: November 14.

[Team Lead - Ministry of Municipal Affairs and Housing](#). Please [apply online](#), only, by quoting Job ID 204478. Closing date: November 14.

[Research and Policy Associate - City of Toronto](#). Support the development, coordination and implementation of programs, strategies and policies. Closing date: November 8.

[Municipal Clerk - Haldimand County](#). Execute the statutory duties as identified in the

Municipal Act and other provincial legislation. Closing date: November 8.

Asset Management Technician - City of Cambridge. Coordinate, review, and enter asset information provided from various internal/external sources into business system data repositories. Closing date: November 9.

Director Strategy & Engagement - City of Thunder Bay. Responsible for the strategic management, direction, efficient and effective operation of the Strategic Initiatives & Engagement Division. Closing date: November 14.

Manager of Facilities and Parks - Township of Rideau Lakes. Oversee all operations within the Municipal Properties department. Closing date: November 10.

Chief Administrative Officer - Municipality of Brighton. Responsible for providing administrative leadership to the Municipality. Closing date: November 10.

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### 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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**VIA EMAIL**

October 26, 2023

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

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

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Please be advised that at its meeting held Wednesday, October 18, 2023, the Council of the Regional Municipality of Halton adopted the following resolution:

**RESOLUTION: CS-05-23 - Appointment of an Ombudsman for the Regional Municipality of Halton and the Halton Community Housing Corporation for 2024-2027**

1. THAT Regional Council authorize the award for the provision of Ombudsman services to ADR Chambers Inc. for a term to commence January 1, 2024 and conclude December 31, 2027 as set out in Report No. CS-05-23 re: "Appointment of an Ombudsman for The Regional Municipality of Halton and the Halton Community Housing Corporation for 2024-2027".
2. THAT the Director of Legal Services be authorized to prepare the necessary by-law to appoint ADR Chambers Inc. as Ombudsman for Halton Region and Halton Community Housing Corporation as set out in Report No. CS-05-23.
3. THAT the Regional Clerk forward a copy of Report No. CS-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. CS-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 "Graham Milne", written over a light blue circular stamp.

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

**Regional Municipality of Halton**

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

Report To:	Regional Chair and Members of Regional Council
From:	Bob Gray, Commissioner, Corporate Services and Corporate Counsel
Date:	October 18, 2023
Report No:	CS-05-23
Re:	Appointment of an Ombudsman for the Regional Municipality of Halton and the Halton Community Housing Corporation for 2024-2027

## RECOMMENDATION

1. THAT Regional Council authorize the award for the provision of Ombudsman services to ADR Chambers Inc. for a term to commence January 1, 2024 and conclude December 31, 2027 as set out in Report No. CS-05-23 re: "Appointment of an Ombudsman for The Regional Municipality of Halton and the Halton Community Housing Corporation for 2024-2027".
2. THAT the Director of Legal Services be authorized to prepare the necessary by-law to appoint ADR Chambers Inc. as Ombudsman for Halton Region and Halton Community Housing Corporation as set out in Report No. CS-05-23.
3. THAT the Regional Clerk forward a copy of Report No. CS-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**

- Section 223.13 of the *Municipal Act, 2001*, authorizes municipalities to appoint an Ombudsman to investigate any decision or recommendation made or act done or omitted in the course of the administration of the municipality, its local boards and any municipally-controlled corporations.
- Since 2015, Ombudsman services for both Halton Region and Halton Community Housing Corporation (HCHC) have been provided by the firm of ADR Chambers Inc. The agreement with ADR Chambers Inc. has been for terms of two years, which have been renewed with Council approval biennially. The most recent

renewal was facilitated through Council's approval of Report No. LPS76-21 which renewed ADR Chambers' appointment to December 31, 2023.

- Following the issuance of a Request for Proposal (RFP) for the services of an Ombudsman and the completion of the RFP process, this report recommends the appointment of ADR Chambers Inc. as Ombudsman for Halton Region and Halton Community Housing Corporation (HCHC) for a four-year term to commence January 1, 2024 and conclude December 31, 2027.
- The term of this appointment will also serve to align the appointments of Halton Region's Integrity Commissioner and Ombudsman through the remainder of this term of Council and the first year of the next Council.

## **Background**

Section 223.13 of the *Municipal Act, 2001* provides municipalities with the authority to appoint an Ombudsman who reports to Council and whose function is to investigate, in an independent manner, any decision or recommendation made or act done or omitted in the course of the administration of the municipality, its local boards and any municipally-controlled corporations.

Since 2016, ADR Chambers Inc. (ADR), has held the role of Ombudsman for Halton Region and HCHC. The agreement with ADR stipulated an initial two-year term with options for renewals. The most recent renewal occurred through Council's approval of Report No. LPS76-21 re: "Renewal of Ombudsman Agreement for 2022-2023."

There are a limited number of firms that provide this service and the purpose of issuing a Request for Proposal (RFP) at this time was to secure a vendor and agreement that could be put in place for a longer term. The RFP for Ombudsman services was issued on September 5, 2023 and closed on September 28, 2023. One submission was received, from the incumbent ADR. Their combined technical and cost score was sufficient to award the contract under Halton's Purchasing By-law.

## **Discussion**

The Purchasing By-law provides authority for the Regional Chair and Clerk to enter into an agreement, in a form satisfactory to the Director of Legal Services, with ADR Chambers Inc. for the provision of Ombudsman services for Halton Region and HCHC for a term to commence January 1, 2024 and conclude December 31, 2027.

It should be noted that this proposed appointment is scheduled to expire one year into the term of the 2026-2030 term of Regional Council so that the new Council may have the opportunity to appoint its own Ombudsman (or approve a renewal of the incumbent's term) clear of the initial Inaugural and other considerations. This approach aligns with

Council's recent appointment of its Integrity Commissioner whose term also expires December 31, 2027.

Upon successful completion of an agreement with ADR, a by-law formally appointing them as the Ombudsman for Halton Region and HCHC will be brought forward as part of a subsequent agenda for Council approval.

#### FINANCIAL/PROGRAM IMPLICATIONS

The annual cost of Ombudsman services varies as it depends on the services that they are called upon to perform which is driven by requests for advice, educational information and other supports as well as inquiries into complaints received. The cost for this service has been estimated based on previous experience with an upset limit of \$140,000 (excluding taxes) for the term of January 1, 2024 to December 31, 2027, or \$35,000 (excluding taxes) annually. There is sufficient funding in the annual operating budget of the Regional Clerk to support this award.

Respectfully submitted,



Jody Johnson  
Director, Legal Services



Bob Gray  
Commissioner, Corporate Services and  
Corporate Counsel

Approved by



Jane MacCaskill  
Chief Administrative Officer

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

Jody Johnson

Tel. # 7254

Attachments: None



**VIA EMAIL**

October 26, 2023

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

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

Please be advised that at its meeting held Wednesday, October 18, 2023, the Council of the Regional Municipality of Halton adopted the following resolution:

**RESOLUTION: CA-08-23/PW-40-23/FN-36-23 - 2023 Allocation Program**

1. THAT Recommendation Nos. 1 through 5 in Report No. CA-08-23/PW-40-23/FN-36-23 - 2023 Allocation Program be referred to the Halton CAO's and Local Municipalities for further discussion, with a requested report back to Regional Council in December 2023.
2. THAT the Regional Chair write to Provincial and Federal Governments, emphasizing the critical need for water and wastewater servicing to support the response to the housing crisis and the accelerated housing growth reflected in the Local Municipal housing pledges and requesting meetings to discuss Federal and Provincial funding for this infrastructure.
3. THAT Report No. CA-08-23/PW-40-23/FN-36-23 be forwarded to the City of Burlington, the Town of Halton Hills, the Town of Milton and the Town of Oakville.

Included please find a copy of Report No. CA-08-23/PW-40-23/FN-36-23 for your information. Please note that the resolution adopted by Council differs from the staff recommendation in the report. 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", written over a light blue circular stamp.

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

**Regional Municipality of Halton**

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



Report To:	Regional Chair and Members of Regional Council
From:	Jane MacCaskill, Chief Administrative Officer Andrew Farr, Commissioner, Public Works Cyndy Winslow, Commissioner, Finance and Regional Treasurer
Date:	October 18, 2023
Report No:	CA-08-23/PW-40-23/FN-36-23
Re:	2023 Allocation Program

### RECOMMENDATION

1. THAT in order to ensure Local Municipalities can achieve their housing pledges, Regional Council, reserve water and wastewater servicing capacity, in addition to already committed units from previous Allocation Programs as follows:
  - a. City of Burlington: 28,452 units
  - b. Town of Halton Hills: 6,054 units
  - c. Town of Milton: 12,816 units
  - d. Town of Oakville: 26,178 units
  - e. Special Interest Pool: 5,000 units
  - f. Institutional / Commercial / Industrial (ICI): 14,000 units
2. THAT Regional Council approve the Development Financing Plan as outlined in Report No. CA-08-23/PW-40-23/FN-36-23.
3. THAT the Chief Administrative Officer be authorized to negotiate and execute Allocation Agreements in support of the 2023 Allocation Program with terms and conditions consistent with Report No. CA-08-23/PW-40-23/FN-36-23 and acceptable to the Commissioner of Corporate Services, Corporate Counsel and the Commissioner of Finance and Regional Treasurer upon commitment of the minimum subscription of 29,787 units (approximately 16, 426 Single Dwelling Equivalents (SDEs)).
4. THAT Regional Council approve the immediate financing of \$38.0 million to advance water and wastewater projects as set out in the financial schedule in Attachment #4 to Report No. CA-08-23/PW-40-23/FN-36-23 to ensure critical projects proceed without delay.
5. THAT Regional Council approve the financing of the water, wastewater and transportation projects set out in Attachment #3 to Report No. CA-08-23/PW-40-

23/FN-36-23 to facilitate the construction of infrastructure in support of residential growth objectives and Local Municipal housing pledges upon execution of the Allocation Program.

6. THAT the Regional Chair write to Provincial and Federal Governments, emphasizing the critical need for water and wastewater servicing to support the response to the housing crisis and the accelerated housing growth reflected in the Local Municipal housing pledges and requesting meetings to discuss Federal and Provincial funding for this infrastructure.
7. THAT Report No. CA-08-23/PW-40-23/FN-36-23 be forwarded to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville, the Ministry of Municipal Affairs and Housing and the Halton MPs and MPPs.

## REPORT

### **Executive Summary**

- The Region's Allocation Program is a financing tool to support timely delivery of growth-related infrastructure in order to increase housing supply. The Allocation Program reduces the Region's risk related to the timing of development.
- 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.
- In order to support the Local Municipalities in meeting their pledges, on July 12, 2023 Regional Council directed staff to develop Allocation Program options based on the principles identified in Attachment #1 to LPS56-23/PW-31-23/FN-29-23 and bring it forward for decision no later than October 2023.
- The housing pledges represent a significant acceleration of growth in Halton Region. The housing pledges total 92,500 units by 2031 which is an over 70% increase over the growth anticipated in the Region's Infrastructure Master Plans. Staff have confirmed that there is sufficient gross capacity in the water and wastewater system to accommodate the housing pledges in each Halton Municipality however areas within each Municipality may be constrained. This report recommends reserving the existing water and wastewater capacity for each Municipality based on their housing pledges.
- There is however no additional capacity beyond the housing pledges for development beyond 2031. Significant water and wastewater plant expansions will need to be significantly accelerated to ensure additional capacity is available by 2031. This infrastructure is currently not planned for in the next 10 years and is not reflected in the Region's water and wastewater development charge.

- Developments in the greenfield areas are required to participate in the Allocation Program. To fund the infrastructure already planned to 2031, a minimum of 16,426 Single Detached Equivalent Units (SDEs) is required. Municipalities will be asked to identify the developments in the greenfield areas that will be provided a commitment of water and wastewater servicing.
- This report sets out the key terms and conditions for the 2023 Allocation Program and seeks delegated authority to enter into agreements. It also sets out the Development Financing Plan as presented in Attachment #2 for the infrastructure required to 2031. This includes seeking support from the Federal and Provincial Governments in financing the significant acceleration of water and wastewater capacity required.
- \$3.2 billion of growth related infrastructure, water, wastewater and roads has been identified as required to support anticipated growth which includes \$2.0 billion of financing through development charges including the allocation program and \$1.2 billion in Regional financing.
- This report seeks the financing of the water, wastewater and transportation projects set out in Attachment #3 of this report to facilitate the construction of infrastructure in support of residential growth objectives and Local Municipal housing pledges upon execution of the Allocation Program.
- This report seeks approval to immediately advance funding for the infrastructure projects identified in Attachment #4 prior to the signing of Allocation Agreements in order to further expedite infrastructure projects.

## Background

The Allocation Program is Halton's tool to finance and deliver infrastructure to support new housing growth within greenfield areas of the Region. In accordance with Halton Region's long standing principles that an acceptable financing plan for growth related infrastructure must be in place prior to new stages of growth proceeding. This has been accomplished through the delivery of Allocation Programs which ensure Halton maintains the principle that "growth pays for growth" to the extent possible. The Allocation program is the tool the Region uses to ensure the residential greenfield developers pay for growth related infrastructure and could include pre-payment of a portion of Development Charges (DCs) and/or front-endering if required to address any funding gaps. The Region has historically provided interim funding for non-residential development in recognition of the fact that the timing of the infrastructure is being driven by the residential developers and is delivered well in advance of non-residential requirements. This financing for non-residential development is a strategic investment for the Region as the infrastructure is required to support economic growth in the Region.

Halton Region has a shared objective with the Province and Local Municipalities to advance housing supply and will need to play a role in providing infrastructure in support of Local Municipal housing pledges by proactively planning for, financing and delivering infrastructure. Local Municipal Housing Pledges total 92,000 units across Halton, as follows:

- Burlington: 29,000 units
- Halton Hills: 9,500 units
- Milton: 21,000 units
- Oakville: 33,000 units

Through a Request for Expression of Interest (REOI) in May 2023, the Region put out a call to the development community to share their short term residential growth plans within greenfield areas. As discussed in Report No. LPS56-23/PW-31-23/FN-29-23, the Region received a significant amount of interest from 173 properties, totalling approximately 97,000 dwelling units equating just over 53,000 SDEs. As such, staff have been working to advance a new Allocation Program based on significant interest shown by the Development Community, and Council's direction to do so through LPS56-23/PW-31-23/FN-29-23 which will support accelerated residential growth opportunities.

A capacity review of Halton's water and wastewater systems was conducted to determine whether the housing pledges could be supported to 2031. This review reflected infrastructure currently built, infrastructure under construction, and infrastructure is planned to be in service prior to 2031. The review confirmed that there will be sufficient system capacity for each Local Municipality to meet their housing pledges. Infrastructure to accommodate additional growth beyond 2031 will be planned and confirmed through the forthcoming infrastructure Master Plans. While the system as a whole has the capacity to service the equivalent of 92,500 units and to meet the housing pledges, *where* the additional units are built matters. There is sufficient plant capacity to 2031, however there are limitations in the conveyance of plant capacity (pumping and pipes) in some areas. Further local infrastructure outside this review is required by developers and depending on circumstances can impact timing of development. This means that while overall pledges can be met, residential development will have to be based on where capacity exists. Halton will continue to work with Local Municipalities to prioritize infrastructure based on local priority areas.

In addition to working collaboratively with Local Municipalities, staff have engaged the development community in a series of individual meetings and large group sessions over the past several months since the Request for Expression of Interest (REOI) was released in May 2023. The feedback received has been incorporated to the best extent possible into the development of the 2023 Allocation Program, and will continue to be considered as the program details are further refined.

While the Allocation Program works in SDEs, the housing pledges are reported in units, and as such, this report may speak to either units or SDEs as required.

## Discussion

### The Allocation Program Process

The Region's Allocation 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 consistent with the growth priorities of Local Municipalities;
- The delivery of infrastructure is aligned with growth; and
- The delivery of infrastructure is financially sustainable.

Based on developer expressed interest and Local Municipal visions for planned growth in the areas within which an Allocation Program is applicable, the growth-related infrastructure to support planned development is used to determine the infrastructure and terms for the next Allocation Program.

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 challenge. 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.

The 2023 Allocation Program and associated Financing plan, detailed in this report have been developed based on long standing principles, consistent with previous allocation programs and recent Provincial direction, specifically:

- "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 and;
- Ensure program requirements respond to feedback from participants if aligned to the above principles.

These principles help support continued residential and non-residential growth in Halton Region, through the 2023 Allocation Program, while reducing financial risk to the Region's existing tax/rate payers.

## **Infrastructure**

As reported in July 2023 Report No. LPS56-23/PW-31-23/FN-29-23 re: “Allocation Program and REOI Update”, the Region’s water, wastewater and transportation infrastructure expansions and upgrades are being implemented as detailed in the current master plans to support growth to 2031.

As the housing pledges represent approximately a 70% increase in the growth projections contemplated in ROPA 38 for 2021 to 2031, a capacity analysis was required to assess the ability to accommodate this significant increase in projected growth to fulfill the Local Municipalities’ housing pledges. The analysis identified that through a combination of updates to the system and other optimization efforts, there would be sufficient capacity in the system to meet the housing pledges.

Local Municipalities will be asked to identify priorities for development that can be readily serviced while aligning with their visions for growth. Recommended areas to be prioritized include those with completed Servicing Plans and access to existing infrastructure, or infrastructure that is currently under construction and anticipated to be operational within 1- 3 years.

### **Advance Infrastructure to Support the Allocation Program**

As the capacity allocated to fulfilling the housing pledges will functionally take the Region’s systems to full capacity, as also noted in July 2023 Report No. LPS56-23/PW-31-23/FN-29-23 re: “Allocation Program and REOI Update”, the Region has initiated key projects that will either advance these capacity expansions, so that capacity is available when Servicing Plans are complete. These projects include the required Class Environmental Assessment phases and/or engineering designs for:

- Burloak WPP Phase 2 Expansion from 55 to 165ML/d in Oakville;
- The Mid-Halton Wastewater Treatment Plant Expansion (125 to 175 MLD); and
- The 2350 L/s WWPS at Lower Base Line and 4th Line in Milton and 900 mm wastewater forcemains.

Recognizing that the complexity of capacity expansion projects can require extended timeframes to complete, in addition to projects listed above, several additional projects and project phases have been identified to be advanced prior to execution of Allocation Agreements to ensure that the additional capacity is available when required.

Six (6) capital projects have been identified as described below:

#### **Wastewater**

- Design for the 2350 L/s WWPS at Lower Base Line and 4<sup>th</sup> Line in Milton. (ID8034)

- Design for twinned 900 mm wastewater forcemains from the WWPS at Lower Base Line to Regional Rd 25 in Milton. (ID8035)
- Design for the Mid-Halton Wastewater Treatment Plant Expansion (125 to 175 MLD). (ID8159)
- Design for the North WWPS expansion of 2000 L/s at Mid-Halton WWTP. (ID7528)
- Class Environmental Assessment for Skyway WWTP. (ID8360)

## **Water**

- Study and Design for Booster Pumping and Storage for North Zones. (ID6702)

Following the approval of the Development Finance Plan as outlined in this report, staff will initiate planning for additional projects that will unlock areas for future growth when Servicing Plans are complete. These include extension of water and wastewater servicing to areas like South East Georgetown, and North Aldershot communities.

## **Program Size in Relation to Infrastructure Capacity and Supporting Municipal Housing Pledges**

The size of the 2023 program is dependent on a number of factors. The program must ensure that the growth related infrastructure costs for the program are considered, which then is used to identify a minimum number of program SDEs. This is the participation that would be required in order to make the new program financially feasible.

In addition to the financial analysis, the infrastructure capacity analysis is key to understanding and setting the program threshold. Typically for an Allocation Program, a total number of SDEs that can be serviced within the program timeframe, as aligned with Best Planning Estimates sets the program maximum. Given the requirement for the 2023 program to be as flexible as possible to enable the Local Municipalities to meet their pledges, Allocation Program maximums will remain flexible within the capacity reserved by Municipality.

While the distribution of units between greenfield and built boundary will remain flexible, each municipality has maximum number of serviceable units available based on infrastructure capacity limits, to be distributed based on further discussions and direction from Local Municipalities (as identified in Table 1 below).

**Table 1: Unit Distribution to Enable Local Municipal Housing Pledges**

<b>Municipality</b>	<b>Maximum Program Units</b>
Burlington	28,452
Halton Hills	6,054
Milton	12,816
Oakville	26,178
Halton Region	73,500

The image below provides an overview of how the available servicing capacity is able to meet the housing pledges for each Local Municipality.



For the 2023 Allocation Program, a minimum of 29,787 units (approximately 16,426 SDEs) will be required to advance the program, based on the financial requirements discussed below. Staff will rely on Local Municipalities to determine how and where allocation will be distributed within their respective municipality. Local Municipalities will be given the opportunity to define the split of units between the built boundary and greenfield, assess the readiness of developments that are looking to participate in the program, and identify how this aligns with Regional locational capacity, and local infrastructure readiness.

As part of the development of this program, staff have allotted for a Special Purpose pool of 5,000 units (approximately 2,760 SDEs) of servicing capacity, similar to the 2020 program, to be used to facilitate developments of key public interest. As an example, this would include capacity for new school sites. In addition, as part of the servicing capacity review, infrastructure capacity was reserved for very important non-residential growth.



The equivalent of 14,000 equivalent residential units has been set aside for Institutional / Commercial / Industrial (ICI) development.

## Capital Financing

In response to the current financial climate, municipal housing pledge targets, and accelerated infrastructure, staff developed a program to ensure financial capacity was available prior to proceeding with a program.

Based on current forecasted infrastructure, in order to support development to 2031, which includes capital budgets between 2023 and 2031, \$5.2 billion of growth related financing requirements has been forecasted for water, wastewater and roads infrastructure as shown below and set out in Attachment #1. The required financing for growth-related water, wastewater and roads infrastructure between 2023 and 2031 would be supported from both residential developers and the Region.

	Growth Related (\$000s)		
	W/WW	Roads	Total
<b>Residential<sup>1</sup>:</b>	<b>\$1,307,853</b>	<b>\$ 1,701,023</b>	<b>\$ 3,008,876</b>
<b>Region:</b>			
Non-Residential	400,374	856,752	1,257,126
Non-Growth <sup>2</sup>	261,122	311,973	573,095
Oversizing	81,936	287,743	369,679
Subtotal	<b>\$ 743,432</b>	<b>\$ 1,456,468</b>	<b>\$ 2,199,900</b>
<b>Total</b>	<b>\$2,051,285</b>	<b>\$ 3,157,491</b>	<b>\$ 5,208,776</b>

Note:

<sup>1</sup> Includes commitments (credits, debt, historical oversizing, 2020 Allocation Shortfall)

<sup>2</sup> Non-Growth State of Good Repair projects are not included and will be approved as part 2024 Budget Approval

The residential share between 2023 and 2031 is \$3.0 billion. Halton has a long standing principle that “growth pays for growth” to the extent possible and greenfield development is approved through financing plans and Allocation Programs.

Of the \$5.2 billion, the Region is responsible for \$2.2 billion, of which \$1.3 billion is required to support non-residential financing, \$370 million is financing for oversizing which will be recovered from future DCs and \$573 million is to finance growth state-of-good-repair (SOGR) requirements.

The \$1.3 billion is the interim financing related to the non-residential share of costs. The Region has historically provided interim financing in recognition of the fact that the timing

of the infrastructure is being driven by the residential developers and is delivered well in advance of non-residential requirements. To ensure that this interim financing does not impact tax or water/wastewater rates, the Region uses internal borrowing for these requirements. The investment revolving fund reserve (the revolving fund) is used for the water and wastewater program and the Tax Capital Reserve for the roads program. Ultimately, these Regional reserves will be fully reimbursed including interest from the collection of DCs, as non-residential development proceeds in the future. The financing is a strategic investment for the Region as the infrastructure is required to support economic growth in the Region. This is in addition to the current committed outstanding Regional investment for interim financing of \$527.6 million as of the end of 2022. Based on the financing requirements up to 2022, both the revolving fund and tax capital reserves have the capacity to address the additional non-residential needs.

As noted earlier, in order to make the new program financially feasible, a minimum subscription is required to assess a program for financial viability. Through initial discussions with Local Municipalities and financial review the minimum greenfield allocation subscription was determined to be 16,426 SDEs and an additional special purpose pool of 2,760 SDEs. As part of the review, the built boundary SDEs and associated revenue is also taken into consideration.

	Units	SDEs
Greenfield Allocation	29,787	16,426
Special Purpose Pool	5,000	2,760
Built Boundary	43,713	24,106
<b>Total Program</b>	<b>78,500</b>	<b>43,292</b>

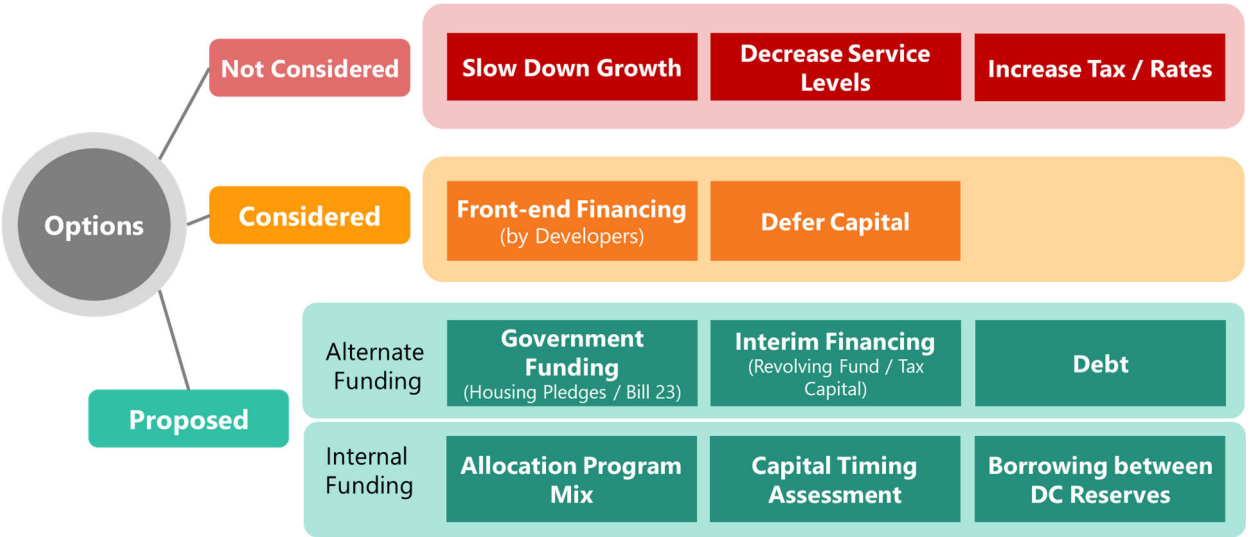
Based on the residential expenditures (\$3.0 billion) provided above and DC revenue (\$2.1 billion) generated from the SDEs in both the greenfield and built boundary areas there is a shortfall of \$940.2 million as set out below.

	Residential Financing (\$000s)		
	Total Expenditures	Revenue	Surplus/ Shortfall
Water/Wastewater	(\$1,307,853)	\$792,016	(\$515,837)
Roads	(\$1,701,023)	\$1,276,664	(\$424,358)
<b>Total Program</b>	<b>(\$3,008,876)</b>	<b>\$2,068,680</b>	<b>(\$940,196)</b>

Halton Region’s financial plans are built on the principle that “growth pays for growth” which would result in an additional front-end payment request from those entering into an Allocation Agreement of \$49,004 per SDE (shortfall divided by total greenfield units which includes the special interest pool) to address the \$940.2 million shortfall. This shortfall includes losses in DC revenues related to provincial changes to DC collection through Bill 23 as well as the advancement of large capacity infrastructure projects needed to accommodate future growth.

In order to design an allocation program that is feasible and implementable, an important part of the allocation process is to gauge the interest of the development community. Through discussion with the development community it was indicated that given the current economic conditions it would be challenging and undesirable to proceed with a front-end charge in addition to development charges. For this reason alternate strategies to address the shortfall were considered as the goal of meeting the housing pledges and providing a continuum of future growth is important to the Province, Local Municipal partners and the Region.

Municipalities have few tools to address the cost related to growth. In recognition that DCs have a limited revenue-generating capacity to fully support growth infrastructure, the Region has explored and employed alternative funding tools and mechanisms to ensure growth targets could be met. Below is a summary of the tools reviewed.



As identified above the tools were categorized with consideration given to the impact to the program and current Halton residents. The section labeled *Not Considered* would have had a significant impact to existing tax/users or would not have met housing pledges, and therefore, although an option, was not considered. The section labeled *Considered*,

is more palatable but was not proposed for the following reasons. The front-end financing, is an option that has been undertaken in the past but is not proposed given the current economic climate and need for a program to proceed. Deferring capital strictly on a financial basis was not recommended at this time to ensure that future programs were not impacted. The section labeled *Proposed* are tools that were used in the development of a viable program and discussed below.

As part of the analysis, a capital timing assessment was undertaken to review the current capital program that does not directly impact the delivery of growth. The review determined that the roads program could be scoped based on stage of project development (e.g. EA, design), project coordination (e.g. local coordination), and masterplan review. The roads projects not included in the financing plan, will still remain in the forecasted budget, however the timing will continue to be assessed as projects proceed through implementation and financing availability is reviewed. Although this review had positive impacts to address the shortfall, it was still not sufficient to alleviate the need for front-end financing. The roads capital program adjustments have impacted the shortfall by \$624 million.

To avoid front-ending, alternate funding for the residential share is still necessary and is primarily due to the sudden acceleration of growth which requires significant capacity and necessitates the need for costly capacity expansion projects to be accelerated prior to 2031. Below is a cost summary of the major capacity projects which are proposed to be financed with alternative funding.

<b>Alternative Financing Capacity Projects (included in \$940M shortfall) (\$000s)</b>	<b>Gross</b>	<b>Residential Share</b>
<b>Burloak</b>		
Burloak WPP Phase 2 Expansion from 55 to 165ML/d	\$ 194,708	\$ 147,978
<b>North Zones</b>		
Booster Pumping & Storage for North Zones <sup>1</sup>	\$ 40,000	\$ 29,200
<b>Mid-Halton</b>		
North WWPS expansion of 2,000 L/s	\$ 77,435	\$ 19,098
Mid-Halton WWTP expansion 125 ML/d to 175 ML/d	227,241	81,170
<b>Subtotal</b>	<b>\$ 304,676</b>	<b>\$ 100,268</b>
<b>Skyway WWTP</b>		
2400mm WWM inlet to Skyway WWTP <sup>2</sup>	\$ 38,226	\$ 2,034
Skyway WWTP by 20MLD	171,000	129,960
<b>Subtotal</b>	<b>\$ 209,226</b>	<b>\$ 131,994</b>
<b>Total</b>	<b>\$ 748,610</b>	<b>\$ 409,440</b>

Note:

<sup>1</sup> Alternative financing is not being utilized for the entire project budget of \$44 Million

<sup>2</sup> Alternative financing includes as small portion of previously approved budget

The financing plan assumes the alternate financing would be some combination of Federal, Provincial and Regional financing. Given the necessity of water and wastewater capacity to respond to the housing crisis, financing the delivery of this capacity should be a priority of both the Federal and Provincial Government. It is anticipated that this requirement for alternate financing is a one-time issue to address the sudden acceleration of housing growth that was not anticipated.

#### RESIDENTIAL FINANCING PLAN (\$000s)

(000s)	Expenditures					
	Expenditures	Alternate Financing (Debt/Prov)	Debt Charges*	Total Expenditures	Revenue	Surplus/ (Shortfall)
Water/ Wastewater	(\$1,307,853)	409,440	(\$96,316)	(\$994,729)	\$792,016	(\$202,713)
Roads	(\$722,000)	-	-	(\$722,000)	\$921,226	\$199,226
<b>Total (Program)</b>	<b>(\$2,029,853)</b>	<b>409,440</b>	<b>(\$96,316)</b>	<b>(\$1,716,729)</b>	<b>\$1,713,242</b>	<b>(\$3,487)</b>

\* Assumption is that Alternative Financing is taken as debt or internal financing

As depicted above, after taking all options into consideration, the shortfall is \$3.5 million. This is considered minor in nature and can be addressed through additional top-ups in the program or changes to the allocation program mix.

The Parameters of the program were designed based on current DC rates and inforce legislation. The Region is currently under a DC By-law appeal that could affect the outcome of the 2023 Allocation Program. In order to proceed with execution of agreements staff will have to have comfort that either Allocation Agreement terms or mediation efforts are developed with limited risk to DC collections.

For illustrative purposes, below is the current DC rate for greenfield water/wastewater and roads development charges used for the analysis. This rate is subject to change based on agreement timing. All other DCs will be collected as part of the normal development charge timing.

<b>DC Rates per SDE</b>	<b>Sept. 1, 2023</b>
<b>Water</b>	
Capacity	\$ 2,860
Greenfield	9,097
Subtotal Water	<b>\$ 11,958</b>
<b>Wastewater</b>	
Capacity	\$ 2,070
Greenfield	14,744
Subtotal Wastewater	<b>\$ 16,814</b>
<b>Subtotal Water and Wastewater</b>	<b>\$ 28,772</b>
<b>Roads</b>	<b>\$ 29,490</b>
<b>Total Water, Wastewater and Roads</b>	<b>\$ 58,261</b>

## 2023 Allocation Program Parameters

The program parameters for the 2023 Allocation Program are largely based on the 2020 Allocation Program with updates to incorporate Regional needs due to changes coming out of Bill 23, *More Homes Built Faster Act, 2022* (Bill 23). The following key program parameters will be the basis for the 2023 program:

- The program is being created in a way that acknowledges Bill 23 amendments to the Planning Act affecting the Region's planning roles and responsibilities, to ensure Regional interests are maintained.
- The program is applicable to Regional jurisdiction over Regional infrastructure, allocation of servicing capacity and collection of Regional DCs.

- The program is intended to provide servicing capacity for development that will advance in the short term where possible. The Region may revoke allocation if not used within three years, in order to free up capacity to meet the Local Municipalities housing pledges. Leading into the 3 year mark of the program, Regional staff will conduct a review of infrastructure capacity to identify whether a reallocation of servicing is required to support residential development that is projecting a faster timeline. This may result in revocation of servicing capacity, which would be considered in consultation with the Local Municipality(ies), or for developments holding allocation that are demonstrating progress to the satisfaction of the Region's Chief Planning Official, the program will maintain the possibility of extension.
- A Public Works Commissioners Notice (PWCN) may be required for participating lands that do not have Regional infrastructure in the ground. Receipt of the PWCN is the Owner's official notification that the servicing capacity release date for the corresponding lands has been achieved. To expedite program administration, the PWCN tool will be used only when required.
- Flexibility for developers to move allocation between their properties to support acceleration of development, to the satisfaction of the Region and Local Municipality.
- Forty (40) percent of SDEs within a plan must have received allocation in order to receive planning approvals. SDEs may be transferred but SDEs remaining on lands are not to be less than forty (40) percent of the SDEs originally reserved.

Program parameter details may be refined as further discussions with Local Municipalities and the development community continue. The intent is that these updates will be minor and will not require further approval by Regional Council before proceeding with program launch.

## **Agreement Terms and Conditions**

As a part of a release of allocation, each participating landowner will be required to enter into an agreement with the Region. The terms and conditions for the 2023 Allocation Program agreement are largely based on the 2020 Allocation Program with modifications that reflect feedback from the development community and current Regional needs such as changes to the way the Region can collect DCs as a result of Bill 23. It is normal practice to engage the development community to obtain feedback in ensuring the agreement and program parameters are mutually beneficial where possible, while still protecting the Region and taxpayers as intended. As such, upon Council approval of this report, a level of flexibility is assumed to allow Regional staff to continue to work with the development community where they align with the program parameters and interests of both the Region and Local Municipalities to make minor adjustments where necessary where they benefit the administration of the program.

It is recommended that the terms of the agreement will include the following:

- Provide for the early payment of water, wastewater and roads DCs in installments (unless building permit is issued which payment will be required in full) based on the schedule below commencing at the execution of the Allocation Agreement for low/medium and high density SDEs.

Timing	Low/Med	High Density
Execution	5%	5%
Q4 2024	20%	0%
Q4 2025	25%	20%
Q4 2026	25%	25%
Q4 2027	25%	25%
Q4 2028	0%	25%

- Conversion of SDE reserved for High Density Apartments shall not be permitted without prior approval on the basis that there is no financial impact to the Region;
- At execution of agreement, secure a letter of credit for the early payment of 40% of the water and wastewater DCs that will not be reduced until 60% of DCs have been collected;
- Updated Letter of Credit Policy for Allocation Agreements to permit an increased limit for Credit Unions that are incorporated in Ontario and confirmed by the Financial Services Regulatory Authority of Ontario. This limit will be the lesser of 1% of the Financial Institutions total reported assets or a maximum of \$10 million per developer subject to the approval of the Director of Capital and Development Financing or Regional Treasurer \;
- Provide for the recovery of the early payments by credits against the water, wastewater and roads component of the DC;
- Reserve and allocate water and wastewater capacity to the lands owned by the participating landowners entering into the agreement;
- Provide for minor adjustments of SDEs through top-up and/or reconciliation provisions;
- In order to allow the Local Municipalities to meet their housing objectives, provide for the reservation of SDEs for three years, to be re-evaluated for revocation or extension, acceptable to the Region and applicable Local Municipality(ies);
- At a minimum, forty percent (40%) of the lots in the draft plan of subdivision must have received allocation in order to receive draft plan approval;
- Provision to permit the transfer of SDEs, subject to approval by the Region and Local Municipalities, as long as the SDEs remaining on the lands are not less than forty percent (40%) of the SDEs originally reserved or forty percent (40%) of the total development where draft approval has been granted;
- Developers will be encouraged to allocate to all high density blocks contained within draft plans of subdivision as part of the Program, however these high density blocks can be created with minimum allocation provided that local



planning tools and instruments are in place to ensure development cannot proceed without allocation;

- Provisions to allow development of high density blocks in a phased manner, with reliance on local planning tools and instruments to ensure that only the portion of development with allocation can proceed. This phased approach would allow for the advancement of planning and infrastructure review to be undertaken for the entire block;
- Require land dedications to be made to the Region by the owner to accommodate key Regional infrastructure projects within 45 calendar days of request;
- Prevent the sale of dwelling units until water/wastewater (treatment, distribution and collection capacity) are available or expected to be available for those units within 12 months;
- Includes provisions to limit the Region's exposure to risk if the Allocation Agreement or any of its components is challenged in court or before an administrative tribunal; and
- Includes protection to minimize the Region's exposure to delay in infrastructure delivery to the allocation areas should infrastructure delivery be challenged before a court or administrative tribunal.

## **2023 Allocation Program Launch Next Steps**

Through Report No. CA-08-23/PW-40-23/FN-36-23 staff is seeking Regional Council approval to proceed with the 2023 Allocation Program based on the minimum of 29,787 units (approximately 16,246 SDEs) with a Special Purpose pool of 5,000 units (approximately 2,760 SDEs). Approval of this report will allow:

- Staff to work with Local Municipalities who will set the distribution of servicing capacity to enable pledges to be met.
- The ability to work with the development community to finalize the program based on the parameters identified in this report with flexibility to finalize implementation details and non-significant program parameters.
- Staff to finalize the 2023 Allocation Program agreements based on the Infrastructure and Development Financing Plans, and terms and conditions approved within the report.
- The ability to expeditiously launch a program within the first quarter of 2024 in order to support the objective of advancing development to meet housing pledges.

Given the Provincial objectives of accelerating residential development, and in support of enabling Local Municipalities to meet their housing pledges, staff commit to review the distribution of servicing capacity reserved through this program prior to 2027 to ensure alignment of infrastructure capacity, development approval and municipal progress toward meeting housing pledges. This will be in consultation with Local Municipalities and may require revocation of servicing allocation in order to redistribute to developments that are closer to advancement. The result of that infrastructure capacity review will

inform a potential redistribution of servicing which could support further greenfield allocation units for an Allocation Program.

Upon endorsement, the next steps include:

- Local Municipalities determine and approve local distribution of Allocation to greenfield developers and follow up with developers to assign capacity;
- Halton Region requests letters of commitment from identified developers
- Execution of agreements by landowners with security and first payment; and
- An update report to Council on the results of the 2023 Allocation Program once finalized.

## **Advocacy**

Halton Region has a long-standing history of developing and maintaining strong working relationships with our municipal, provincial and federal partners. Halton advocates on behalf of the community for legislative and policy changes on issues that have been identified as important to residents and in maintaining their quality of life. Halton Region has been advocating for support from all levels of government to ensure that Halton's taxpayers are not burdened with the cost of growth and that the appropriate services are in place to meet the needs of the community.

Halton Region and its Local Municipalities have long-term infrastructure plans to ensure that municipal infrastructure is available to support planned growth and grow the economy in a responsible way. Recent changes to development charges through Bill 23 have significantly affected the amount that municipalities are able to collect from developers to fund the much needed infrastructure to support our growing communities. The central intention of Bill 23 is to build more homes that are attainable for our growing population by discounting and exempting municipal fees and taxes for affordable, non-profit and purpose-built rental housing, and new homebuyers who otherwise face these significant costs. There should be no funding shortfall as a result of Bill 23, and it is critical that the Provincial Government make municipalities whole, to ensure that our funding can advance development and not hinder it. Below provides an example of the potential impact of the phasing reduction on DCs that reduce the collection based on what was calculated.

(000s)	Bill 23 Shortfall Summary		
	Sept 1, 2023 Per By-law	Sept 1, 2023 with Phasing Year 2 (15%)	Loss from Bill 23 Phasing
Water/Wastewater	\$931,784	\$792,016	(\$139,768)
Roads	\$1,501,958	\$1,276,664	(\$225,294)
<b>Total Program</b>	<b>\$2,433,742</b>	<b>\$2,068,680</b>	<b>(\$365,062)</b>

This table indicates that if all DCs were charged today the loss would be in excess of \$365 million.

In addition, the advancement of growth through the housing pledges provides additional constraints on infrastructure requirements to support residential growth. To support growth in the interim, due to the shortfall in non-residential growth, which has also been seen in other municipalities, continued work on inflow and infiltration and lower water consumption, Halton is able to leverage the existing plant capacity to support the pledges. In order to ensure there is capacity beyond the 2031 timeframe, it is important to start the necessary capacity expansions to provide a continuum of development into the future. Key expansions are included as part of the 2023 Allocation Program for this reason.

### Financial/Program Implications

As noted in this report, staff are proposing to proceed with the financing plan that includes a scoped capital roads program, the reliance on alternative funding sources, borrowing between DC reserves and a minimum subscription of 29,787 units (approximately 16,426 SDEs).

As identified below, the financing required to support the proposed financing plan is \$3.2 billion of which \$2.0 billion is the residential responsibility and \$1.2 billion is Regional responsibility. The associated projects are identified in Attachment #2.

	Growth Related (\$000s)		
	W/WW	Roads	Total
<b>Residential<sup>1</sup>:</b>	<b>\$ 1,307,853</b>	<b>\$ 722,000</b>	<b>\$ 2,029,853</b>
<b>Region:</b>			
Non-Residential	400,374	306,048	706,422
Non-Growth <sup>2</sup>	261,122	129,191	390,313
Oversizing	81,936	24,220	106,156
Subtotal	<b>\$ 743,432</b>	<b>\$ 459,459</b>	<b>\$ 1,202,891</b>
<b>Total</b>	<b>\$ 2,051,285</b>	<b>\$ 1,181,459</b>	<b>\$ 3,232,744</b>

*Note:*

<sup>1</sup> Includes commitments (credits, debt, historical oversizing, 2020 Allocation Shortfall).

<sup>2</sup> Non-Growth State of Good Repair projects are not included and will be approved as part of the 2024 Budget Approval

The residential share (\$2.0 billion) will be financed from developers in accordance with the terms and conditions of the Allocation Agreement, DC revenue received for intensification and alternative financing. The Regional responsible related to growth of \$1.2 billion is comprised of \$706 million in interim financing to support non-residential financing, \$106 million for oversizing and \$390 million to finance growth state-of-good-repair (SOGR) requirements.

The non-residential interim investments (\$706 million) will be financed from the Investment Revolving Fund for water and wastewater (\$400 million) and Tax Capital Reserve for roads (\$306 million). Ultimately, these Regional reserves will be fully reimbursed including interest from the collection of DCs, as non-residential development proceeds in the future. The oversizing will also be interim financed using the Revolving Fund which will be recovered from future DCs.

The non-growth (\$390 million) will be financed from the Rate Reserves for water and wastewater (\$261 million) and from the Tax Capital Reserve (\$129 million).

In order to provide maximum flexibility to expedite timing of infrastructure based on project need and stage, it is being requested through this report to approve the capital budgets anticipated over the next 3 years. This budget includes previously approved 2023 budgets that are not part of previous allocation projects included in Appendix B of the 2023 Budget Capital Report. The 2023 projects without an approved financing plan (not included in previous allocation programs as per Appendix B of the 2023 Budget Capital Report) are being restated as part of this project list upon approval of this report. This funding will provide opportunity to explore alternative delivery approaches in a goal to accelerate timing. Attachment #3 provides a summary of projects and financing to be approved. Projects will not be able to initiate until execution of agreements. In the event that developments are identified by local municipalities to proceed in the program that require

water/wastewater projects to be accelerated, future budgets or staff reports can contemplate approval where appropriate. Further the Allocation Agreement will provide for the consideration of construction works undertaken by the development community subject to the approval of the Commissioner of Public Works.

Given the potential time delay in executing agreements, staff have identified 6 priority planning and design water and wastewater infrastructure projects. These projects were selected as they are multi-year in nature and are extremely important to support future growth. These projects are recommended to proceed in advance of execution. The cost breakdown of growth splits is as follows:

	<b>Water &amp; Wastewater (\$000s)</b>
<b>Growth</b>	
Residential	\$ 19,173
Non-Residential	6,682
<b>Subtotal</b>	<b>\$ 25,855</b>
<b>Non-Growth</b>	<b>\$ 12,145</b>
<b>Total</b>	<b>\$ 38,000</b>

As detailed in Attachment #4, the funding required is 68% growth-related and totals \$38 million. Of the \$38 million, \$25.9 million is eventually recoverable through development charges and will be interim financed based on actual expenditures from the capital investment revolving fund in the interim. The non-growth component (\$12.1 million) will be financed from the rate reserves. Once the Allocation Agreements are executed the financing for these projects will be consistent with the financing identified in Attachment #3.

Upon Council approval of the Financing Plan in this report, and the Local Municipalities confirming the subscription, developers will be required to execute Allocation Agreements and provide all necessary financial securities. If minimum subscription is not met or the DC By-law appeal implications is deemed to be significant, then a subsequent report will be provided to Council to address the impacts.

Respectfully submitted,



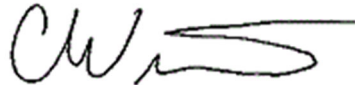
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If you have any questions on the content of this report,  
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Attachments: Attachment #1 – 2023-2031 Capital Projects and Financing  
Attachment #2 – 2023 Allocation Program Financing Plan  
Attachment #3 – Capital Budget Approval  
Attachment #4 – Advanced Capital Project Approval

ID No.	Description	Region Share				Total
		Res DC	Non Res*	Gen Resv	Oversizing*	
				(Non-Growth)		
Water Development						
Capacity						
5951	Design of Burloak WPP Phase 2 Expansion from 55 to 165ML/d (OAK)	\$ 12,464	\$ 3,936	\$ -	\$ -	\$ 16,400
6372	Construction of Burloak WPP Phase 2 Expansion from 55 to 165ML/d (OAK)	135,514	42,794	-	-	178,308
7496	Modifications to the Burnhamthorpe Water Tower (OAK)	4,587	1,449	317	-	6,353
8150	Halton Water Master Plan (REG)	1,350	426	-	-	1,776
8151	Water Distribution System Analysis (REG)	828	258	-	-	1,086
8152	Water Supply Capacity Annual Monitoring Report (REG)	382	116	-	-	498
Greenfield						
3713	400mm WM on Burnhamthorpe Rd from Trafalgar Rd to new North Oakville road (Zone O4) (Design) (OAK)	1,168	432	-	-	1,600
5850	1050mm WM on Upper Middle Rd from Burloak Drive to Appleby Line (Zone B2) (Construction) (BUR)	-	-	-	-	-
5881	400 mm WM from Waterdown booster pumping station along North Service Rd to King Rd (Zone B2) (BUR)	7,946	2,939	-	-	10,885
6367	Burloak Booster Pumping Station Phase 1, 60 ML/d (Zone B2) - Construction (BUR)	13,349	4,938	-	32,509	50,796
6368	1050mm WM on Burloak Dr from the QEW to Upper Middle Rd (Zone B2) - Construction (OAK)	13,624	5,039	-	13,516	32,179
6443	400mm WM on Burnhamthorpe Rd from Trafalgar Rd to new North Oakville road (Zone O4) (Construction) (OAK)	6,935	2,565	-	-	9,500
6597	300mm WM on RR 25 from No. 32 Side Rd to 640 m north of Wallace St. (Zone A9G) (HHACT)	1,697	628	-	-	2,325
6600	300 mm WM on No. 32 Side Rd from RR 25 to 3rd Line Reservoir (Zone A9G) (HHACT)	1,778	657	-	-	2,435
6613	600mm WM on No 10 Side Rd from 10th Line to Adamson St S (Zone G6L) (HHGEO)	2,169	802	-	-	2,971
6614	600 mm WM on Adamson St from 10th Side Rd to Guelph St (Zone G6L) (HHGEO)	3,118	1,154	-	-	4,272
6615	600mm WM on Guelph St from Adamson St to Bovaird Dr (Region of Peel) (Zone G6L) (HHGEO)	5,791	2,142	-	-	7,933
6616	400mm WM on Thompson Rd South from Britannia Rd to approx. 1,211m south (Zone M4) (MIL)	2,335	864	-	-	3,199
6617	400mm WM on new roadway south of Britannia Rd from Thompson Rd South to 4th Line (Zone M4) (MIL)	2,872	1,062	-	-	3,934
6618	400mm WM on new roadway south of Britannia Rd from 4th Line to 5th Line (Zone M4) (MIL)	2,924	1,083	-	-	4,007
6619	400mm WM on new roadway south of Britannia Rd from 5th Line to 6th Line (Zone M4) (MIL)	2,310	855	-	-	3,165
6620	400mm WM on 6th Line from Britannia Rd to 600 m south (Zone M4) (MIL)	1,382	510	-	-	1,892
6621	400mm WM on 6th Line from Britannia Rd to future Louis St. Laurent Blvd. (Zone M4) (MIL)	3,540	1,310	-	-	4,850
6622	400mm WM on 6th Line from Derry Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	3,925	1,452	-	-	5,377
6623	400mm WM on 5th Line from Britannia Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	3,669	1,357	-	-	5,026
6624	400mm WM on 4th Line from Britannia Rd to 650 m south (Zone M4) (MIL)	1,860	687	-	-	2,547
6625	400mm WM on Lower Base Line (East) from 4th Line to 5th Line (Zone M4) (MIL)	3,265	1,208	-	-	4,473
6626	400mm WM on 5th Line from Britannia Rd to 650 m south (Zone M4) (MIL)	1,128	417	-	-	1,545
6627	400mm WM on 4th Line from 650 m south of Britannia Rd to Lower Base Line (West) (Zone M4) (MIL)	3,190	1,180	-	-	4,370

ID No.	Description	Region Share				
		Res DC	Region Share			Total
			Non Res*	Gen Resv (Non-Growth)	Oversizing*	
6628	400mm WM on 5th Line from 650 m south of Britannia Rd to Lower Base Line (West) (Zone M4) (MIL)	3,813	1,410	-	-	5,223
6629	600mm WM on Louis St. Laurent Ave from 5th Line to 6th Line (Zone M4) (MIL)	3,801	1,406	-	-	5,207
6630	600mm WM on Louis St. Laurent Ave from 6th Line to Trafalgar Rd (Zone M4) (MIL)	5,038	1,864	-	-	6,902
6631	400mm WM on Louis St. Laurent Ave from Trafalgar Rd to 8th Line (Zone M4) (MIL)	3,284	1,215	-	-	4,499
6634	400mm WM on new Milton Rd from Trafalgar Rd to approximately 700 m east (Zone M4) (MIL)	1,862	689	-	-	2,551
6635	400mm WM on 8th Line from Derry Rd. to future Louis St. Laurent Blvd (Zone M4) (MIL)	3,614	1,336	-	-	4,950
6636	400mm WM on 8th Line from Britannia Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	3,479	1,287	-	-	4,766
6637	400mm WM on new roadway from Britannia Rd to approx. 1,200 m south (Zone M4) (MIL)	2,233	826	-	-	3,059
6638	400mm WM on Derry Rd from Trafalgar Rd to 8th Line (Zone M4) (MIL)	2,221	821	-	-	3,042
6666	750mm WM on Neyagawa Blvd. from Burnhamthorpe Rd W to Lower Base Line W (MIL)	1,066	395	-	13,151	14,612
6694	10 ML Zone G6L Storage at 22nd Side Rd (HHGEO)	13,595	5,029	-	-	18,624
6697	15 ML storage expansion at Zone M4 Reservoir (TWL = 250m) (HHGEO)	20,393	7,542	-	-	27,935
6701	Kitchen Zone O3 Booster Pumping Station Expansion by 80 ML/d (OAK)	4,220	1,561	-	11,736	17,517
6702	40 ML/d Expansion at the Neyagawa Booster Pumping Station (OAK)	32,240	11,760	-	-	44,000
6863	Waterdown Road Booster Pumping Station Expansion (Zones B2, B3A & B5A) (BUR)	5,611	2,075	-	-	7,686
7014	400 mm WM from Waterdown Reservoir Booster Pumping Station to new North Aldershot Reservoir (Zone B3A) (BUR)	3,108	1,150	-	-	4,258
7505	1050mm WM on Burloak Dr from Burloak Booster Pumping Station to the QEW - Construction (OAK)	3,489	1,290	-	3,460	8,239
7570	4.5 ML North Aldershot in ground Reservoir (Zone B3B) (BUR)	6,336	2,344	-	-	8,680
8280	1050mm WM on Upper Middle Rd from Burloak Drive to Appleby Line (Zone B2) (Construction) (BUR)	10,719	3,965	-	7,564	22,248
8135	750mm WM on Trafalgar from 15th Side Rd to 22nd Side Rd Lake Based Reservoir - Construction (Zone G6L) (HHGEO)	30,729	11,365	-	-	42,094
8136	400mm WM on 17th Side Rd from Trafalgar Rd to Main St - Construction (Zone G6L) (HHGEO)	4,595	1,699	-	-	6,294
8137	750mm WM on Trafalgar Rd from 10th Side Rd to approximately 1,700 m north of 10th Side Rd - Construction (Zone G6L) (HHGEO)	9,971	3,688	-	-	13,659
8138	750mm WM on Trafalgar from 1,700 m north of 10th Side Rd to 15th Side Rd -Construction (Zone G6L) (HHGEO)	8,872	3,281	-	-	12,153
8139	400mm WM on new North Oakville Rd west of Neyagawa Blvd. -Construction (OAK)	3,534	1,307	-	-	4,841
8153	600mm WM on Wyecroft Rd from Burloak Dr to the 900mm WM on the SE corner of Third Line and QEW. Phase 2 (OAK)	15,818	5,850	-	-	21,668
<b>Greenfield - Employment Lands</b>						
5627	600mm WM through North Oakville Lands from Tremaine Rd to Bronte Rd (Zone O3) (OAK)	9,680	3,580	-	-	13,260
6641	400 mm WM on Hornby Rd from Steeles Ave to Trafalgar Rd (Zone 250) (HHS)	3,207	1,187	-	-	4,394
6642	400 mm WM in the 401 growth corridor north of Steeles from Hornby Rd to Trafalgar Rd (Zone 250) (HHS)	4,960	1,834	-	-	6,794



ID No.	Description	Region Share				
		Res DC	Non Res*	Gen Resv (Non-Growth)	Oversizing*	Total
6643	400 mm WM in the 401 growth corridor north of Steeles from Trafalgar Rd to approximately 400m east of 8th Line (Zone 250) (HHS)	4,145	1,534	-	-	5,679
6644	400mm WM in the 401 growth corridor from Steeles Ave to approximately 300 m north (Zone 250) (HHS)	1,425	526	-	-	1,951
6645	400mm WM in the 401 growth corridor north of Steeles Ave. from 1,000 m west of 9th Line to 900 m east of 9th Line (Zone 250) (HHS)	2,863	1,059	-	-	3,922
6646	400mm WM in the 401 growth corridor from Steeles Ave to approximately 330 m north (Zone 250) (HHS)	1,376	509	-	-	1,885
6647	400mm WM in the 401 growth corridor north of Steeles Ave. from 600 m west of 10th Line to 1,000 m east of 10th Line (Zone 250) (HHS)	2,914	1,077	-	-	3,991
6648	400mm WM in the 401 growth corridor from Steeles Ave to 340 m north (Zone 250) (HHS)	1,722	636	-	-	2,358
6649	400mm WM on Esquesing Line from James Snow Parkway to approximately 800 m north (Zone 267) (MIL)	606	224	-	-	830
6652	400mm WM on new roadway from 400 m west of Third Line to No 5 Side Rd (Zone 267) (MIL)	1,580	584	-	-	2,164
6657	400mm WM on Tremaine Rd from Britannia Rd to 2,200 m south of Britannia Rd (Zone 223.5) (MIL)	4,546	1,681	-	-	6,227
6659	400mm WM on new road alignment from Tremaine Rd to approximately 360 m west (Zone 223.5) (MIL)	729	270	-	-	999
8134	600mm WM on Tremaine Rd from Dundas St to approximately 950 m north-Construction (North Oakville Lands) (Zone O3) (OAK)	2,230	825	-	-	3,055
<b>Built Boundary</b>						
6602	7.5 ML storage expansion at Waterdown Reservoir (existing site) (Zone B1A) (BUR)	812	166	12,989	-	13,967
6708	300mm WM on Elizabeth St from James St to approximately 95 m north (BUR)	203	41	-	-	244
6710	300mm WM on Plains Rd East (Twinning adjacent to 6709) (BUR)	672	138	-	-	810
6711	300mm WM on Birchwood Avenue from Plains Rd East southwards towards Fairwood Place East (BUR)	122	25	-	-	147
6712	300mm WM on Gallagher Rd from Plains Rd East to 160 m Northerly (BUR)	264	54	-	-	318
6713	300mm WM on Downsview Rd from Plains Rd East to Dowland Crescent (BUR)	296	61	-	-	357
6723	400mm WM on Bronte St between Main St West and Barton St (MIL)	1,405	288	-	-	1,693
6724	300mm WM on Main St East between James St and Martin St (MIL)	579	119	-	-	698
6725	300mm WM on Laurier Avenue between Bronte St and Commercial St (MIL)	2,109	431	-	-	2,540
6728	300mm WM on Cowan Ave between Kerr St and Inglewood Drive (OAK)	357	73	-	-	430
6729	300mm WM on Deane Ave between Kerr St and Felan Ave (OAK)	747	153	-	-	900
6731	300mm WM on Forsythe St between Rebecca St and Burnet St (OAK)	791	162	-	-	953
8271	Projects to Support the Pressure Boundary Re-alignment in Milton Including Milton West Looping and System PRV (MIL)	22,376	4,584	1,419	-	28,379
<b>Sub-total Water Development</b>		<b>\$ 521,457</b>	<b>\$ 179,236</b>	<b>\$ 14,725</b>	<b>\$ 81,936</b>	<b>\$ 797,354</b>
<b>Wastewater Development</b>						
<b>Capacity</b>						
7528	North WWPS expansion of 2,000 L/s at Mid-Halton WWTP (OAK)	\$ 19,098	\$ 6,030	\$ 52,307	\$ -	\$ 77,435
7946	New 2400mm WWM inlet to Skyway WWTP parallel to QEW. Design and Construction (BUR)	2,018	637	35,271	-	37,926

ID No.	Description	Region Share				
		Res DC	Non Res*	Gen Resv (Non-Growth)	Oversizing*	Total
8154	Halton Wastewater Master Plan (REG)	1,350	426	-	-	1,776
8155	Wastewater Collection System Analysis (REG)	828	258	-	-	1,086
8156	Wastewater Treatment Capacity Annual Monitoring Report (REG)	385	118	-	-	503
8157	Black Creek Monitoring Program (HHACT)	167	51	-	-	218
8159	Mid-Halton WWTP expansion from 125 ML/d to 175 ML/d. Design and Construction (OAK)	81,170	25,633	120,438	-	227,241
8360	Skyway WWTP EA	2,280	720	-	-	3,000
8361	Expand Skyway WWTP by 20 MLD - Design and Construction	127,680	40,320	-	-	168,000
<b>Greenfield</b>						
5907	300 mm WWM North Aldershot Servicing (BUR)	10,117	3,935	-	-	14,052
6496	Twinned 250mm WWFM from Norval WWPS to new WWM at Mountainview Rd (HHGEO)	2,543	988	-	-	3,531
6497	300 mm WWM on Derry Rd from 8th Line to Trafalgar Rd (MIL)	20,470	7,960	-	-	28,430
6498	450 mm WWM on new road from 8th Line to Trafalgar Rd (MIL)	21,182	8,238	-	-	29,420
6500	600 mm WWM on 4th Line from new road to Lower Base Line WWPS (MIL)	7,100	2,761	-	-	9,861
6501	450 mm WWM on 4th Line from south of Britannia Rd to new road (MIL)	5,370	2,089	-	-	7,459
6502	525 mm WWM on Thompson Rd and new internal road from south of Britannia to 4th Line (MIL)	3,711	1,444	-	-	5,155
6503	300 mm WWM on 8th Line from north of Derry Rd to Derry Rd (MIL)	7,547	2,935	-	-	10,482
6504	450 mm WWM on 8th Line from north of new road to new road (MIL)	12,369	4,810	-	-	17,179
6505	450 mm WWM on 8th Line from north of Britannia Rd to Britannia Rd (MIL)	13,074	5,085	-	-	18,159
6508	Decommissioning of HH WWPS #3, connection to new 8th Line trunk sewer and conversion of site to septage receiving facility (HHS)	724	281	-	-	1,005
6564	525 mm WWM on new alignment from Esquesing Line to 3rd Line (MIL)	7,981	3,104	-	-	11,085
6578	525 WWM on Trafalgar Rd from south of Britannia Rd to Britannia Rd/ Trafalgar Rd WWPS (MIL)	22,759	8,851	-	-	31,610
6581	1500 mm WWM on 5th Line from Britannia Rd to Lower Base Line (MIL)	24,279	9,443	1,906	-	35,628
6582	1500 mm WWM on Lower Base Line from 5th Line to 4th Line (MIL)	14,338	5,575	1,006	-	20,919
6583	525 mm WWM on new road from 1400 m north of Britannia Rd to Britannia Rd (MIL)	8,029	3,122	-	-	11,151
6589	35 L/s WWPS on 10th Side Rd in Norval (HHGEO)	3,637	1,414	-	-	5,051
8034	2350 L/s WWPS at Lower Base Line and 4th Line (MIL)	50,575	19,667	20,078	-	90,320
8035	Twinned 900 mm WWFM from WWPS at Lower Base Line to Regional Rd 25 (MIL)	49,291	19,167	3,603	-	72,061
8270	450 mm WWM on Britannia Road from 570 m East of Trafalgar Road to Eighth Line (MIL)	20,858	8,112	-	-	28,970
<b>Greenfield - Employment Lands</b>						
6552	450mm WWM on new road alignment in Milton Education Village from Louis St Laurent extension to 1115 m south (MIL)	1,422	553	-	-	1,975
6554	600 mm WWM on Lower Base Line from WWFM discharge approx 650 m west of 1st Line to Regional Rd 25 (MIL)	12,988	5,051	-	-	18,039
6555	New 225 L/s WWPS on Tremaine Rd at Lower Base Line (MIL)	8,675	3,374	-	-	12,049
6556	Twin 400 mm WWFM from Tremaine WWPS to Lower Base Line, approx. 650 m west of 1st Line (MIL)	4,277	1,663	-	-	5,940

ID No.	Description	Region Share				
		Res DC	Non Res*	Gen Resv (Non-Growth)	Oversizing*	Total
6557	600 mm WWM on Tremaine Rd from approximately 1500 m north of South Tremaine Rd WWPS to South Tremaine Rd WWPS (MIL)	10,588	4,117	-	-	14,705
6559	525 mm WWM on Tremaine Rd from Britannia Rd to 1050 m south of Britannia Rd (MIL)	6,417	2,495	-	-	8,912
6560	525 mm WWM on James Snow Pkwy and new road alignment from Steeles Ave to Esquesing Line (MIL)	3,883	1,510	-	-	5,393
6561	450 mm WWM on new road and Britannia Rd from Milton Education Village to Tremaine Rd (MIL)	905	353	-	-	1,258
7534	450 mm WWM on new road in Milton Education Village from 800m north of Louis St Laurent extension to Louis St Laurent extension (MIL)	1,020	397	-	-	1,417
<b>Built Boundary</b>						
6511	Twinning of 525 - 600 mm WWM from Elgin St South along Black Creek alignment to Acton WWTP- EA and Design (HHACT)	213	43	400	-	656
6515	300 mm WWM on Childs Drive between the south entrance of Satok Crescent and Nipissing Road (MIL)	624	127	-	-	751
6517	450 mm WWM on Oak St between Ontario St South and Fulton St (MIL)	1,077	221	-	-	1,298
6531	250 mm WWM on Chisholm/Rebecca St between Forsyth St and Chisholm St on Rebecca St and on Chisholm St between Rebecca St and 45 m north of Lakeshore Rd West (OAK)	280	57	-	-	337
6535	450 mm WWM on Trafalgar Rd from 10 m north of Inglehart Street North to Cross Ave (OAK)	977	200	-	-	1,177
6537	675 mm WWM on Trafalgar Rd, through GO lot and on Argus St from Spruce St to 60 m north of Cross Ave (OAK)	4,779	979	-	-	5,758
7526	Agnes St WWPS Strategy. Scoping Study, EA and Design. (HHACT)	190	39	1,118	-	1,347
7537	Junction St WWPS Capacity Upgrade to 150 L/s WWPS - Design and Construction (BUR)	10,369	2,124	-	-	12,493
7540	Decommissioning of Riverside WWPS and Shorewood Place WWPS (OAK)	249	51	-	-	300
7541	Walker St WWPS - I/I reduction Program to gain capacity at the station. Scoping Study (OAK)	237	49	-	-	286
7543	Gravity Sewers from Decommissioned Riverside WWPS and Shorewood Place SPS to New Rebecca Trunk (OAK)	17,269	3,537	-	-	20,806
8140	Twinning of 525 - 600 mm WWM from Elgin St South along Black Creek alignment to Acton WWTP - Construction (HHACT)	1,258	258	2,371	-	3,887
8141	Agnes St. WWPS Strategy - Construction (HHACT)	1,343	275	7,899	-	9,517
8158	Walker St WWPS - I/I reduction Program to gain capacity at the station. Design and Construction (OAK)	2,396	491	-	-	2,887
<b>Sub-total Wastewater Development</b>		<b>\$ 632,366</b>	<b>\$ 221,138</b>	<b>\$ 246,397</b>	<b>\$ -</b>	<b>\$ 1,099,901</b>
Commitments		\$ 154,030	\$ -	\$ -		\$ 154,030
<b>Sub-total Water and Wastewater Development</b>		<b>\$ 1,307,853</b>	<b>\$ 400,374</b>	<b>\$ 261,122</b>	<b>\$ 81,936</b>	<b>2,051,285</b>
<b>Roads</b>						
3989	Winston Churchill Blvd - Widening from 2 to 4 lanes from 2km south of 5 Side Road to potential by-pass (Halton's Share) (HHS) (Regional Rd 19)	\$ 8,859	\$ 4,985	\$ 5,934	\$ -	\$ 19,778
3991	Trafalgar Rd - Grade Separation at CN Crossing north of Maple Ave (HHS) (Regional Road 3)	21,230	11,942	4,957	-	38,129
5181	Steeles Avenue - Grade Separation at CN crossing west of Bronte Street (MIL) (Regional Road 8)	31,637	17,796	-	-	49,433
5196	Travel Demand Management Initiative (REG)	144	81	225	-	450

ID No.	Description	Region Share				
		Res DC	Non Res*	Gen Resv (Non-Growth)	Oversizing*	Total
5376	Trafalgar Rd - Grade Separation at Metrolinx Crossing south of Hwy 7 (HHS) (Regional Road 3)	18,450	10,379	4,693	-	33,522
5426	Active Transportation Initiatives (REG)	144	81	225	-	450
5431	Traffic and Screen Line Counts & Studies (REG)	839	472	1,311	-	2,622
5444	Transportation Master Plan Study (REG)	1,338	754	-	-	2,092
5641	Traffic Signal Controller, timer and signing upgrades - Various Intersections (REG)	4,352	2,448	6,800	-	13,600
5839	James Snow Parkway - Widening from 4 to 6 lanes from Highway 401 to Britannia Road (MIL) (Regional Road 4)	42,460	23,884	4,994	-	71,338
5845	Tremaine Road - Widening from 4 to 6 lanes from Highway 401 to Derry Road (MIL) (Regional Road 22)	53,884	30,310	18,481	3,176	105,851
6448	Winston Churchill Boulevard - Widening from 4 to 6 lanes from Highway 401 to Steeles Avenue (Halton's Share) (HHS) (Regional Road 19)	2,752	1,549	1,143	-	5,444
6757	"5 1/2 Line" - New 6 lane road from Britannia Road to Steeles Avenue & Interchange at Highway 401 (MIL)	133,548	75,121	-	4,258	212,927
6758	10 Side Road - Widening from 2 to 4 lanes from Trafalgar Road to Winston Churchill Boulevard (HHS) (Regional Road 10)	42,315	23,802	4,976	9,693	80,786
6803	Burloak Drive - Widening from 4 to 6 lanes from Harvester Road to Upper Middle Road (BUR) (Regional Road 21)	18,476	10,392	11,226	10,658	50,752
6804	Derry Road - Widening from 4 to 6 lanes from Tremaine Road to Highway 407 (MIL) (Regional Road 7)	91,245	51,326	15,842	8,336	166,749
6805	Guelph Line - Widening from 4 to 6 lanes from Upper Middle Road to Dundas Street (Regional Road 1) (BUR)	14,584	8,202	2,817	9,958	35,561
6806	James Snow Parkway - New 6 lane road from Highway 407 to Britannia Road (MIL) (Regional Road 4)	62,860	35,360	-	7,393	105,613
6807	James Snow Parkway - Widening from 4 to 6 lanes from Highway 401 to Tremaine Road (MIL) (Regional Road 4)	82,691	46,513	3,997	-	133,201
6808	Ninth Line - Widening from 2 to 4 lanes from Burnhamthorpe Road to Highway 407 (OAK) (Regional Road 13)	19,060	10,721	9,927	-	39,708
6809	Ninth Line - Widening from 2 to 4 lanes from Dundas Street to Burnhamthorpe Road (OAK) (Regional Road 13)	29,697	16,706	6,934	-	53,337
6810	North Service Road - New 4 lanes from Burloak Drive to Bronte Road (OAK)	11,571	6,508	-	82,360	100,439
6811	Regional Road 25 - Widening from 2 to 4 lanes from 5 Side Road to 10 Side Road (HHS) (Regional Road 25)	11,752	6,611	2,990	-	21,353
6812	Appleby Line - Widening from 4 to 6 lanes from Fairview Street to Taywood Drive (BUR) (Regional Road 20)	37,312	20,989	21,563	-	79,864
6814	Regional Road 25 - Widening from 4 to 6 lanes from Highway 407 to Britannia Road (MIL) (Regional Road 25)	43,863	24,673	9,346	5,862	83,744
6815	Regional Road 25 - Widening from 4 to 6 lanes from Britannia Road to Derry Road (MIL) (Regional Road 25)	19,138	10,764	5,696	-	35,598
6817	Regional Road 25 - Widening from 4 to 6 lanes from Steeles Avenue to 5 Side Road (MIL) (Regional Road 25)	58,349	32,822	14,842	-	106,013
6818	Bronte Road - Widening from 4 to 6 lanes from Speers Road to Highway 407 (OAK) (Regional Road 25)	59,159	33,278	9,142	-	101,579
6819	Steeles Avenue - Widening from 2 to 4 lanes from Tremaine Road to Industrial Drive (MIL) (Regional Road 8)	54,976	30,924	13,985	-	99,885
6821	Steeles Avenue - Widening from 4 to 6 lanes from Regional Road 25 to Trafalgar Road (MIL) (Regional Road 8)	40,520	22,792	8,634	33,857	105,803

ID No.	Description	Region Share				
		Res DC	Region Share			Total
			Non Res*	Gen Resv (Non-Growth)	Oversizing*	
6822	Steeles Avenue - Widening from 4 to 6 lanes (with RBL) from Trafalgar Road to Winston Churchill Boulevard (HHS) (Regional Road 8)	27,847	15,664	2,290	29,283	75,084
6823	Trafalgar Road - Widening from 4 to 6 lanes from Highway 407 to Britannia Road (MIL) (Regional Road 3)	30,463	17,135	5,289	-	52,887
6824	Brant Street Widening from 4 to 6 lanes from North Service Road to Dundas Street (BUR) (Regional Road 18)	39,026	21,952	6,775	4,324	72,077
6825	Upper Middle Road - Widening from 4 to 6 lanes from Appleby Line to Burloak Drive (BUR) (Regional Road 38)	10,104	5,682	2,152	7,326	25,264
6826	Upper Middle Road - Widening from 4 to 6 lanes from Trafalgar Road to Grand Boulevard (OAK) (Regional Road 38)	12,828	7,214	2,733	13,958	36,733
6827	Trafalgar Road - Widening from 4 to 6 lanes from Britannia Road to Steeles Avenue including Highway 401 Structure (MIL) (Regional Road 3)	53,138	29,891	7,220	-	90,249
6828	Upper Middle Road - Widening from 4 to 6 lanes from Bronte Road to Neyagawa Boulevard (OAK) (Regional Road 38)	25,687	14,447	5,473	18,627	64,234
6829	Upper Middle Road - Widening from 4 to 6 lanes from Ninth Line to Winston Churchill Boulevard (OAK) (Regional Road 38)	5,780	3,251	1,116	24,845	34,992
6830	Tremaine Road - Widening from 2 to 4 lanes from Dundas Street to Lower Base Line (OAK) (Regional Road 22)	38,618	21,722	8,228	-	68,568
6832	Data Management Group (REG)	900	513	-	-	1,413
6833	Transportation Tomorrow Survey (REG)	134	76	-	-	210
6834	Tremaine Road - Widening from 2 to 4 lanes from Lower Base Line to Britannia Road (MIL) (Regional Road 22)	26,498	14,905	3,116	-	44,519
6837	Development Charge Background Study (REG)	602	340	-	-	942
6838	Growth Management Studies (REG)	3,015	1,692	-	-	4,707
6846	Winston Churchill Boulevard - Widening from 4 to 6 lanes 2km south of 5 Side Road to 5 Side Road (Halton's Share) (HHS) (Regional Road 19)	382	215	221	-	818
6847	Winston Churchill Boulevard Widening 5-7 lanes from Steeles Avenue to 2 km South of 5 Side Road (Halton's Share) (HHS) (Regional Road 19)	602	338	140	-	1,080
6854	New Traffic Signals - Development (REG)	4,888	2,750	-	-	7,638
6855	New Signalized Intersections (REG)	4,645	2,612	7,258	-	14,515
6858	Cordon Count Data (REG)	365	209	-	-	574
7336	Ninth Line - Widening from 2 to 4 lanes from Steeles Avenue to 10 Side Road (HHS) (Regional Road 13)	25,906	14,572	13,494	-	53,972
7338	Upper Middle Road - Widening from 4 to 6 lanes from Neyagawa Boulevard to Trafalgar Road (OAK) (Regional Road 38)	21,047	11,839	3,252	8,477	44,615
7339	Upper Middle Road - Widening from 4 to 6 lanes from Grand Boulevard to Ninth Line (OAK) (Regional Road 38)	4,138	2,329	1,053	4,609	12,129
7375	Active Transportation Infill Projects (REG)	71	40	112	-	223
7377	Intelligent Transportation System Implementation (REG)	320	180	500	-	1,000
7485	Burloak Drive - (CONSTRUCTION ONLY) 4 lane urbanization from north of QEW to Upper Middle Road (BUR) (Regional Road 21)	6,501	3,657	1,518	-	11,676
7487	Dundas Street - Widening from 4 to 6 lanes from Guelph Line to Halton/Hamilton Boundary, including improvements at Brant Street (BUR) (Regional Road 5)	16,413	9,232	12,631	-	38,276

ID No.	Description	Region Share				Total
		Res DC	Non Res*	Gen Resv	Oversizing*	
				(Non-Growth)		
7494	Norval Bypass (HHS)	35,345	19,881	-	-	55,226
7568	MTO Highway Studies (REG)	756	423	-	-	1,179
7569	Urban Design Guidelines (REG)	328	186	-	-	514
7689	Appleby Line at Harvester Road (Intersection Improvements) (BUR) (Regional Road 20)	1,746	982	2,730	-	5,458
7756	Trafalgar Road Widening from 2 to 4 Lanes from 10 Side Road to Hwy 7 (HHS) (Regional Road 3)	63,885	35,936	26,534	-	126,355
7928	Active Transportation Master Plan (REG)	489	275	-	-	764
8040	Winston Church Boulevard - Widening from 4 to 6 lanes from Dundas Street to Upper Middle Road / QEW (Halton's Share) (OAK) (Regional Road 19)	2,155	1,212	842	743	4,952
8272	William Halton Parkway (CONSTRUCTION ONLY) - 2 to 4 lanes from Old Bronte Road to Hospital Gate (OAK) (Regional Road 40)	5,649	3,178	-	-	8,827
8299	Guelph Line - Widening from 4 to 6 lanes from Mainway to Upper Middle Road (BUR) (Regional Road 1)	18,695	10,516	4,366	-	33,577
8355	William Halton Parkway - 2 to 4 lane Widening - Trafalgar Road to Ninth Line (OAK) (Regional Road 40)	11,512	6,475	-	-	17,987
8358	Winston Churchill Boulevard and Steeles Avenue Intersection (approximately 300m north and south of centreline) (Regional Road 8) (HHS)	5,417	3,046	2,250	-	10,713
Commitments		177,923	-	-	-	177,923
Sub-total Roads		\$ 1,701,023	\$ 856,752	\$ 311,973	\$ 287,743	\$ 3,157,491
Total W/WW & Roads		\$ 3,008,876	\$ 1,257,126	\$ 573,095	\$ 369,679	\$ 5,208,776

\* Non-Res & Oversizing Interim Financing for water/wastewater from Revolving Fund and roads from Tax Cap General

## 2023 Allocation Program Financing Plan

to CA-08-23/PW-40-23/FN-36-23

ID No.	Description							
		Res DC	Region Share			Alternate Financing		Total
			Interim Financing *	Gen Resv (Non-Growth)	Ovz	Res	Non-Res	
<b>Water Development</b>								
<b>Capacity</b>								
5951	Design of Burloak WPP Phase 2 Expansion from 55 to 165ML/d (OAK)	\$ -	\$ -	\$ -	\$ -	\$ 12,464	\$ 3,936	\$ 16,400
6372	Construction of Burloak WPP Phase 2 Expansion from 55 to 165ML/d (OAK)	-	-	-	-	135,514	42,794	178,308
7496	Modifications to the Burnhamthorpe Water Tower (OAK)	4,587	1,449	317	-	-	-	6,353
8150	Halton Water Master Plan (REG)	1,350	426	-	-	-	-	1,776
8151	Water Distribution System Analysis (REG)	828	258	-	-	-	-	1,086
8152	Water Supply Capacity Annual Monitoring Report (REG)	382	116	-	-	-	-	498
<b>Greenfield</b>								
3713	400mm WM on Burnhamthorpe Rd from Trafalgar Rd to new North Oakville road (Zone O4) (Design) (OAK)	1,168	432	-	-	-	-	1,600
5850	1050mm WM on Upper Middle Rd from Burloak Drive to Appleby Line (Zone B2) (Construction) (BUR)	-	-	-	-	-	-	-
5881	400 mm WM from Waterdown booster pumping station along North Service Rd to King Rd (Zone B2) (BUR)	7,946	2,939	-	-	-	-	10,885
6367	Burloak Booster Pumping Station Phase 1, 60 ML/d (Zone B2) - Construction (BUR)	13,349	4,938	-	32,509	-	-	50,796
6368	1050mm WM on Burloak Dr from the QEW to Upper Middle Rd (Zone B2) - Construction (OAK)	13,624	5,039	-	13,516	-	-	32,179
6443	400mm WM on Burnhamthorpe Rd from Trafalgar Rd to new North Oakville road (Zone O4) (Construction) (OAK)	6,935	2,565	-	-	-	-	9,500
6597	300mm WM on RR 25 from No. 32 Side Rd to 640 m north of Wallace St. (Zone A9G) (HHACT)	1,697	628	-	-	-	-	2,325
6600	300 mm WM on No. 32 Side Rd from RR 25 to 3rd Line Reservoir (Zone A9G) (HHACT)	1,778	657	-	-	-	-	2,435
6613	600mm WM on No 10 Side Rd from 10th Line to Adamson St S (Zone G6L) (HHGEO)	2,169	802	-	-	-	-	2,971
6614	600 mm WM on Adamson St from 10th Side Rd to Guelph St (Zone G6L) (HHGEO)	3,118	1,154	-	-	-	-	4,272
6615	600mm WM on Guelph St from Adamson St to Bovaird Dr (Region of Peel) (Zone G6L) (HHGEO)	5,791	2,142	-	-	-	-	7,933
6616	400mm WM on Thompson Rd South from Britannia Rd to approx. 1,211m south (Zone M4) (MIL)	2,335	864	-	-	-	-	3,199
6617	400mm WM on new roadway south of Britannia Rd from Thompson Rd South to 4th Line (Zone M4) (MIL)	2,872	1,062	-	-	-	-	3,934
6618	400mm WM on new roadway south of Britannia Rd from 4th Line to 5th Line (Zone M4) (MIL)	2,924	1,083	-	-	-	-	4,007
6619	400mm WM on new roadway south of Britannia Rd from 5th Line to 6th Line (Zone M4) (MIL)	2,310	855	-	-	-	-	3,165
6620	400mm WM on 6th Line from Britannia Rd to 600 m south (Zone M4) (MIL)	1,382	510	-	-	-	-	1,892
6621	400mm WM on 6th Line from Britannia Rd to future Louis St. Laurent Blvd. (Zone M4) (MIL)	3,540	1,310	-	-	-	-	4,850
6622	400mm WM on 6th Line from Derry Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	3,925	1,452	-	-	-	-	5,377
6623	400mm WM on 5th Line from Britannia Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	3,669	1,357	-	-	-	-	5,026
6624	400mm WM on 4th Line from Britannia Rd to 650 m south (Zone M4) (MIL)	1,860	687	-	-	-	-	2,547
6625	400mm WM on Lower Base Line (East) from 4th Line to 5th Line (Zone M4) (MIL)	3,265	1,208	-	-	-	-	4,473
6626	400mm WM on 5th Line from Britannia Rd to 650 m south (Zone M4) (MIL)	1,128	417	-	-	-	-	1,545
6627	400mm WM on 4th Line from 650 m south of Britannia Rd to Lower Base Line (West) (Zone M4) (MIL)	3,190	1,180	-	-	-	-	4,370
6628	400mm WM on 5th Line from 650 m south of Britannia Rd to Lower Base Line (West) (Zone M4) (MIL)	3,813	1,410	-	-	-	-	5,223
6629	600mm WM on Louis St. Laurent Ave from 5th Line to 6th Line (Zone M4) (MIL)	3,801	1,406	-	-	-	-	5,207
6630	600mm WM on Louis St. Laurent Ave from 6th Line to Trafalgar Rd (Zone M4) (MIL)	5,038	1,864	-	-	-	-	6,902
6631	400mm WM on Louis St. Laurent Ave from Trafalgar Rd to 8th Line (Zone M4) (MIL)	3,284	1,215	-	-	-	-	4,499
6634	400mm WM on new Milton Rd from Trafalgar Rd to approximately 700 m east (Zone M4) (MIL)	1,862	689	-	-	-	-	2,551
6635	400mm WM on 8th Line from Derry Rd. to future Louis St. Laurent Blvd (Zone M4) (MIL)	3,614	1,336	-	-	-	-	4,950
6636	400mm WM on 8th Line from Britannia Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	3,479	1,287	-	-	-	-	4,766
6637	400mm WM on new roadway from Britannia Rd to approx. 1,200 m south (Zone M4) (MIL)	2,233	826	-	-	-	-	3,059

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ID No.	Description	Res DC	Region Share			Alternate Financing		Total
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6638	400mm WM on Derry Rd from Trafalgar Rd to 8th Line (Zone M4) (MIL)	2,221	821	-	-	-	-	3,042
6666	750mm WM on Neyagawa Blvd. from Burnhamthorpe Rd W to Lower Base Line W (MIL)	1,066	395	-	13,151	-	-	14,612
6694	10 ML Zone G6L Storage at 22nd Side Rd (HHGEO)	13,595	5,029	-	-	-	-	18,624
6697	15 ML storage expansion at Zone M4 Reservoir (TWL = 250m) (HHGEO)	20,393	7,542	-	-	-	-	27,935
6701	Kitchen Zone O3 Booster Pumping Station Expansion by 80 ML/d (OAK)	4,220	1,561	-	11,736	-	-	17,517
6702	40 ML/d Expansion at the Neyagawa Booster Pumping Station (OAK)	3,040	960	-	-	29,200	10,800	44,000
6863	Waterdown Road Booster Pumping Station Expansion (Zones B2, B3A & B5A) (BUR)	5,611	2,075	-	-	-	-	7,686
7014	400 mm WM from Waterdown Reservoir Booster Pumping Station to new North Aldershot Reservoir (Zone B3A) (BUR)	3,108	1,150	-	-	-	-	4,258
7505	1050mm WM on Burloak Dr from Burloak Booster Pumping Station to the QEW - Construction (OAK)	3,489	1,290	-	3,460	-	-	8,239
7570	4.5 ML North Aldershot in ground Reservoir (Zone B3B) (BUR)	6,336	2,344	-	-	-	-	8,680
8280	1050mm WM on Upper Middle Rd from Burloak Drive to Appleby Line (Zone B2) (Construction) (BUR)	10,719	3,965	-	7,564	-	-	22,248
8135	750mm WM on Trafalgar from 15th Side Rd to 22nd Side Rd Lake Based Reservoir - Construction (Zone G6L) (HHGEO)	30,729	11,365	-	-	-	-	42,094
8136	400mm WM on 17th Side Rd from Trafalgar Rd to Main St - Construction (Zone G6L) (HHGEO)	4,595	1,699	-	-	-	-	6,294
8137	750mm WM on Trafalgar Rd from 10th Side Rd to approximately 1,700 m north of 10th Side Rd - Construction (Zone G6L) (HHGEO)	9,971	3,688	-	-	-	-	13,659
8138	750mm WM on Trafalgar from 1,700 m north of 10th Side Rd to 15th Side Rd -Construction (Zone G6L) (HHGEO)	8,872	3,281	-	-	-	-	12,153
8139	400mm WM on new North Oakville Rd west of Neyagawa Blvd. -Construction (OAK)	3,534	1,307	-	-	-	-	4,841
8153	600mm WM on Wyecroft Rd from Burloak Dr to the 900mm WM on the SE corner of Third Line and QEW. Phase 2 (OAK)	15,818	5,850	-	-	-	-	21,668
<b>Greenfield - Employment Lands</b>								
5627	600mm WM through North Oakville Lands from Tremaine Rd to Bronte Rd (Zone O3) (OAK)	9,680	3,580	-	-	-	-	13,260
6641	400 mm WM on Hornby Rd from Steeles Ave to Trafalgar Rd (Zone 250) (HHS)	3,207	1,187	-	-	-	-	4,394
6642	400 mm WM in the 401 growth corridor north of Steeles from Hornby Rd to Trafalgar Rd (Zone 250) (HHS)	4,960	1,834	-	-	-	-	6,794
6643	400 mm WM in the 401 growth corridor north of Steeles from Trafalgar Rd to approximately 400m east of 8th Line (Zone 250) (HHS)	4,145	1,534	-	-	-	-	5,679
6644	400mm WM in the 401 growth corridor from Steeles Ave to approximately 300 m north (Zone 250) (HHS)	1,425	526	-	-	-	-	1,951
6645	400mm WM in the 401 growth corridor north of Steeles Ave. from 1,000 m west of 9th Line to 900 m east of 9th Line (Zone 250) (HHS)	2,863	1,059	-	-	-	-	3,922
6646	400mm WM in the 401 growth corridor from Steeles Ave to approximately 330 m north (Zone 250) (HHS)	1,376	509	-	-	-	-	1,885
6647	400mm WM in the 401 growth corridor north of Steeles Ave. from 600 m west of 10th Line to 1,000 m east of 10th Line (Zone 250) (HHS)	2,914	1,077	-	-	-	-	3,991
6648	400mm WM in the 401 growth corridor from Steeles Ave to 340 m north (Zone 250) (HHS)	1,722	636	-	-	-	-	2,358
6649	400mm WM on Esquesing Line from James Snow Parkway to approximately 800 m north (Zone 267) (MIL)	606	224	-	-	-	-	830
6652	400mm WM on new roadway from 400 m west of Third Line to No 5 Side Rd (Zone 267) (MIL)	1,580	584	-	-	-	-	2,164
6657	400mm WM on Tremaine Rd from Britannia Rd to 2,200 m south of Britannia Rd (Zone 223.5) (MIL)	4,546	1,681	-	-	-	-	6,227
6659	400mm WM on new road alignment from Tremaine Rd to approximately 360 m west (Zone 223.5) (MIL)	729	270	-	-	-	-	999
8134	600mm WM on Tremaine Rd from Dundas St to approximately 950 m north-Construction (North Oakville Lands) (Zone O3) (OAK)	2,230	825	-	-	-	-	3,055
<b>Built Boundary</b>								
6602	7.5 ML storage expansion at Waterdown Reservoir (existing site) (Zone B1A) (BUR)	812	166	12,989	-	-	-	13,967
6708	300mm WM on Elizabeth St from James St to approximately 95 m north (BUR)	203	41	-	-	-	-	244



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6710	300mm WM on Plains Rd East (Twinning adjacent to 6709) (BUR)	672	138	-	-	-	-	810
6711	300mm WM on Birchwood Avenue from Plains Rd East southwards towards Fairwood Place East (BUR)	122	25	-	-	-	-	147
6712	300mm WM on Gallagher Rd from Plains Rd East to 160 m Northerly (BUR)	264	54	-	-	-	-	318
6713	300mm WM on Downsview Rd from Plains Rd East to Dowland Crescent (BUR)	296	61	-	-	-	-	357
6723	400mm WM on Bronte St between Main St West and Barton St (MIL)	1,405	288	-	-	-	-	1,693
6724	300mm WM on Main St East between James St and Martin St (MIL)	579	119	-	-	-	-	698
6725	300mm WM on Laurier Avenue between Bronte St and Commercial St (MIL)	2,109	431	-	-	-	-	2,540
6728	300mm WM on Cowan Ave between Kerr St and Inglewood Drive (OAK)	357	73	-	-	-	-	430
6729	300mm WM on Deane Ave between Kerr St and Felan Ave (OAK)	747	153	-	-	-	-	900
6731	300mm WM on Forsythe St between Rebecca St and Burnet St (OAK)	791	162	-	-	-	-	953
8271	Projects to Support the Pressure Boundary Re-alignment in Milton Including Milton West Looping and System PRV (MIL)	22,376	4,584	1,419	-	-	-	28,379
<b>Sub-total Water Development</b>		<b>\$ 344,279</b>	<b>\$ 121,706</b>	<b>\$ 14,725</b>	<b>\$ 81,936</b>	<b>\$ 177,178</b>	<b>\$ 57,530</b>	<b>\$ 797,354</b>
<b>Wastewater Development</b>								
<b>Capacity</b>								
7528	North WWPS expansion of 2,000 L/s at Mid-Halton WWTP (OAK)	\$ -	\$ -	\$ 52,307	\$ -	\$ 19,098	\$ 6,030	\$ 77,435
7946	New 2400mm WWM inlet to Skyway WWTP parallel to QEW. Design and Construction (BUR)	-	-	35,271	-	2,018	637	37,926
8154	Halton Wastewater Master Plan (REG)	1,350	426	-	-	-	-	1,776
8155	Wastewater Collection System Analysis (REG)	828	258	-	-	-	-	1,086
8156	Wastewater Treatment Capacity Annual Monitoring Report (REG)	385	118	-	-	-	-	503
8157	Black Creek Monitoring Program (HHACT)	167	51	-	-	-	-	218
8159	Mid-Halton WWTP expansion from 125 ML/d to 175 ML/d. Design and Construction (OAK)	-	-	120,438	-	81,170	25,633	227,241
8360	Skyway WWTP EA	-	-	-	-	2,280	720	3,000
8361	Expand Skyway WWTP by 20 MLD - Design and Construction	-	-	-	-	127,680	40,320	168,000
<b>Greenfield</b>								
5907	300 mm WWM North Aldershot Servicing (BUR)	10,117	3,935	-	-	-	-	14,052
6496	Twinned 250mm WWFM from Norval WWPS to new WWM at Mountainview Rd (HHGEO)	2,543	988	-	-	-	-	3,531
6497	300 mm WWM on Derry Rd from 8th Line to Trafalgar Rd (MIL)	20,470	7,960	-	-	-	-	28,430
6498	450 mm WWM on new road from 8th Line to Trafalgar Rd (MIL)	21,182	8,238	-	-	-	-	29,420
6500	600 mm WWM on 4th Line from new road to Lower Base Line WWPS (MIL)	7,100	2,761	-	-	-	-	9,861
6501	450 mm WWM on 4th Line from south of Britannia Rd to new road (MIL)	5,370	2,089	-	-	-	-	7,459
6502	525 mm WWM on Thompson Rd and new internal road from south of Britannia to 4th Line (MIL)	3,711	1,444	-	-	-	-	5,155
6503	300 mm WWM on 8th Line from north of Derry Rd to Derry Rd (MIL)	7,547	2,935	-	-	-	-	10,482
6504	450 mm WWM on 8th Line from north of new road to new road (MIL)	12,369	4,810	-	-	-	-	17,179
6505	450 mm WWM on 8th Line from north of Britannia Rd to Britannia Rd (MIL)	13,074	5,085	-	-	-	-	18,159
6508	Decommissioning of HH WWPS #3, connection to new 8th Line trunk sewer and conversion of site to septage receiving facility (HHS)	724	281	-	-	-	-	1,005
6564	525 mm WWM on new alignment from Esquesing Line to 3rd Line (MIL)	7,981	3,104	-	-	-	-	11,085
6578	525 WWM on Trafalgar Rd from south of Britannia Rd to Britannia Rd/ Trafalgar Rd WWPS (MIL)	22,759	8,851	-	-	-	-	31,610
6581	1500 mm WWM on 5th Line from Britannia Rd to Lower Base Line (MIL)	24,279	9,443	1,906	-	-	-	35,628
6582	1500 mm WWM on Lower Base Line from 5th Line to 4th Line (MIL)	14,338	5,575	1,006	-	-	-	20,919
6583	525 mm WWM on new road from 1400 m north of Britannia Rd to Britannia Rd (MIL)	8,029	3,122	-	-	-	-	11,151
6589	35 L/s WWPS on 10th Side Rd in Norval (HHGEO)	3,637	1,414	-	-	-	-	5,051

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8034	2350 L/s WWPS at Lower Base Line and 4th Line (MIL)	50,575	19,667	20,078	-	-	-	90,320
8035	Twinned 900 mm WWFM from WWPS at Lower Base Line to Regional Rd 25 (MIL)	49,291	19,167	3,603	-	-	-	72,061
8270	450 mm WWM on Britannia Road from 570 m East of Trafalgar Road to Eighth Line (MIL)	20,858	8,112	-	-	-	-	28,970
<b>Greenfield - Employment Lands</b>								
6552	450mm WWM on new road alignment in Milton Education Village from Louis St Laurent extension to 1115 m south (MIL)	1,422	553	-	-	-	-	1,975
6554	600 mm WWM on Lower Base Line from WWFM discharge approx 650 m west of 1st Line to Regional Rd 25 (MIL)	12,988	5,051	-	-	-	-	18,039
6555	New 225 L/s WWPS on Tremaine Rd at Lower Base Line (MIL)	8,675	3,374	-	-	-	-	12,049
6556	Twin 400 mm WWFM from Tremaine WWPS to Lower Base Line, approx. 650 m west of 1st Line (MIL)	4,277	1,663	-	-	-	-	5,940
6557	600 mm WWM on Tremaine Rd from approximately 1500 m north of South Tremaine Rd WWPS to South Tremaine Rd WWPS (MIL)	10,588	4,117	-	-	-	-	14,705
6559	525 mm WWM on Tremaine Rd from Britannia Rd to 1050 m south of Britannia Rd (MIL)	6,417	2,495	-	-	-	-	8,912
6560	525 mm WWM on James Snow Pkwy and new road alignment from Steeles Ave to Esquiesing Line (MIL)	3,883	1,510	-	-	-	-	5,393
6561	450 mm WWM on new road and Britannia Rd from Milton Education Village to Tremaine Rd (MIL)	905	353	-	-	-	-	1,258
7534	450 mm WWM on new road in Milton Education Village from 800m north of Louis St Laurent extension to Louis St Laurent extension (MIL)	1,020	397	-	-	-	-	1,417
<b>Built Boundary</b>								
6511	Twining of 525 - 600 mm WWM from Elgin St South along Black Creek alignment to Acton WWTP- EA and Design (HHACT)	213	43	400	-	-	-	656
6515	300 mm WWM on Childs Drive between the south entrance of Satok Crescent and Nipissing Road (MIL)	624	127	-	-	-	-	751
6517	450 mm WWM on Oak St between Ontario St South and Fulton St (MIL)	1,077	221	-	-	-	-	1,298
6531	250 mm WWM on Chisholm/Rebecca St between Forsyth St and Chisholm St on Rebecca St and on Chisholm St between Rebecca St and 45 m north of Lakeshore Rd West (OAK)	280	57	-	-	-	-	337
6535	450 mm WWM on Trafalgar Rd from 10 m north of Inglehart Street North to Cross Ave (OAK)	977	200	-	-	-	-	1,177
6537	675 mm WWM on Trafalgar Rd, through GO lot and on Argus St from Spruce St to 60 m north of Cross Ave (OAK)	4,779	979	-	-	-	-	5,758
7526	Agnes St WWPS Strategy. Scoping Study, EA and Design. (HHACT)	190	39	1,118	-	-	-	1,347
7537	Junction St WWPS Capacity Upgrade to 150 L/s WWPS - Design and Construction (BUR)	10,369	2,124	-	-	-	-	12,493
7540	Decommissioning of Riverside WWPS and Shorewood Place WWPS (OAK)	249	51	-	-	-	-	300
7541	Walker St WWPS - I/I reduction Program to gain capacity at the station. Scoping Study (OAK)	237	49	-	-	-	-	286
7543	Gravity Sewers from Decommissioned Riverside WWPS and Shorewood Place SPS to New Rebecca Trunk (OAK)	17,269	3,537	-	-	-	-	20,806
8140	Twining of 525 - 600 mm WWM from Elgin St South along Black Creek alignment to Acton WWTP - Construction (HHACT)	1,258	258	2,371	-	-	-	3,887
8141	Agnes St. WWPS Strategy - Construction (HHACT)	1,343	275	7,899	-	-	-	9,517
8158	Walker St WWPS - I/I reduction Program to gain capacity at the station. Design and Construction (OAK)	2,396	491	-	-	-	-	2,887
<b>Sub-total Wastewater Development</b>		<b>\$ 400,120</b>	<b>\$ 147,798</b>	<b>\$ 246,397</b>	<b>\$ -</b>	<b>\$ 232,246</b>	<b>\$ 73,340</b>	<b>\$ 1,099,901</b>
Commitments		\$ 154,014				\$ 16		\$ 154,030
<b>Sub-total Water and Wastewater Development</b>		<b>\$ 898,413</b>	<b>\$ 269,504</b>	<b>\$ 261,122</b>	<b>\$ 81,936</b>	<b>\$ 409,440</b>	<b>\$ 130,870</b>	<b>2,051,285</b>
<b>Roads</b>								
3989	Winston Churchill Blvd - Widening from 2 to 4 lanes from 2km south of 5 Side Road to potential by-pass (Halton's Share) (HHS) (Regional Rd 19)	\$ 2,805	\$ 1,579	\$ 1,879	\$ -	\$ -	\$ -	\$ 6,263
3991	Trafalgar Rd - Grade Separation at CN Crossing north of Maple Ave (HHS) (Regional Road 3)	21,230	11,942	4,957	-	-	-	38,129
5181	Steeles Avenue - Grade Separation at CN crossing west of Bronte Street (MIL) (Regional Road 8)	31,637	17,796	-	-	-	-	49,433
5196	Travel Demand Management Initiative (REG)	64	36	100	-	-	-	200

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5376	Trafalgar Rd - Grade Separation at Metrolinx Crossing south of Hwy 7 (HHS) (Regional Road 3)	18,450	10,379	4,693	-	-	-	33,522
5426	Active Transportation Initiatives (REG)	64	36	100	-	-	-	200
5431	Traffic and Screen Line Counts & Studies (REG)	373	210	583	-	-	-	1,166
5444	Transportation Master Plan Study (REG)	669	377	-	-	-	-	1,046
5641	Traffic Signal Controller, timer and signing upgrades - Various Intersections (REG)	1,760	990	2,750	-	-	-	5,500
5839	James Snow Parkway - Widening from 4 to 6 lanes from Highway 401 to Britannia Road (MIL) (Regional Road 4)	42,460	23,884	4,994	-	-	-	71,338
6757	"5 1/2 Line" - New 6 lane road from Britannia Road to Steeles Avenue & Interchange at Highway 401 (MIL)	9,272	5,216	-	296	-	-	14,784
6758	10 Side Road - Widening from 2 to 4 lanes from Trafalgar Road to Winston Churchill Boulevard (HHS) (Regional Road 10)	494	278	58	113	-	-	943
6803	Burloak Drive - Widening from 4 to 6 lanes from Harvester Road to Upper Middle Road (BUR) (Regional Road 21)	2,253	1,267	1,369	1,300	-	-	6,189
6804	Derry Road - Widening from 4 to 6 lanes from Tremaine Road to Highway 407 (MIL) (Regional Road 7)	516	290	90	47	-	-	943
6805	Guelph Line - Widening from 4 to 6 lanes from Upper Middle Road to Dundas Street (Regional Road 1) (BUR)	387	217	75	264	-	-	943
6806	James Snow Parkway - New 6 lane road from Highway 407 to Britannia Road (MIL) (Regional Road 4)	4,940	2,780	-	581	-	-	8,301
6807	James Snow Parkway - Widening from 4 to 6 lanes from Highway 401 to Tremaine Road (MIL) (Regional Road 4)	30,606	17,216	1,480	-	-	-	49,302
6808	Ninth Line - Widening from 2 to 4 lanes from Burnhamthorpe Road to Highway 407 (OAK) (Regional Road 13)	1,524	857	794	-	-	-	3,175
6809	Ninth Line - Widening from 2 to 4 lanes from Dundas Street to Burnhamthorpe Road (OAK) (Regional Road 13)	8,836	4,971	2,063	-	-	-	15,870
6810	North Service Road - New 4 lanes from Burloak Drive to Bronte Road (OAK)	141	79	-	1,001	-	-	1,221
6811	Regional Road 25 - Widening from 2 to 4 lanes from 5 Side Road to 10 Side Road (HHS) (Regional Road 25)	7,307	4,110	1,859	-	-	-	13,276
6814	Regional Road 25 - Widening from 4 to 6 lanes from Highway 407 to Britannia Road (MIL) (Regional Road 25)	9,073	5,104	1,933	1,213	-	-	17,323
6815	Regional Road 25 - Widening from 4 to 6 lanes from Britannia Road to Derry Road (MIL) (Regional Road 25)	3,164	1,779	942	-	-	-	5,885
6817	Regional Road 25 - Widening from 4 to 6 lanes from Steeles Avenue to 5 Side Road (MIL) (Regional Road 25)	58,349	32,822	14,842	-	-	-	106,013
6818	Bronte Road - Widening from 4 to 6 lanes from Speers Road to Highway 407 (OAK) (Regional Road 25)	16,207	9,117	2,504	-	-	-	27,828
6819	Steeles Avenue - Widening from 2 to 4 lanes from Tremaine Road to Industrial Drive (MIL) (Regional Road 8)	54,976	30,924	13,985	-	-	-	99,885
6821	Steeles Avenue - Widening from 4 to 6 lanes from Regional Road 25 to Trafalgar Road (MIL) (Regional Road 8)	9,648	5,427	2,056	8,062	-	-	25,193
6822	Steeles Avenue - Widening from 4 to 6 lanes (with RBL) from Trafalgar Road to Winston Churchill Boulevard (HHS) (Regional Road 8)	8,728	4,909	718	9,178	-	-	23,533
6823	Trafalgar Road - Widening from 4 to 6 lanes from Highway 407 to Britannia Road (MIL) (Regional Road 3)	5,103	2,870	886	-	-	-	8,859
6824	Brant Street Widening from 4 to 6 lanes from North Service Road to Dundas Street (BUR) (Regional Road 18)	460	259	80	51	-	-	850
6825	Upper Middle Road - Widening from 4 to 6 lanes from Appleby Line to Burloak Drive (BUR) (Regional Road 38)	378	212	80	273	-	-	943
6826	Upper Middle Road - Widening from 4 to 6 lanes from Trafalgar Road to Grand Boulevard (OAK) (Regional Road 38)	330	185	70	358	-	-	943
6827	Trafalgar Road - Widening from 4 to 6 lanes from Britannia Road to Steeles Avenue including Highway 401 Structure (MIL) (Regional Road 3)	10,035	5,645	1,363	-	-	-	17,043
6828	Upper Middle Road - Widening from 4 to 6 lanes from Bronte Road to Neyagawa Boulevard (OAK) (Regional Road 38)	378	212	80	273	-	-	943
6829	Upper Middle Road - Widening from 4 to 6 lanes from Ninth Line to Winston Churchill Boulevard (OAK) (Regional Road 38)	140	79	27	604	-	-	850
6832	Data Management Group (REG)	400	228	-	-	-	-	628

## 2023 Allocation Program Financing Plan

to CA-08-23/PW-40-23/FN-36-23

ID No.	Description	Res DC	Region Share			Alternate Financing		Total
			Interim Financing *	Gen Resv (Non-Growth)	Ovz	Res	Non-Res	
6833	Transportation Tomorrow Survey (REG)	67	38	-	-	-	-	105
6837	Development Charge Background Study (REG)	301	170	-	-	-	-	471
6838	Growth Management Studies (REG)	1,340	752	-	-	-	-	2,092
6854	New Traffic Signals - Development (REG)	2,968	1,670	-	-	-	-	4,638
6855	New Signalized Intersections (REG)	2,817	1,584	4,402	-	-	-	8,803
6858	Cordon Count Data (REG)	166	95	-	-	-	-	261
7336	Ninth Line - Widening from 2 to 4 lanes from Steeles Avenue to 10 Side Road (HHS) (Regional Road 13)	25,906	14,572	13,494	-	-	-	53,972
7338	Upper Middle Road - Widening from 4 to 6 lanes from Neyagawa Boulevard to Trafalgar Road (OAK) (Regional Road 38)	445	250	69	179	-	-	943
7339	Upper Middle Road - Widening from 4 to 6 lanes from Grand Boulevard to Ninth Line (OAK) (Regional Road 38)	322	181	82	358	-	-	943
7375	Active Transportation Infill Projects (REG)	71	40	112	-	-	-	223
7377	Intelligent Transportation System Implementation (REG)	320	180	500	-	-	-	1,000
7485	Burloak Drive - (CONSTRUCTION ONLY) 4 lane urbanization from north of QEW to Upper Middle Road (BUR) (Regional Road 21)	6,501	3,657	1,518	-	-	-	11,676
7487	Dundas Street - Widening from 4 to 6 lanes from Guelph Line to Halton/Hamilton Boundary, including improvements at Brant Street (BUR) (Regional Road 5)	16,413	9,232	12,631	-	-	-	38,276
7494	Norval Bypass (HHS)	35,345	19,881	-	-	-	-	55,226
7568	MTO Highway Studies (REG)	336	188	-	-	-	-	524
7569	Urban Design Guidelines (REG)	228	129	-	-	-	-	357
7756	Trafalgar Road Widening from 2 to 4 Lanes from 10 Side Road to Hwy 7 (HHS) (Regional Road 3)	63,885	35,936	26,534	-	-	-	126,355
7928	Active Transportation Master Plan (REG)	238	134	-	-	-	-	372
8040	Winston Church Boulevard - Widening from 4 to 6 lanes from Dundas Street to Upper Middle Road / QEW (Halton's Share) (OAK) (Regional Road 19)	200	112	78	69	-	-	459
8272	William Halton Parkway (CONSTRUCTION ONLY) - 2 to 4 lanes from Old Bronte Road to Hospital Gate (OAK) (Regional Road 40)	5,649	3,178	-	-	-	-	8,827
8299	Guelph Line - Widening from 4 to 6 lanes from Mainway to Upper Middle Road (BUR) (Regional Road 1)	473	266	111	-	-	-	850
8355	William Halton Parkway - 2 to 4 lane Widening - Trafalgar Road to Ninth Line (OAK) (Regional Road 40)	11,512	6,475	-	-	-	-	17,987
8358	Winston Churchill Boulevard and Steeles Avenue Intersection (approximately 300m north and south of centreline) (Regional Road 8) (HHS)	5,417	3,046	2,250	-	-	-	10,713
Commitments		177,923	-	-	-	-	-	177,923
<b>Sub-total Roads</b>		<b>\$ 722,000</b>	<b>\$ 306,048</b>	<b>\$ 129,191</b>	<b>\$ 24,220</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,181,459</b>
<b>Total W/WW &amp; Roads</b>		<b>\$ 1,620,413</b>	<b>\$ 575,552</b>	<b>\$ 390,313</b>	<b>\$ 106,156</b>	<b>\$ 409,440</b>	<b>\$ 130,870</b>	<b>\$ 3,232,744</b>

\* Non-Res &amp; Oversizing Interim Financing for water/wastewater from Revolving Fund and roads from Tax Cap General

ID No.	Description	Res DC	Region Share			Alternate Financing		Total
			Non Res*	Gen Resv (Non-Growth)	Oversizing*	Res	Non-Res	
Water Development								
Capacity								
5951	Design of Burloak WPP Phase 2 Expansion from 55 to 165ML/d (OAK)	\$ -	\$ -	\$ -	\$ -	\$ 12,464	\$ 3,936	\$ 16,400
6372	Construction of Burloak WPP Phase 2 Expansion from 55 to 165ML/d (OAK)	-	-	-	-	135,514	42,794	178,308
7496	Modifications to the Burnhamthorpe Water Tower (OAK)	918	290	63	-	-	-	1,271
8150	Halton Water Master Plan (REG)	675	213	-	-	-	-	888
8151	Water Distribution System Analysis (REG)	363	113	-	-	-	-	476
8152	Water Supply Capacity Annual Monitoring Report (REG)	167	51	-	-	-	-	218
Greenfield						-	-	-
3713	400mm WM on Burnhamthorpe Rd from Trafalgar Rd to new North Oakville road (Zone O4) (Design) (OAK)	1,168	432	-	-	-	-	1,600
5881	400 mm WM from Waterdown booster pumping station along North Service Rd to King Rd (Zone B2) (BUR)	1,589	588	-	-	-	-	2,177
6367	Burloak Booster Pumping Station Phase 1, 60 ML/d (Zone B2) - Construction (BUR)	13,349	4,938	-	32,509	-	-	50,796
6368	1050mm WM on Burloak Dr from the QEWS to Upper Middle Rd (Zone B2) - Construction (OAK)	13,624	5,039	-	13,516	-	-	32,179
6443	400mm WM on Burnhamthorpe Rd from Trafalgar Rd to new North Oakville road (Zone O4) (Construction) (OAK)	6,935	2,565	-	-	-	-	9,500
6613	600mm WM on No 10 Side Rd from 10th Line to Adamson St S (Zone G6L) (HHGEO)	63	23	-	-	-	-	86
6614	600 mm WM on Adamson St from 10th Side Rd to Guelph St (Zone G6L) (HHGEO)	99	37	-	-	-	-	136
6615	600mm WM on Guelph St from Adamson St to Bovaird Dr (Region of Peel) (Zone G6L) (HHGEO)	153	57	-	-	-	-	210
6616	400mm WM on Thompson Rd South from Britannia Rd to approx. 1,211m south (Zone M4) (MIL)	2,335	864	-	-	-	-	3,199
6617	400mm WM on new roadway south of Britannia Rd from Thompson Rd South to 4th Line (Zone M4) (MIL)	2,872	1,062	-	-	-	-	3,934
6618	400mm WM on new roadway south of Britannia Rd from 4th Line to 5th Line (Zone M4) (MIL)	2,924	1,083	-	-	-	-	4,007
6619	400mm WM on new roadway south of Britannia Rd from 5th Line to 6th Line (Zone M4) (MIL)	2,310	855	-	-	-	-	3,165
6620	400mm WM on 6th Line from Britannia Rd to 600 m south (Zone M4) (MIL)	1,382	510	-	-	-	-	1,892
6621	400mm WM on 6th Line from Britannia Rd to future Louis St. Laurent Blvd. (Zone M4) (MIL)	708	262	-	-	-	-	970
6622	400mm WM on 6th Line from Derry Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	785	290	-	-	-	-	1,075
6623	400mm WM on 5th Line from Britannia Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	3,669	1,357	-	-	-	-	5,026
6624	400mm WM on 4th Line from Britannia Rd to 650 m south (Zone M4) (MIL)	1,860	687	-	-	-	-	2,547
6625	400mm WM on Lower Base Line (East) from 4th Line to 5th Line (Zone M4) (MIL)	3,265	1,208	-	-	-	-	4,473
6626	400mm WM on 5th Line from Britannia Rd to 650 m south (Zone M4) (MIL)	1,128	417	-	-	-	-	1,545
6627	400mm WM on 4th Line from 650 m south of Britannia Rd to Lower Base Line (West) (Zone M4) (MIL)	3,190	1,180	-	-	-	-	4,370
6628	400mm WM on 5th Line from 650 m south of Britannia Rd to Lower Base Line (West) (Zone M4) (MIL)	3,813	1,410	-	-	-	-	5,223
6629	600mm WM on Louis St. Laurent Ave from 5th Line to 6th Line (Zone M4) (MIL)	760	281	-	-	-	-	1,041
6630	600mm WM on Louis St. Laurent Ave from 6th Line to Trafalgar Rd (Zone M4) (MIL)	1,007	373	-	-	-	-	1,380
6631	400mm WM on Louis St. Laurent Ave from Trafalgar Rd to 8th Line (Zone M4) (MIL)	3,284	1,215	-	-	-	-	4,499
6634	400mm WM on new Milton Rd from Trafalgar Rd to approximately 700 m east (Zone M4) (MIL)	1,862	689	-	-	-	-	2,551
6635	400mm WM on 8th Line from Derry Rd. to future Louis St. Laurent Blvd (Zone M4) (MIL)	3,614	1,336	-	-	-	-	4,950
6636	400mm WM on 8th Line from Britannia Rd to future Louis St. Laurent Blvd (Zone M4) (MIL)	3,479	1,287	-	-	-	-	4,766
6637	400mm WM on new roadway from Britannia Rd to approx. 1,200 m south (Zone M4) (MIL)	2,233	826	-	-	-	-	3,059
6638	400mm WM on Derry Rd from Trafalgar Rd to 8th Line (Zone M4) (MIL)	2,221	821	-	-	-	-	3,042
6666	750mm WM on Neyagawa Blvd. from Burnhamthorpe Rd W to Lower Base Line W (MIL)	213	79	-	2,630	-	-	2,922
6701	Kitchen Zone O3 Booster Pumping Station Expansion by 80 ML/d (OAK)	844	312	-	2,347	-	-	3,503

ID No.	Description	Res DC	Region Share			Alternate Financing		Total
			Non Res*	Gen Resv (Non-Growth)	Oversizing*	Res	Non-Res	
6702	40 ML/d Expansion at the Neyagawa Booster Pumping Station (OAK)	3,040	960	-	-	29,200	10,800	44,000
6863	Waterdown Road Booster Pumping Station Expansion (Zones B2, B3A & B5A) (BUR)	1,122	415	-	-	-	-	1,537
7014	400 mm WM from Waterdown Reservoir Booster Pumping Station to new North Aldershot Reservoir (Zone B3A) (BUR)	622	230	-	-	-	-	852
7505	1050mm WM on Burloak Dr from Burloak Booster Pumping Station to the QEWS - Construction (OAK)	3,489	1,290	-	3,460	-	-	8,239
7570	4.5 ML North Aldershot in ground Reservoir (Zone B3B) (BUR)	1,559	577	-	-	-	-	2,136
8280	1050mm WM on Upper Middle Rd from Burloak Drive to Appleby Line (Zone B2) (Construction) (BUR)	10,719	3,965	-	7,564	-	-	22,248
8135	750mm WM on Trafalgar from 15th Side Rd to 22nd Side Rd Lake Based Reservoir - Construction (Zone G6L) (HHGEO)	30,729	11,365	-	-	-	-	42,094
8136	400mm WM on 17th Side Rd from Trafalgar Rd to Main St - Construction (Zone G6L) (HHGEO)	4,595	1,699	-	-	-	-	6,294
8137	750mm WM on Trafalgar Rd from 10th Side Rd to approximately 1,700 m north of 10th Side Rd - Construction (Zone G6L) (HHGEO)	9,971	3,688	-	-	-	-	13,659
8138	750mm WM on Trafalgar from 1,700 m north of 10th Side Rd to 15th Side Rd - Construction (Zone G6L) (HHGEO)	8,872	3,281	-	-	-	-	12,153
8139	400mm WM on new North Oakville Rd west of Neyagawa Blvd. - Construction (OAK)	3,534	1,307	-	-	-	-	4,841
8153	600mm WM on Wyecroft Rd from Burloak Dr to the 900mm WM on the SE corner of Third Line and QEWS. Phase 2 (OAK)	15,818	5,850	-	-	-	-	21,668
<b>Greenfield - Employment Lands</b>								
5627	600mm WM through North Oakville Lands from Tremaine Rd to Bronte Rd (Zone O3) (OAK)	9,680	3,580	-	-	-	-	13,260
6641	400 mm WM on Hornby Rd from Steeles Ave to Trafalgar Rd (Zone 250) (HHS)	3,207	1,187	-	-	-	-	4,394
6642	400 mm WM in the 401 growth corridor north of Steeles from Hornby Rd to Trafalgar Rd (Zone 250) (HHS)	4,960	1,834	-	-	-	-	6,794
6643	400 mm WM in the 401 growth corridor north of Steeles from Trafalgar Rd to approximately 400m east of 8th Line (Zone 250) (HHS)	4,145	1,534	-	-	-	-	5,679
6644	400mm WM in the 401 growth corridor from Steeles Ave to approximately 300 m north (Zone 250) (HHS)	1,425	526	-	-	-	-	1,951
6645	400mm WM in the 401 growth corridor north of Steeles Ave. from 1,000 m west of 9th Line to 900 m east of 9th Line (Zone 250) (HHS)	2,863	1,059	-	-	-	-	3,922
6646	400mm WM in the 401 growth corridor from Steeles Ave to approximately 330 m north (Zone 250) (HHS)	1,376	509	-	-	-	-	1,885
6647	400mm WM in the 401 growth corridor north of Steeles Ave. from 600 m west of 10th Line to 1,000 m east of 10th Line (Zone 250) (HHS)	2,914	1,077	-	-	-	-	3,991
6648	400mm WM in the 401 growth corridor from Steeles Ave to 340 m north (Zone 250) (HHS)	1,722	636	-	-	-	-	2,358
6649	400mm WM on Esquesing Line from James Snow Parkway to approximately 800 m north (Zone 267) (MIL)	606	224	-	-	-	-	830
6652	400mm WM on new roadway from 400 m west of Third Line to No 5 Side Rd (Zone 267) (MIL)	1,580	584	-	-	-	-	2,164
6657	400mm WM on Tremaine Rd from Britannia Rd to 2,200 m south of Britannia Rd (Zone 223.5) (MIL)	4,546	1,681	-	-	-	-	6,227
6659	400mm WM on new road alignment from Tremaine Rd to approximately 360 m west (Zone 223.5) (MIL)	729	270	-	-	-	-	999
8134	600mm WM on Tremaine Rd from Dundas St to approximately 950 m north - Construction (North Oakville Lands) (Zone O3) (OAK)	2,230	825	-	-	-	-	3,055
<b>Built Boundary</b>								
6602	7.5 ML storage expansion at Waterdown Reservoir (existing site) (Zone B1A) (BUR)	163	33	2,597	-	-	-	2,793
<b>Sub-total Water Development</b>		<b>\$ 225,077</b>	<b>\$ 82,936</b>	<b>\$ 2,660</b>	<b>\$ 62,026</b>	<b>\$ 177,178</b>	<b>\$ 57,530</b>	<b>\$ 607,407</b>
<b>Wastewater Development</b>								
<b>Capacity</b>								
7528	North WWPS expansion of 2,000 L/s at Mid-Halton WWTP (OAK)	\$ -	\$ -	\$ 52,307	\$ -	\$ 19,098	\$ 6,030	\$ 77,435
7946	New 2400mm WWM inlet to Skyway WWTP parallel to QEWS. Design and Construction (BUR)	-	-	9,286	-	531	168	9,985
8154	Halton Wastewater Master Plan (REG)	675	213	-	-	-	-	888
8155	Wastewater Collection System Analysis (REG)	363	113	-	-	-	-	476
8156	Wastewater Treatment Capacity Annual Monitoring Report (REG)	170	53	-	-	-	-	223

ID No.	Description	Res DC	Region Share			Alternate Financing		Total
			Non Res*	Gen Resv (Non-Growth)	Oversizing*	Res	Non-Res	
8157	Black Creek Monitoring Program (HHACT)	167	51	-	-	-	-	218
8159	Mid-Halton WWTP expansion from 125 ML/d to 175 ML/d. Design and Construction (OAK)	-	-	120,438	-	81,170	25,633	227,241
8360	Skyway WWTP EA	-	-	-	-	2,280	720	3,000
8361	Expand Skyway WWTP by 20 MLD - Design and Construction	-	-	-	-	13,680	4,320	18,000
<b>Greenfield</b>						-	-	-
5907	300 mm WWM North Aldershot Servicing (BUR)	2,023	787	-	-	-	-	2,810
6496	Twinned 250mm WWFM from Norval WWPS to new WWM at Mountainview Rd (HHGEO)	148	57	-	-	-	-	205
6497	300 mm WWM on Derry Rd from 8th Line to Trafalgar Rd (MIL)	20,470	7,960	-	-	-	-	28,430
6498	450 mm WWM on new road from 8th Line to Trafalgar Rd (MIL)	21,182	8,238	-	-	-	-	29,420
6500	600 mm WWM on 4th Line from new road to Lower Base Line WWPS (MIL)	7,100	2,761	-	-	-	-	9,861
6501	450 mm WWM on 4th Line from south of Britannia Rd to new road (MIL)	5,370	2,089	-	-	-	-	7,459
6502	525 mm WWM on Thompson Rd and new internal road from south of Britannia to 4th Line (MIL)	3,711	1,444	-	-	-	-	5,155
6503	300 mm WWM on 8th Line from north of Derry Rd to Derry Rd (MIL)	7,547	2,935	-	-	-	-	10,482
6504	450 mm WWM on 8th Line from north of new road to new road (MIL)	12,369	4,810	-	-	-	-	17,179
6505	450mm WWM on 8th Line from north of Britannia Rd to Britannia Rd (MIL)	13,074	5,085	-	-	-	-	18,159
6508	Decommissioning of HH WWPS #3, connection to new 8th Line trunk sewer and conversion of site to septage receiving facility (HHS)	145	56	-	-	-	-	201
6564	525 mm WWM on new alignment from Esquesing Line to 3rd Line (MIL)	7,981	3,104	-	-	-	-	11,085
6578	525 WWM on Trafalgar Rd from south of Britannia Rd to Britannia Rd/ Trafalgar Rd WWPS (MIL)	4,070	1,583	-	-	-	-	5,653
6581	1500 mm WWM on 5th Line from Britannia Rd to Lower Base Line (MIL)	24,279	9,443	1,906	-	-	-	35,628
6582	1500 mm WWM on Lower Base Line from 5th Line to 4th Line (MIL)	14,338	5,575	1,006	-	-	-	20,919
6583	525 mm WWM on new road from 1400 m north of Britannia Rd to Britannia Rd (MIL)	8,029	3,122	-	-	-	-	11,151
6589	35 L/s WWPS on 10th Side Rd in Norval (HHGEO)	72	28	-	-	-	-	100
8034	2350 L/s WWPS at Lower Base Line and 4th Line (MIL)	50,575	19,667	20,078	-	-	-	90,320
8035	Twinned 900 mm WWFM from WWPS at Lower Base Line to Regional Rd 25 (MIL)	49,291	19,167	3,603	-	-	-	72,061
8270	450 mm WWM on Britannia Road from 570 m East of Trafalgar Road to Eighth Line (MIL)	20,858	8,112	-	-	-	-	28,970
<b>Greenfield - Employment Lands</b>						-	-	-
6552	450mm WWM on new road alignment in Milton Education Village from Louis St Laurent extension to 1115 m south (MIL)	1,422	553	-	-	-	-	1,975
6554	600 mm WWM on Lower Base Line from WWFM discharge approx 650 m west of 1st Line to Regional Rd 25 (MIL)	12,988	5,051	-	-	-	-	18,039
6555	New 225 L/s WWPS on Tremaine Rd at Lower Base Line (MIL)	8,675	3,374	-	-	-	-	12,049
6556	Twin 400 mm WWFM from Tremaine WWPS to Lower Base Line, approx. 650 m west of 1st Line (MIL)	4,277	1,663	-	-	-	-	5,940
6557	600 mm WWM on Tremaine Rd from approximately 1500 m north of South Tremaine Rd WWPS to South Tremaine Rd WWPS (MIL)	10,588	4,117	-	-	-	-	14,705
6559	525 mm WWM on Tremaine Rd from Britannia Rd to 1050 m south of Britannia Rd (MIL)	6,417	2,495	-	-	-	-	8,912
6560	525 mm WWM on James Snow Pkwy and new road alignment from Steeles Ave to Esquesing Line (MIL)	3,883	1,510	-	-	-	-	5,393
6561	450 mm WWM on new road and Britannia Rd from Milton Education Village to Tremaine Rd (MIL)	905	353	-	-	-	-	1,258
7534	450 mm WWM on new road in Milton Education Village from 800m north of Louis St Laurent extension to Louis St Laurent extension (MIL)	1,020	397	-	-	-	-	1,417
<b>Built Boundary</b>						-	-	-
6515	300 mm WWM on Childs Drive between the south entrance of Satok Crescent and Nipissing Road (MIL)	125	25	-	-	-	-	150
6517	450 mm WWM on Oak St between Ontario St South and Fulton St (MIL)	1,077	221	-	-	-	-	1,298

ID No.	Description	Region Share							Total
		Res DC	Non Res*	Region Share		Alternate Financing			
				Gen Resv (Non-Growth)	Oversizing*	Res	Non-Res		
6531	250 mm WWM on Chisholm/Rebecca St between Forsyth St and Chisholm St on Rebecca St and on Chisholm St between Rebecca St and 45 m north of Lakeshore Rd West (OAK)	56	11	-	-	-	-	67	
6535	450 mm WWM on Trafalgar Rd from 10 m north of Inglehart Street North to Cross Ave (OAK)	977	200	-	-	-	-	1,177	
6537	675 mm WWM on Trafalgar Rd, through GO lot and on Argus St from Spruce St to 60 m north of Cross Ave (OAK)	4,779	979	-	-	-	-	5,758	
Sub-total Wastewater Development		\$ 331,196	\$ 127,402	\$ 208,624	\$ -	\$ 116,759	\$ 36,871	\$ 820,852	
Sub-total Water and Wastewater Development		\$ 556,273	\$ 210,338	\$ 211,284	\$ 62,026	\$ 293,937	\$ 94,401	1,428,259	
Roads									
3989	Winston Churchill Blvd - Widening from 2 to 4 lanes from 2km south of 5 Side Road to potential by-pass (Halton's Share) (HHS) (Regional Rd 19)	\$ 2,805	\$ 1,579	\$ 1,879	\$ -	\$ -	\$ -	\$ 6,263	
3991	Trafalgar Rd - Grade Separation at CN Crossing north of Maple Ave (HHS) (Regional Road 3)	21,230	11,942	4,957	-	-	-	38,129	
5181	Steeles Avenue - Grade Separation at CN crossing west of Bronte Street (MIL) (Regional Road 8)	31,637	17,796	-	-	-	-	49,433	
5196	Travel Demand Management Initiative (REG)	64	36	100	-	-	-	200	
5376	Trafalgar Rd - Grade Separation at Metrolinx Crossing south of Hwy 7 (HHS) (Regional Road 3)	18,450	10,379	4,693	-	-	-	33,522	
5426	Active Transportation Initiatives (REG)	64	36	100	-	-	-	200	
5431	Traffic and Screen Line Counts & Studies (REG)	373	210	583	-	-	-	1,166	
5444	Transportation Master Plan Study (REG)	669	377	-	-	-	-	1,046	
5641	Traffic Signal Controller, timer and signing upgrades - Various Intersections (REG)	1,760	990	2,750	-	-	-	5,500	
5839	James Snow Parkway - Widening from 4 to 6 lanes from Highway 401 to Britannia Road (MIL) (Regional Road 4)	42,460	23,884	4,994	-	-	-	71,338	
6757	"5 1/2 Line" - New 6 lane road from Britannia Road to Steeles Avenue & Interchange at Highway 401 (MIL)	9,272	5,216	-	296	-	-	14,784	
6758	10 Side Road - Widening from 2 to 4 lanes from Trafalgar Road to Winston Churchill Boulevard (HHS) (Regional Road 10)	494	278	58	113	-	-	943	
6803	Burloak Drive - Widening from 4 to 6 lanes from Harvester Road to Upper Middle Road (BUR) (Regional Road 21)	2,253	1,267	1,369	1,300	-	-	6,189	
6804	Derry Road - Widening from 4 to 6 lanes from Tremaine Road to Highway 407 (MIL) (Regional Road 7)	516	290	90	47	-	-	943	
6805	Guelph Line - Widening from 4 to 6 lanes from Upper Middle Road to Dundas Street (Regional Road 1) (BUR)	387	217	75	264	-	-	943	
6806	James Snow Parkway - New 6 lane road from Highway 407 to Britannia Road (MIL) (Regional Road 4)	4,940	2,780	-	581	-	-	8,301	
6807	James Snow Parkway - Widening from 4 to 6 lanes from Highway 401 to Tremaine Road (MIL) (Regional Road 4)	30,606	17,216	1,480	-	-	-	49,302	
6808	Ninth Line - Widening from 2 to 4 lanes from Burnhamthorpe Road to Highway 407 (OAK) (Regional Road 13)	1,524	857	794	-	-	-	3,175	
6809	Ninth Line - Widening from 2 to 4 lanes from Dundas Street to Burnhamthorpe Road (OAK) (Regional Road 13)	8,836	4,971	2,063	-	-	-	15,870	
6810	North Service Road - New 4 lanes from Burloak Drive to Bronte Road (OAK)	141	79	-	1,001	-	-	1,221	
6811	Regional Road 25 - Widening from 2 to 4 lanes from 5 Side Road to 10 Side Road (HHS) (Regional Road 25)	7,307	4,110	1,859	-	-	-	13,276	
6814	Regional Road 25 - Widening from 4 to 6 lanes from Highway 407 to Britannia Road (MIL) (Regional Road 25)	9,073	5,104	1,933	1,213	-	-	17,323	
6815	Regional Road 25 - Widening from 4 to 6 lanes from Britannia Road to Derry Road (MIL) (Regional Road 25)	3,164	1,779	942	-	-	-	5,885	
6817	Regional Road 25 - Widening from 4 to 6 lanes from Steeles Avenue to 5 Side Road (MIL) (Regional Road 25)	58,349	32,822	14,842	-	-	-	106,013	
6818	Bronte Road - Widening from 4 to 6 lanes from Speers Road to Highway 407 (OAK) (Regional Road 25)	16,207	9,117	2,504	-	-	-	27,828	
6819	Steeles Avenue - Widening from 2 to 4 lanes from Tremaine Road to Industrial Drive (MIL) (Regional Road 8)	54,976	30,924	13,985	-	-	-	99,885	
6821	Steeles Avenue - Widening from 4 to 6 lanes from Regional Road 25 to Trafalgar Road (MIL) (Regional Road 8)	9,648	5,427	2,056	8,062	-	-	25,193	
6822	Steeles Avenue - Widening from 4 to 6 lanes (with RBL) from Trafalgar Road to Winston Churchill Boulevard (HHS) (Regional Road 8)	8,728	4,909	718	9,178	-	-	23,533	



ID No.	Description	Res DC	Region Share			Alternate Financing		Total
			Non Res*	Gen Resv (Non-Growth)	Oversizing*	Res	Non-Res	
6823	Trafalgar Road - Widening from 4 to 6 lanes from Highway 407 to Britannia Road (MIL) (Regional Road 3)	5,103	2,870	886	-	-	-	8,859
6824	Brant Street Widening from 4 to 6 lanes from North Service Road to Dundas Street (BUR) (Regional Road 18)	460	259	80	51	-	-	850
6825	Upper Middle Road - Widening from 4 to 6 lanes from Appleby Line to Burloak Drive (BUR) (Regional Road 38)	378	212	80	273	-	-	943
6826	Upper Middle Road - Widening from 4 to 6 lanes from Trafalgar Road to Grand Boulevard (OAK) (Regional Road 38)	330	185	70	358	-	-	943
6827	Trafalgar Road - Widening from 4 to 6 lanes from Britannia Road to Steeles Avenue including Highway 401 Structure (MIL) (Regional Road 3)	10,035	5,645	1,363	-	-	-	17,043
6828	Upper Middle Road - Widening from 4 to 6 lanes from Bronte Road to Neyagawa Boulevard (OAK) (Regional Road 38)	378	212	80	273	-	-	943
6829	Upper Middle Road - Widening from 4 to 6 lanes from Ninth Line to Winston Churchill Boulevard (OAK) (Regional Road 38)	140	79	27	604	-	-	850
6832	Data Management Group (REG)	400	228	-	-	-	-	628
6833	Transportation Tomorrow Survey (REG)	67	38	-	-	-	-	105
6837	Development Charge Background Study (REG)	301	170	-	-	-	-	471
6838	Growth Management Studies (REG)	1,340	752	-	-	-	-	2,092
6854	New Traffic Signals - Development (REG)	2,968	1,670	-	-	-	-	4,638
6855	New Signalized Intersections (REG)	2,817	1,584	4,402	-	-	-	8,803
6858	Cordon Count Data (REG)	166	95	-	-	-	-	261
7336	Ninth Line - Widening from 2 to 4 lanes from Steeles Avenue to 10 Side Road (HHS) (Regional Road 13)	25,906	14,572	13,494	-	-	-	53,972
7338	Upper Middle Road - Widening from 4 to 6 lanes from Neyagawa Boulevard to Trafalgar Road (OAK) (Regional Road 38)	445	250	69	179	-	-	943
7339	Upper Middle Road - Widening from 4 to 6 lanes from Grand Boulevard to Ninth Line (OAK) (Regional Road 38)	322	181	82	358	-	-	943
7375	Active Transportation Infill Projects (REG)	71	40	112	-	-	-	223
7377	Intelligent Transportation System Implementation (REG)	320	180	500	-	-	-	1,000
7485	Burloak Drive - (CONSTRUCTION ONLY) 4 lane urbanization from north of QEW to Upper Middle Road (BUR) (Regional Road 21)	6,501	3,657	1,518	-	-	-	11,676
7487	Dundas Street - Widening from 4 to 6 lanes from Guelph Line to Halton/Hamilton Boundary, including improvements at Brant Street (BUR) (Regional Road 5)	16,413	9,232	12,631	-	-	-	38,276
7494	Norval Bypass (HHS)	35,345	19,881	-	-	-	-	55,226
7568	MTO Highway Studies (REG)	336	188	-	-	-	-	524
7569	Urban Design Guidelines (REG)	228	129	-	-	-	-	357
7756	Trafalgar Road Widening from 2 to 4 Lanes from 10 Side Road to Hwy 7 (HHS) (Regional Road 3)	63,885	35,936	26,534	-	-	-	126,355
7928	Active Transportation Master Plan (REG)	238	134	-	-	-	-	372
8040	Winston Church Boulevard - Widening from 4 to 6 lanes from Dundas Street to Upper Middle Road / QEW (Halton's Share) (OAK) (Regional Road 19)	200	112	78	69	-	-	459
8272	William Halton Parkway (CONSTRUCTION ONLY) - 2 to 4 lanes from Old Bronte Road to Hospital Gate (OAK) (Regional Road 40)	5,649	3,178	-	-	-	-	8,827
8299	Guelph Line - Widening from 4 to 6 lanes from Mainway to Upper Middle Road (BUR) (Regional Road 1)	473	266	111	-	-	-	850
8355	William Halton Parkway - 2 to 4 lane Widening - Trafalgar Road to Ninth Line (OAK) (Regional Road 40)	11,512	6,475	-	-	-	-	17,987
8358	Winston Churchill Boulevard and Steeles Avenue Intersection (approximately 300m north and south of centreline) (Regional Road 8) (HHS)	5,417	3,046	2,250	-	-	-	10,713
<b>Sub-total Roads</b>		<b>\$ 544,077</b>	<b>\$ 306,048</b>	<b>\$ 129,191</b>	<b>\$ 24,220</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,003,536</b>
<b>Total W/WW &amp; Roads</b>		<b>\$ 1,100,350</b>	<b>\$ 516,386</b>	<b>\$ 340,475</b>	<b>\$ 86,246</b>	<b>\$ 293,937</b>	<b>\$ 94,401</b>	<b>\$ 2,431,795</b>

\* Non-Res & Oversizing Interim Financing for water/wastewater from Revolving Fund and roads from Tax Cap General

ID No.	Description	Allocation Budget / Financing			
		Growth		Non-Growth	Total
		Res	Non-Res	Rate Reserve	
		Capital Investment Revolving Fund/Tax Capital*	Capital Investment Revolving Fund/Tax Capital*		
<b><u>Water Development</u></b>					
6702	Booster Pumping & Storage for Upper Zones	\$ 6,570	\$ 2,430	\$ -	\$ 9,000
<b>Sub-total Water Development</b>		<b>\$ 6,570</b>	<b>\$ 2,430</b>	<b>\$ -</b>	<b>\$ 9,000</b>
<b><u>Wastewater Development</u></b>					
8034	2350 L/s WWPS at Lower Base Line and 4th Line (MIL)	\$ 1,680	\$ 653	\$ 667	\$ 3,000
8035	Twinned 900 mm WWFM from WWPS at Lower Base Line to Regional Rd 25 (MIL)	2,052	798	150	3,000
8159	Mid-Halton WWTP expansion from 125 ML/d to 175 ML/d. Design and Construction (OAK)	5,358	1,692	7,950	15,000
7528	North WWPS expansion of 2,000 L/s at Mid-Halton WWTP (OAK)	1,233	389	3,378	5,000
8360	Skyway WWTP EA (BUR)	2,280	720	-	3,000
<b>Sub-total Wastewater Development</b>		<b>\$ 12,603</b>	<b>\$ 4,252</b>	<b>\$ 12,145</b>	<b>\$ 29,000</b>
<b>Total Water and Wastewater Development</b>		<b>\$ 19,173</b>	<b>\$ 6,682</b>	<b>\$ 12,145</b>	<b>\$ 38,000</b>

\* Residential and Non-Residential Interim Financing



**VIA EMAIL**

October 26, 2023

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

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

Please be advised that at its meeting held Wednesday, October 18, 2023, the Council of the Regional Municipality of Halton adopted the following resolution:

**RESOLUTION: CS-09-23/CA-09-23 - Burlington Beach Regional Waterfront Park Update**

1. THAT the modifications to the Burlington Beach Regional Waterfront Park Master Plan outlined in Report No. CS-09-23/CA-09-23 re: "Burlington Beach Regional Waterfront Park Update" and Attachment #2 to this report be approved.
2. THAT Regional Council direct staff to implement the approach set out in confidential Attachment #5 to Report No. CS-09-23/CA-09-23.
3. THAT the Regional Clerk forward a copy of Report No. CS-09-23/CA-09-23 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville and Conservation Halton for their information.

Included please find a copy of Report No. CS-09-23/CA-09-23 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", written over a light blue circular stamp.

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

**Regional Municipality of Halton**

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

Report To:	Regional Chair and Members of Regional Council
From:	Bob Gray, Commissioner, Corporate Services and Corporate Counsel Jane MacCaskill, Chief Administrative Officer
Date:	October 18, 2023
Report No:	CS-09-23/CA-09-23
Re:	Burlington Beach Regional Waterfront Park Update

### RECOMMENDATION

1. THAT the modifications to the Burlington Beach Regional Waterfront Park Master Plan outlined in Report No. CS-09-23/CA-09-23 re: "Burlington Beach Regional Waterfront Park Update" and Attachment #2 to this report be approved.
2. THAT Regional Council direct staff to implement the approach set out in confidential Attachment #5 to Report No. CS-09-23/CA-09-23.
3. THAT the Regional Clerk forward a copy of Report No. CS-09-23/CA-09-23 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville and Conservation Halton for their information.

### REPORT

#### **Executive Summary**

- This report provides an update on the ongoing implementation of the Master Plan for the Burlington Beach Regional Waterfront Park, and seeks Council's approval of modifications to the Master Plan as well as next stages of implementation.
- The latest stage of work involved the completion of a comprehensive set of technical feasibility studies to define constraints and opportunities relative to the natural environment that will inform detailed design and construction plans. The Feasibility Study process is now complete and has resulted in nine specific modifications to the Master Plan that are being recommended for approval by Council through this Report.

- On July 13, 2022, through Report No. LPS40-22, Regional Council endorsed staff to identify an overhead relocation option for the hydro towers between Lakeshore Road and Eastport Drive; and that a detailed feasibility analysis be conducted on this option. Staff from Halton Region, City of Burlington, Conservation Halton and Hydro One Networks Inc. have continued work on assessing options relating to the Hydro Towers. The detailed analysis has concluded that no above ground relocation options have been identified as feasible.
- The underground alignment is the only relocation option remaining that could meet the objective to relocate the towers, although there would be significant impacts to some Master Plan features. The underground alignment option would result in removing nine towers along the beach by relocating the transmission line underground, however the cost to relocate the existing towers to underground is significant and substantially more than the overall park master plan implementation costs. As a result staff recommend that this option no longer be pursued.
- The report also provides an update on the status of the 2015 Acquisition Strategy. Of the privately owned lands identified for acquisition to accommodate the Burlington Beach Master Plan, six properties remain in private ownership. Confidential Attachment #5 to this report provides details of the land acquisition strategy.
- The next stage of the project is the design and construction planning phase. Activities will be focused on detailed design of amenities as well as the environmental restoration and this work will be initiated in the Fall of 2023.

## Background

This report provides an update on the implementation of the Burlington Beach Regional Waterfront Park approved Master Plan, and seeks Council's direction on amendments of the Master Plan that have resulted from the Master Plan Feasibility Studies as well as direction on the Hydro Tower relocation. The last update on the Burlington Beach Regional Waterfront Park, commonly referred to as Beachway Park, was provided in October 2020 through Report No. LPS88-20 re: "Burlington Beach Regional Waterfront Park Update".

The Master Plan for the Burlington Beach Regional Waterfront Park was developed in partnership with the City of Burlington and Conservation Halton and was approved by Regional Council in May 2015, through Report No. LPS54-15 re: "Burlington Beach Regional Waterfront Park – 2015 Master Plan" and is shown in Attachment #1. Regional Council also approved Report No. LPS59-15 re: "Burlington Beach Acquisition Implementation/Strategy" in May 2015, which established a plan for securing the necessary lands needed to implement the Master Plan based on a willing buyer/willing seller program.

As part of the 2016 Budget and Forecast, Regional Council approved a detailed financial plan to implement the Master Plan and the Acquisition Strategy that budgeted \$51.8 million over a 20-year period. Through the 2019 Budget and Business Plan, the financial plan was adjusted to \$62.0 million to reflect revised market conditions and support an accelerated property acquisition strategy allocated as follows; \$23.8 million for park development, \$12.2 million for hydro tower relocation and \$26.0 million for property acquisition. Through the 2021 Budget process, the Hydro Tower component was adjusted to reflect the mid-level cost estimate identified of \$23.0 million.

The 2015 Master Plan is divided into six distinct park character areas as shown in Attachment #1. The areas are identified below with some of the key elements in each area highlighted below:

<b>Area 1: Spencer Smith Park</b> <ul style="list-style-type: none"> <li>• Upgraded Promenade;</li> <li>• New Seating and Lighting;</li> <li>• Light-Imprint Shade Structures;</li> <li>• Naturalized Cobble Beach Edge;</li> <li>• Improved Gateways; and</li> <li>• Special Event Space.</li> </ul>	<b>Area 2: The Living Shoreline</b> <ul style="list-style-type: none"> <li>• Beach and Slope Nourishment and Revegetation;</li> <li>• First Nations Interpretive Area;</li> <li>• Beacon 3 Indigenous Gathering;</li> <li>• Fire Circle;</li> <li>• Shoreline Boardwalk;</li> <li>• Landscape Enhancements;</li> <li>• Multi-Use Shade Structures; and</li> <li>• Lakeshore Road Upgrades.</li> </ul>	<b>Area 3: The Strand</b> <ul style="list-style-type: none"> <li>• Beacon 4: Active Beach Orientation</li> <li>• Beach 6: Themed Children's Play;</li> <li>• Beacons 5,7,8,9, 10: Active Living;</li> <li>• Re-Aligned Multi-Use Trail;</li> <li>• Accessible Beach Areas;</li> <li>• Flexible Green Parking Areas;</li> <li>• Catamaran Club; and</li> <li>• Non-Motorized Boat Access.</li> </ul>
<b>Area 4: The Wind Beach</b> <ul style="list-style-type: none"> <li>• Natural Dune Enhancement;</li> <li>• Dune Boardwalk; and</li> <li>• Protected Wooded Area.</li> </ul>	<b>Area 5: The Commons</b> <ul style="list-style-type: none"> <li>• Re-Aligned Lakeshore Road;</li> <li>• Dune Expansion Areas;</li> <li>• SWM Pond and Pavilion;</li> <li>• Market Structure with Washrooms;</li> <li>• Cultural Festival Area; and</li> <li>• Formal Play/Activity Area.</li> </ul>	<b>Area 6: The Skyway and Federal Pier</b> <ul style="list-style-type: none"> <li>• Hamilton Connection;</li> <li>• Pier Upgrades;</li> <li>• Beacon 11: Marine Heritage;</li> <li>• Marine Heritage Installation; and</li> <li>• Contemplative Park Area with a flexible mix of uses</li> </ul>

The development of the Burlington Beach Regional Waterfront Park was intended to advance in stages over a 20-year timeframe. The specific timing and staging of works was envisioned to focus on implementation of Areas 1 through 4 in the first 5-10 years, followed by Areas 5 and 6 once property acquisition was completed. Hydro tower relocation was initially intended to occur within the first 5 years of Master Plan implementation.

Since the Master Plan was approved in 2015, activities to implement the Master Plan have been focused on Halton's efforts to:

- Secure the 27 properties identified;
- Advance enhancements in the Spencer Smith portion of the park that received Federal funding under the Canada 150 Community Infrastructure Program;
- Complete of a set of feasibility studies for Beachway Park.

The next stage of the project is the design and construction planning phase, activities will be focused on design of amenities and will include building resilience of Beachway Park

to the impacts of flooding and erosion. The design and construction planning phase will be initiated in the Fall of 2023.

## **Discussion**

Since the last update report to Regional Council in October 2020, staff and project partners have been working to lay the groundwork for key Council decisions which will direct the next stage of work on the implementation of the Burlington Beach Regional Waterfront Park Master Plan. Technical feasibility studies have been underway over the last several years which were completed in May of 2023, and are now at a point to provide recommendations for updates to the Master Plan. In addition, all possible hydro tower relocation options have been assessed and will be discussed further in this report.

### Feasibility Studies

The latest stage of work involved the completion of a comprehensive set of technical feasibility studies to define constraints and opportunities relative to the natural environment that will inform detailed design and construction plans. These studies were required to identify and mitigate potential construction and long-term maintenance risks, inform the preparation of detailed design documents, and position the project to obtain relevant permits and approvals for construction. The list of studies completed is provided below:

- Beach and Dune Restoration and Management Plan
- Natural Heritage Restoration Plan
- Cultural Heritage and Stage 1 Archaeological Assessment
- Stage 2 Archaeological Assessment
- Indigenous Peoples Impact Assessment & Engagement Strategy
- Detailed Updated Flood Hazard Line
- Geotechnical Study
- Engineering Feasibility Study
- Environmental Site Assessment
- Executive Summary / Park Implementation Strategy Report

Collectively, the findings of the studies confirmed whether the features of the 2015 Master Plan can feasibly be implemented and provide a roadmap for how best to restore the natural environment and improve Beachway Park as intended.

In coordination with the project steering team, the consultant for the project developed an Indigenous Peoples Engagement Plan. The Indigenous Peoples Engagement Plan identifies relevant Indigenous and First Nations stakeholders and proposes an engagement strategy to involve these communities in the development and implementation of Burlington Beach. The Indigenous Peoples Engagement Plan is meant to remain a living document throughout the project and may need adjustments from time

to time as the overall project progresses. Engagement will ensure meaningful engagement with the key Indigenous stakeholders identified.

A key finding of the feasibility studies is the susceptibility of Beachway Park to increasing flooding and erosion. The natural beach and dune environment of Beachway Park is a rare ecosystem and without appropriate management approaches, it will remain extremely sensitive to disturbance, and ultimately habitat loss. The Park shoreline occurs along Lake Ontario, known to have large storm events (1972) and extreme water levels (2017, 2019) which have impacted adjacent development periodically.

The spatial extent of the Flood Hazard Limit for existing conditions was mapped at Beachway Park (Figure 1). The results of the flooding analysis highlight the flood vulnerability of not only the beach and dune environment at the park, but also Lakeshore Road and the interior lands proposed for the park expansion (e.g., The Commons).

Figure 1: 3D View of 100-year Flood Hazard Limit\* for Existing Conditions (from Zuzek Inc., 2022a)



\*The term "XX-year flood " is used to describe the recurrence interval of floods. The 100-year recurrence interval means that a flood of that magnitude has a one percent chance of occurring in any given year. A 100-year flood, although less frequent than a 10-year flood, is deeper and far more destructive. For this reason, the 100-year flood is now more commonly used as a baseline for risk planning.

The foundation for the implementation of the Master Plan includes physical works to restore, and protect from future impacts, beach and dune areas as well as restoring vegetation to secure the beach and dune ecosystems. The Beach and Dune Restoration Plan provides the details of a nature-based solution to restore the foredunes at Beachway Park and along with engineered headlands at the north end of the park.

Restoring the dune system can build the necessary resiliency of the Park against erosive forces that occur during periods of high lake levels and severe storm events. Dune



rehabilitation can also generate multiple co-benefits, including protecting infrastructure from coastal hazards, reducing maintenance costs associated with wind-blown sand, enhancing the beach for recreation, enhancing the ecosystem and maintaining beach width during periods of high lake levels. The flood risk was re-evaluated based on the dune restoration in the beach management plan. The 100-year flood is contained on the beach and the interior flood risk is significantly reduced, as seen in Figure 2.

Figure 2: 3D View of 100-year Flood Assuming the Dune Restoration is Complete (from Zuzek Inc., 2022a)



### Feasibility of the Features of the 2015 Master Plan:

To assist in advancing elements of the 2015 Master Plan to detailed design, the technical feasibility of planned improvements to Beachway Park have been assessed. There are modifications to the approved Master Plan that are necessary to address feasibility challenges that have been identified as summarized below. The modifications proposed for the Burlington Beach Master Plan are included as Attachment # 2. Through this report, staff are seeking Council's approval of the proposed modifications to the Master Plan.

The key changes include:

- Due to vulnerability of the norther portion of Beachway Park to erosion, a nature-based solution to shoreline generation is not feasible. With a hybrid grey-green restoration (mix of natural and conventional approaches), the Living Shoreline is being proposed to be renamed "The Cobble Beach"
- Due to feasibility issues, several pathways and feature locations have been slightly adjusted such as to avoid storm event impacts and risk of flooding

- The Beach and Dune Restoration Management Plan provides detailed direction on where and how foredune restoration should be advanced as well as measures for controlling future public access to ensure the success of dune rehabilitation efforts
- Located at the boundary between The Cobble Beach and The Strand, the functionality of this feature has been modified to also provide access for maintenance equipment, future beach nourishment and limited beach raking on the dry beach.
- Due to feasibility issues outlined in this report, Hydro towers remain in current locations

Although the proposed modifications alter the positioning of some features, the intent of the 2015 Master Plan in terms of intent and function is maintained. For this reason, staff recommend that the Master Plan be modified as described in Attachment # 2 to this report.

#### Implementation of Master Plan Features & Next Steps:

Similar to other Regional waterfront parks, a phased approach is proposed, where Master Plan Features will be bundled into a number of work packages for detailed design and construction. The work packages will have a spatial focus and align with the five zones within the 2015 Master Plan, as summarized in the Background section of this report. Construction years are dependant on start date.

##### *The Cobble Beach Feature (formerly 'The Living Shoreline'):*

The construction of the armour stone engineered headlands is proposed to be advanced first as this work underpins and supports restoration of the beach and the backdune areas and could take multiple construction seasons to complete. The headlands are a stone feature which are engineered to prevent beach erosion and is consistent with the shoreline to the north including Spencer Smith Park which is almost entirely armoured. Detailed design is expected to begin in 2024. The anticipated construction schedule will be informed by input from the Region and Partners and consider the current use of the Park.

##### *The Strand and the Wind Beach Features:*

The construction of Master Plan elements associated with The Strand and Wind Beach are proposed to be advanced together given similarities in the physical works to be advanced and the integrated nature of such works. Detailed design could take place in between 2024 and 2025. A schedule for The Strand and Wind Beach will require further development.

##### *The Commons Features:*

The schedule for advancing key Master Plan elements associated with the Commons, in particular a re-aligned Lakeshore Road, is contingent on acquiring

properties to support proposed works. Given that the road re-alignment will influence how other Master Plan elements in this area are designed and constructed, it is assumed that design of Master Plan elements associated with The Commons, are not advanced until property acquisition is sufficiently complete.

#### *The Skyway and Federal Pier Features:*

Advancing the Master Plan key elements associated with the Skyway (i.e., pier upgrades and new road from the Skyway to the Canada Centre for Inland Waters (CCIW) is contingent on the development of an agreement with Hamilton Oshawa Port Authority and acquisition of remaining land needed to build the road.

As such, the schedule for implementing The Skyway identifies efforts focused on land acquisition and the development of an agreement with Hamilton Oshawa Port Authority. It is assumed that, pending resolution of access considerations, a schedule for the design and construction of specific Master Plan elements associated with The Skyway, will be developed and the Master Plan Implementation Schedule updated accordingly.

#### Hydro Tower Relocation:

The 2015 Burlington Beach Master Plan identified the presence of transmission lines as visually and physically obtrusive. In 2018, at the request of Halton Region, Hydro One Networks Inc. (HONI) undertook a “Transmission Facility Relocation Study” that examined realignment and burial options for the hydro towers located along Burlington Beach. The study resulted in HONI identifying one burial option and three above-ground options for comparison purposes that could be further reviewed to assess feasibility.

#### *Assessment of Relocation Options:*

Through Report No. LPS88-20 – “Burlington Beach Regional Waterfront Park Update” Regional Council authorized \$150,000 of the Capital Budget to be assigned to retain a consultant with experience in transmission design to review the options presented with respect to their ability to meet the objectives of the Master Plan and inform further discussions with HONI. As a result of the consultant’s review, a “Hydro Tower Relocation Preliminary Technical Report” was prepared and included a review of the four options identified in HONI’s 2018 study and introduced two additional options for consideration: replacing the transmission line with a submarine cable into Lake Ontario; and exploring design enhancement for the towers including public art and landscaping. The alignment options and an assessment of each alignment option explored are illustrated in Attachment #3.

The consultant provided an assessment of each option from a variety of lenses including, technical feasibility; impact to the power grid; safety; environmental impacts; estimated capital cost; construction feasibility; regulatory considerations and real estate availability. The consultant identified potential corridor alignments and infrastructure requirements associated with each option. This level of detail was vital to understanding the spatial requirements of each option and how the

options could impact the natural environment and implementation of the features in the 2015 Master Plan.

On July 13, 2022, through Report No. LPS40-22, Regional Council endorsed staff to identify an overhead relocation option for the hydro towers between Lakeshore Road and Eastport Drive; and that a detailed feasibility analysis be conducted on this option. Halton staff have been working with HONI and the City of Burlington through a due diligence process to explore the identified options into 2023 based on the results of this work. Of the options reviewed, the underground alignment has been deemed the only potentially feasible option that would meet the objective of relocating the towers as the other options were deemed not feasible due to the various above-ground constraints that could not be overcome. This option would result in removing nine towers along the beach and relocating the transmission line underground. An illustration of the alignment of the underground option is shown in Attachment #4.

The Preliminary Technical Report identifies a number of challenges associated with the underground option. These challenges represent important considerations for Council in determining the merits of moving forward with hydro tower relocation. The challenges include: the creation of new large-scale infrastructure visual impacts, cost, real estate availability, and impacts to the timing of Master Plan implementation. These are described in greater detail below.

- **Creation of Additional Infrastructure and Visual Impacts:** According to HONI, in order to transition the overhead transmission line to an underground cable, terminal junctions will be required to transition the existing overhead system to underground. There would need to be two terminal junctions, one on either end of the park. These terminal junctions require a 70-metre-by-70-metre open area of land to transition the overhead system to and from underground. One terminal junction would be located at the south end of Beachway Park, and the other would be located in the northern portion of the park, with a potential location identified by Lakeshore Road at the intersection of Elgin Street and Brock Avenue. The addition of terminal junctions would create new unintended visual impacts within and outside of the park.

A preliminary location of the southern terminal junction has been identified within the Wind Beach character area in the 2015 Master Plan. This area is envisioned to be a passive naturalized area, showcasing the natural dune environment and trails. The 2015 Master Plan would need to be revised to accommodate a terminal junction in a manner that responds to the objectives of the Master Plan. This would result in the loss of 4900 square metres from the park and Master Plan features intended for this area. Further, easements around the structures and underground transmission cables will be required along the entire beach corridor and are still to be determined. In order to pursue this option with these significant easement requirements, the Master Plan would require significant revisions to reflect a potential underground route while

competing with planned park amenities. HONI has indicated its willingness to work with the Region to ensure there is due consideration for park activities that can reasonably occur within the easement area, with considerations for safety, operational and maintenance access needs, however the amount of area required for the easements is substantial.

The location of the northern terminal junction at the intersection of Elgin Street and Brock Avenue is dependent on the availability of the land owned by the City of Burlington, which is currently used to support public parking and a small park. Should it not be possible to acquire a suitable off-site location, the park would have to further accommodate the second terminal junction with the same space and buffer requirements identified above.

- **Timing:** Initiatives to support Master Plan Implementation such as the Feasibility Studies, and Acquisition Strategy have advanced to a stage where the detailed design and construction phase of Master Plan features can begin. The first phase of Master Plan implementation will focus on increasing the resilience of Beachway Park to erosion and flooding impacts. In advance of detailed design, gaining closure with respect to the alignment of the HONI transmission corridor becomes critical. Should Regional Council decide to pursue undergrounding the transmission lines the work will be subject to a multi-year approval and construction process. Based on the complexity of this project, the approval and construction process of two and a half to over four years can be expected. Given that undergrounding of this infrastructure would impact the entire length of the park, Master Plan implementation would largely be paused during this time.
- **Financial Impacts:** Through the 2021 Budget and Business plan, the budget for Hydro Tower relocation was updated to reflect the midlevel cost estimate of \$25 Million as identified in Report No. LPS88-20 – “Burlington Beach Regional Waterfront Park Update”. The estimated cost of the underground option exceeds the budget currently allocated for this project. HONI advised that a project allowance of \$140 million to \$150 million will be required to advance the underground option as described. This is an estimate and should Council wish to give direction to proceed with undergrounding of the hydro towers, more precise costing exercises will be conducted. In addition to the HONI costs of \$140-150 million to move the hydro lines underground, there would be other costs that have yet to be determined, for example, land acquisition and preparation for terminal junction space; costs associated with crossing or potentially relocating existing underground services such as water, wastewater, or crossing the TransCanada pipeline. As identified in this report, Council approved \$23 million in 2021 for the relocation of the hydro towers. Given the updated estimate, a significant increase to the budget would be required to advance this option.

Following extensive work and investigation, the underground option has been identified as the only potentially feasible option available to reduce the visual impact of the HONI towers at Beachway Park. Given the barriers identified through the study completed, staff are recommending that Council no longer pursue the relocation of the hydro towers.

#### *Alternatives for Relocating the Hydro Towers in the Long-term:*

Through the review of the “Hamilton Sub-Region Integrated Regional Resource Plan” prepared by the Independent Electricity System Operator (IESO) dated February 25, 2019, it was identified that as part of the Middleport Area Bulk Transmission Planning Study, replacement options for the Beach Transformer Station autotransformers will be investigated. The Beach Transformer Station autotransformers are located in Hamilton and provide power transfer between the 230kV and 115kV transmission systems. Since the study will be considering the bulk system in the area, including the transmission corridor through Beachway Park, there is a possibility that it could result in a change to the requirements of the existing alignment.

The study is intended to be initiated in 2027 (as per the 2019 IESO plan) and is unlikely to result in the implementation of the alignment options studied to date. However, if an opportunity exists for optimizing a transmission corridor such that it would make this waterfront section redundant this could be pursued at that time.

#### Update on Other Initiatives and Activities at Burlington Beach

While the Feasibility Studies and Master Plan Implementation Plan were being developed, there have been other initiatives and activities that have continued to advance at Burlington Beach. This section provides an update on those initiatives and activities.

- **Status of Property Acquisition Strategy:** As outlined in the Burlington Beach Acquisition Strategy, staff estimated that the original market value estimate for the properties identified by the program would experience year over year market growth. The actual market growth seen in the Burlington area was notably higher than anticipated year over year which has led to acquisition costs being higher than anticipated. The 2015 Acquisition Strategy has led to the successful acquisition of 21 properties in the Burlington Beach area. Additional information with respect to land acquisition can be found in Confidential Attachment #5 to this report.

**Federal Pier:** The City of Burlington is working with the Hamilton Oshawa Port Authority towards an agreement for public access of the pier. Hamilton Oshawa Port Authority’s position is that they will carry out repairs, and the City will assume subsequent repairs, along with all operations. Hamilton Oshawa Port Authority will be undertaking a navigational dredging program at the Burlington Canal adjacent to Burlington Beach Regional Waterfront Park in 2023. Dredged material will be

transported and disposed in the water adjacent to Burlington Beach and will help replenish the eroded beach area.

Once the use agreement for public access to the pier between the City and Hamilton Oshawa Port Authority is finalized, the design and construction of pier features can be planned as part of the Skyway work, as mentioned above.

- **Parking:** A request was made for Halton Region and City of Burlington staff to coordinate to provide additional parking options in the Burlington Beach Waterfront Park area to address historical deficiencies. These discussions were initiated in the Spring of 2023, and identified an option to temporarily assign parking ahead of the design and construction of the park features that are identified for these locations. As this is a short term solution to increase parking, this may result in the need to identify long term options to increase parking at Burlington Beach. Regional and City staff will work in partnership to support an assessment of long term options which can be completed as part of detailed design stages. Any proposed modifications to the Master Plan will be brought forward for Regional Council consideration.
- **Archaeological Field Work:** One of the key deliverables of the project was to create a Cultural Heritage Assessment and Stage 1 Archaeological Assessment. In accordance with the 2011 Standards and Guidelines for Consultant Archaeologists, the Stage 1 assessment determined that the study area included areas of archaeological potential, areas of no archaeological potential and previously assessed lands of no further concern. All identified areas of archaeological potential proposed to be disturbed as part of park development were subject to a Stage 2 property assessment. Completion of fieldwork to support the Stage 2 Archaeological Assessment began in Fall 2021 and resumed in Spring 2022. As a result of the Stage 2 assessment, one site was identified to be of further cultural heritage value or interest and will require Stage 3 site-specific assessment. The procurement process to initiate a Stage 3 assessment closed in May of 2023, with field work to commence in 2023
- **Dune Grass Pilot:** The beach features a pilot sand dune restoration site where native grass species have been planted to aid in the stabilization of the foredune from erosion. In late May 2023, four concrete base sign holders were installed in front of the Fall 2021 and Spring 2022 foredune restoration sites. The beachgrass is surviving as anticipated and sand is accumulating in the foredune as desired to restore the dune structures. Further work on this pilot study will continue into Fall 2023.

## CONCLUSION

Since the last update report to Regional Council in July of 2022, staff and project partners have been working to finalize the feasibility studies and lay the groundwork for key Council decisions which will direct the next stage of work on the implementation of the Burlington Beach Regional Waterfront Park Master Plan. With technical feasibility studies complete, work will focus on design and construction of the restoration of the natural environment. From there, the design and development of the park features and amenities will begin. Once direction is provided by Council on the hydro tower relocation option, staff will advance the next stages of work on this project.

## FINANCIAL/PROGRAM IMPLICATIONS

Staff will continue to monitor and provide updates on the financial requirements of the implementation of the Burlington Beach Regional Waterfront Park Master Plan.

When it comes to land acquisition, staff will continue to secure the necessary lands required to implement the Master Plan as identified through Report No. CA 09-23 / CS 09-23 – re: “Burlington Beach Regional Waterfront Park Update”.

As a result of the proposed modifications and changes, including what was budgeted for the removal of the Hydro Tower Relocation, it is proposed that the 2024 Budget and forecast be updated as follows:

(\$000s)	2015-2023	2024	2025	2026	2027-2031	Total
<b>2023 Approved Budget</b>						
Environmental Restoration	\$ 3,311	\$ 1,838	\$ -	\$ -	\$ 3,099	\$ 8,248
Recreation	7,023	2,382	-	-	6,151	15,556
Hydro Towers	400	-	23,000	-	-	23,400
Land Acquisition	26,982	-	-	-	-	26,982
Total	\$ 37,716	\$ 4,220	\$ 23,000	\$ -	\$ 9,250	\$ 74,186
<b>Net Impact</b>						
Environmental Restoration	\$ -	\$ (1,838)	\$ -	\$ -	\$ (3,099)	\$ (4,937)
Recreation	-	(2,382)	-	-	1,385	(997)
Hydro Towers	-	-	(23,000)	-	-	(23,000)
Land Acquisition	-	3,650	-	-	-	3,650
Total	\$ -	\$ (570)	\$ (23,000)	\$ -	\$ (1,714)	\$ (25,284)
<b>2024 Proposed Budget</b>						
Environmental Restoration	\$ 3,311	\$ -	\$ -	\$ -	\$ -	\$ 3,311
Recreation	7,023	-	-	-	7,536	14,559
Hydro Towers	400	-	-	-	-	400
Land Acquisition	26,982	3,650	-	-	-	30,632
Total	\$ 37,716	\$ 3,650	\$ -	\$ -	\$ 7,536	\$ 48,902



Staff will address and further refine capital and operating impacts related to the Burlington Beach Waterfront Park Master Plan and land securement through the 2024 Budget process and future staff reports if required.

Respectfully submitted,



Bob Gray  
Commissioner, Corporate Services and  
Corporate Counsel



Curt Benson  
Director, Planning Services and Chief  
Planning Official

Approved by



Jane MacCaskill  
Chief Administrative Officer

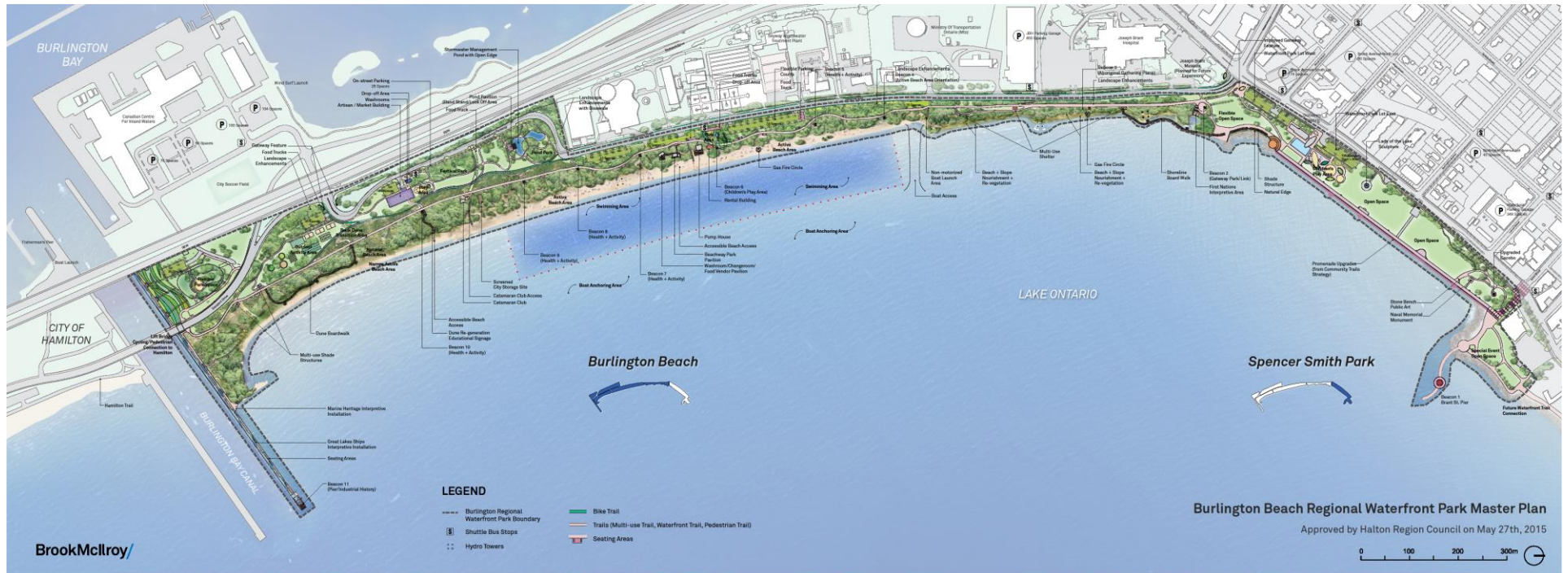
If you have any questions on the content of this report,  
please contact:

Curt Benson

Tel. # 7181

Attachments: Attachment #1 – 2015 Master Plan & Character Areas  
Attachment #2 – Proposed Master Plan Modifications  
Attachment #3 – Alignment & Assessment of Hydro Tower Relocation Options  
Attachment #4 – Underground Hydro Tower Relocation Option  
Attachment #5 – Confidential Land Acquisition Overview

# Burlington Beach Master Plan



# 4 THE MASTER PLAN SYSTEMS

## /MASTER PLAN AREAS







#### VEHICLE PARKING AND BIOSWALE



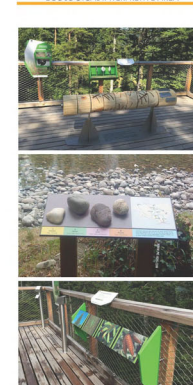
#### SITE BENCHES (TO MATCH EXISTING PARK FURNITURE)



#### PICNIC SHELTER AND REST STOPS



#### ECOLOGICAL INTERPRETIVE AREA



#### ABORIGINAL GATHERING PLACE (FORMERLY GATEWAY PARK/LINK)



## BURLINGTON BEACH - NORTH PLAN MASTER PLAN UPDATES

Attachment #2 to CS-09-23 CA 09-23





## BURLINGTON BEACH - CENTRAL PLAN MASTER PLAN UPDATES

Attachment #2 to CS-09-23 CA 09-23





BURLINGTON BEACH - SOUTH PLAN  
MASTER PLAN UPDATES

Attachment #2 to CS-09-23 CA 09-23

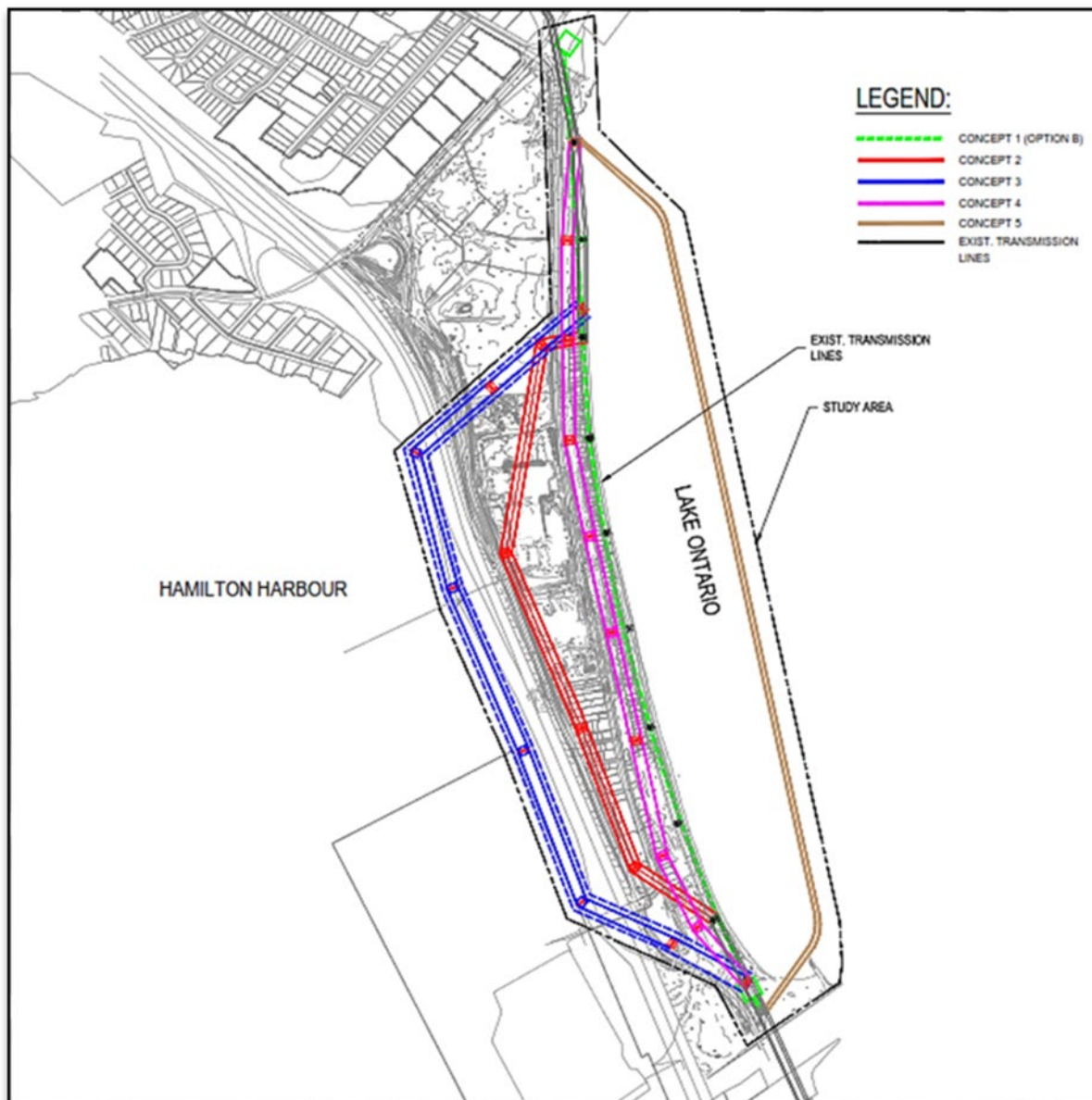
2015 Master Plan Feature	Recommended Modification
<p>Living Shoreline</p> <p>Appendix 2 Mapping Note: Name change, no mapping update</p>	<p>Based on the vulnerability of the northern portion of Beachway Park to erosion and the limited sediment supply to this area, a nature-based solution to shoreline restoration and protection is not feasible. A hybrid grey-green restoration (mix of natural and conventional approaches) solution is being proposed instead, featuring armour stone headlands and cobble beach cells, with this portion of the master plan being renamed “The Cobble Beach”.</p>
<p>Shoreline Walk</p> <p>Appendix 2 Mapping Note: Map 1 – Blue dashed line, moved to Orange #3</p>	<p>The Shoreline Walk proposed in the Master Plan was deemed not technically feasible due to safety concerns during storm events and constructability issues. An alternative land based alignment is proposed that achieves the same connectivity objectives without in-water works.</p>
<p>First Nations Interpretive Area</p> <p>Appendix 2 Mapping Note: Was near Orange #4 (North end), moved to Orange #1 in Map 1.</p>	<p>The feature is proposed in a new location, near the northern gateway entrance of Beachway Park. The existing location has limited space and is in a flood hazard area. The proposed new location will ensure that the Interpretive Area has been removed from the hazard area and is a more prominent park feature.</p>
<p>Realignment of Multi-Use Trail</p> <p>Appendix 2 Mapping Note: Maps 1 and 2 – slight modification to straighten trail</p>	<p>The 2015 Master Plan shows a meandering Multi-Use Trail that would result in an unacceptable level of impact to natural areas and required significant tree removal. It is proposed that this trail within the Strand be modified to reflect a straightened trail that avoids important and sensitive natural features.</p>
<p>Rental Building and Pump House</p> <p>Appendix 2 Mapping Note: No change to building location. Deck modification to be part of detailed design.</p>	<p>Pending the final design of the foredune restoration and consultation with Halton Conservation, the proposed new Rental Building and deck portion of the Pump House located in The Strand may be wholly within the Dynamic Beach Hazard Limit. New development associated with these structures will require a further evaluation and may need to be further relocated once the foredune restoration and footprint design has been finalized.</p>
<p>Gas Fire Circles</p> <p>Appendix 2 Mapping Note: Locations identified on map, old and new. Orange #1 in Map 1, not numbered in Map 2.</p>	<p>The proposed gas fire circles in The Cobble Beach and The Strand are not feasible due to their location below the 100-year Flood Hazard Limit. New locations, in areas outside of the Flood Hazard Limit, are proposed.</p>

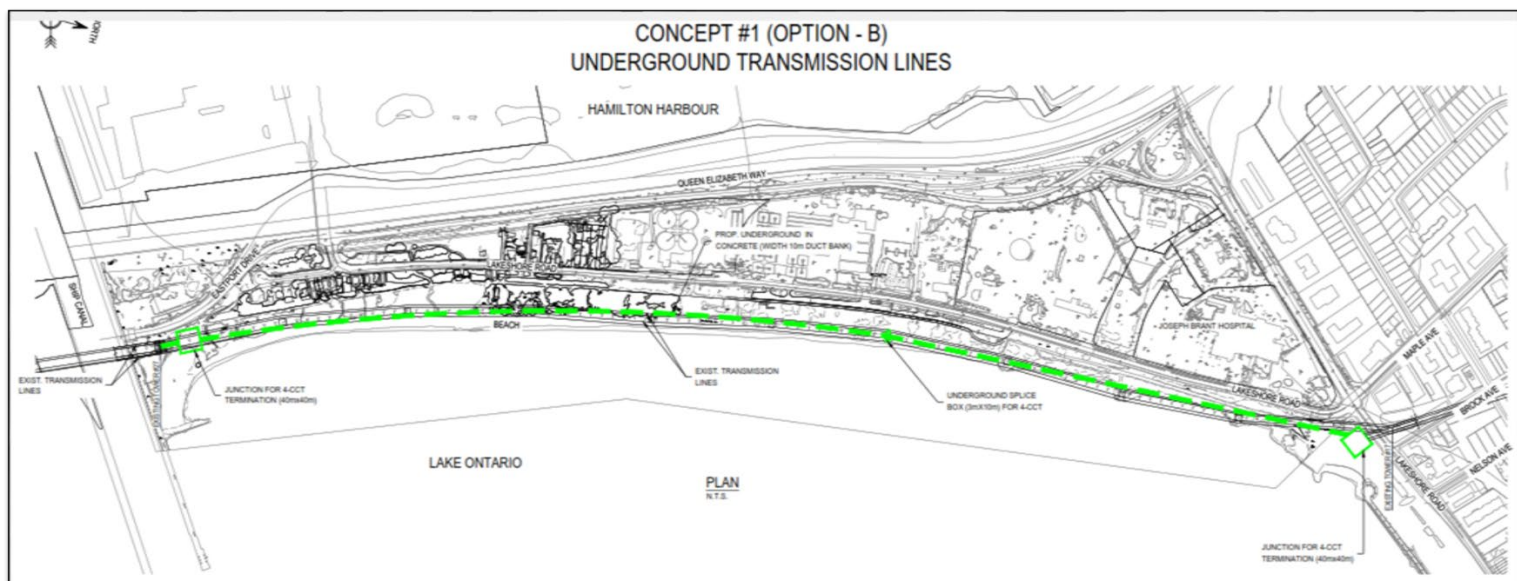


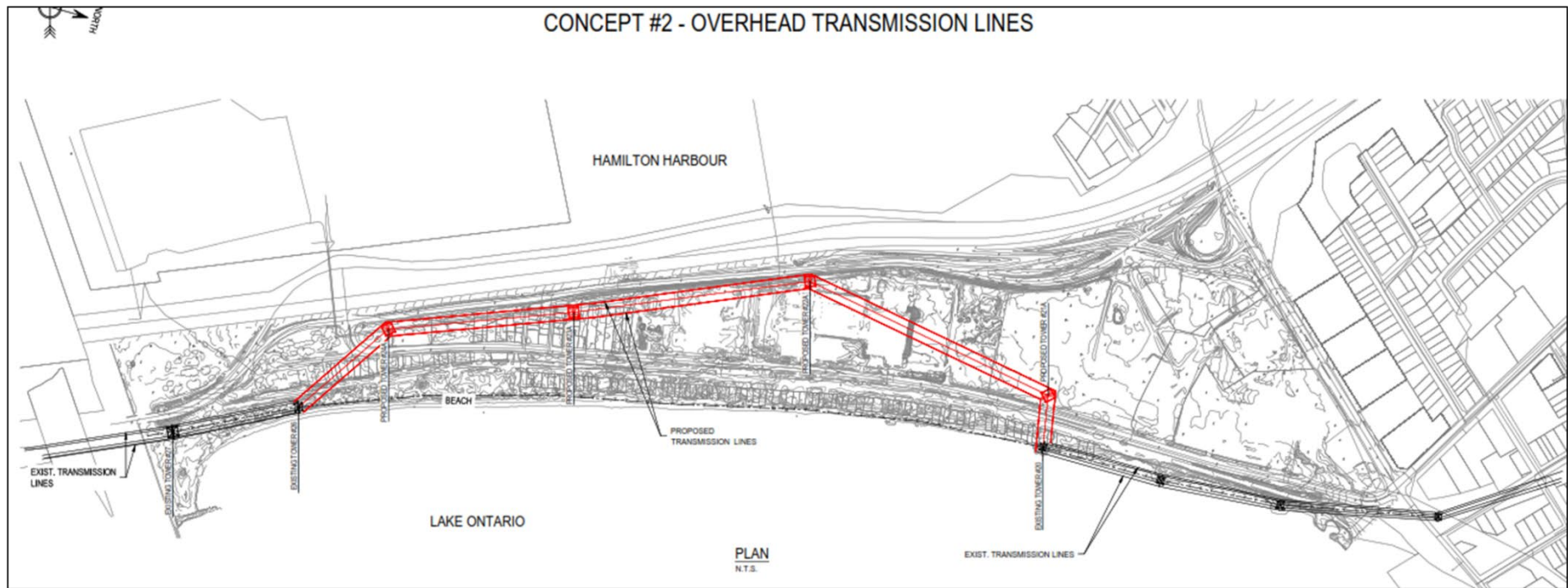
2015 Master Plan Feature	Recommended Modification
<p>Controlled Access Pathways and Foredune Restoration</p> <p>Appendix 2 Mapping Note: None existed in previous plan. Orange #7 in Map 1 and Orange #3 in Map 3.</p>	<p>The original Master Plan did not provide specific details on the foredune restoration or the requirement for marked controlled access pathways from the parking areas to the beach. The Beach and Dune Restoration Management Plan provides detailed direction on where and how foredune restoration should be advanced as well as measures for controlling future access to ensure the success of dune rehabilitation efforts.</p>
<p>Non-motorized Boat Launch</p> <p>Appendix 2 Mapping Note: No location change, just widening of access. Orange #13 in Map 1.</p>	<p>Located at the boundary between The Cobble Beach and The Strand, the functionality of this feature has been modified to also provide access for maintenance equipment, future beach nourishment and limited beach raking on the dry beach.</p>
<p>Dune Boardwalk</p> <p>Appendix 2 Mapping Note: Minimal realignment. Orange #8 in Map 3</p>	<p>The dune boardwalk is feasible but not in the location noted on the original Master Plan, where it would be routinely subjected to wave forces during storms. The trail access points were maintained in the same location, but the boardwalk is proposed to be re-aligned further inland to correspond to the backdune area of Wind Beach.</p>
<p>Hydro Towers</p> <p>Appendix 2 Mapping Note: No location change</p>	<p>Hydro towers remain in current locations.</p>

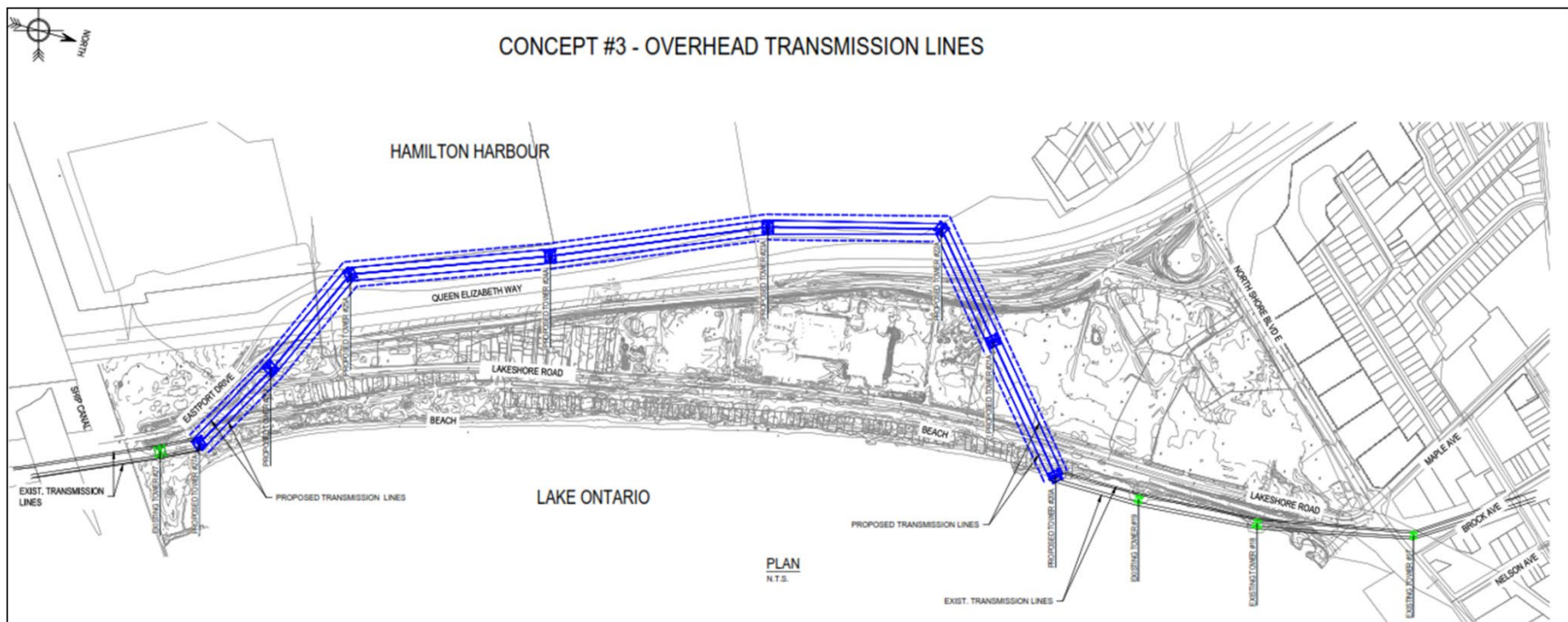


## Alignment & Assessment of Hydro Tower Relocation Options Considered

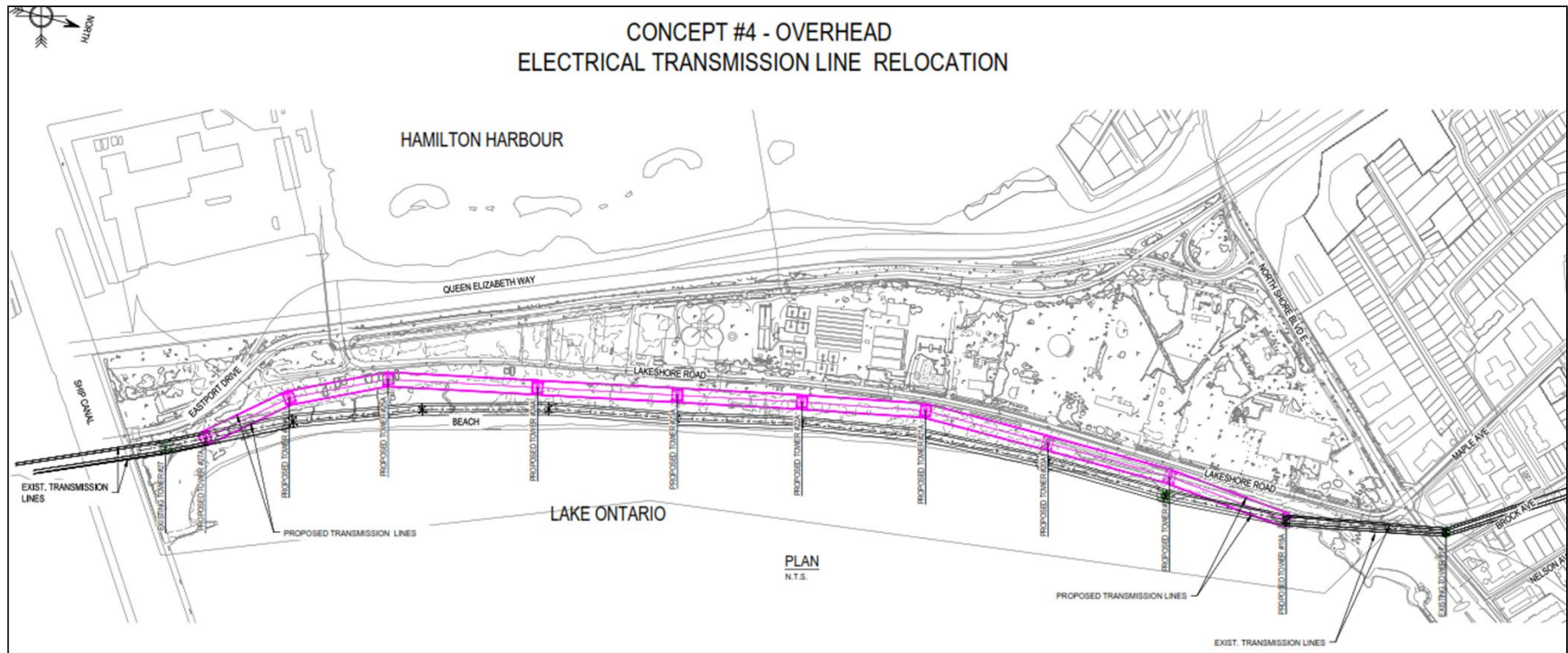




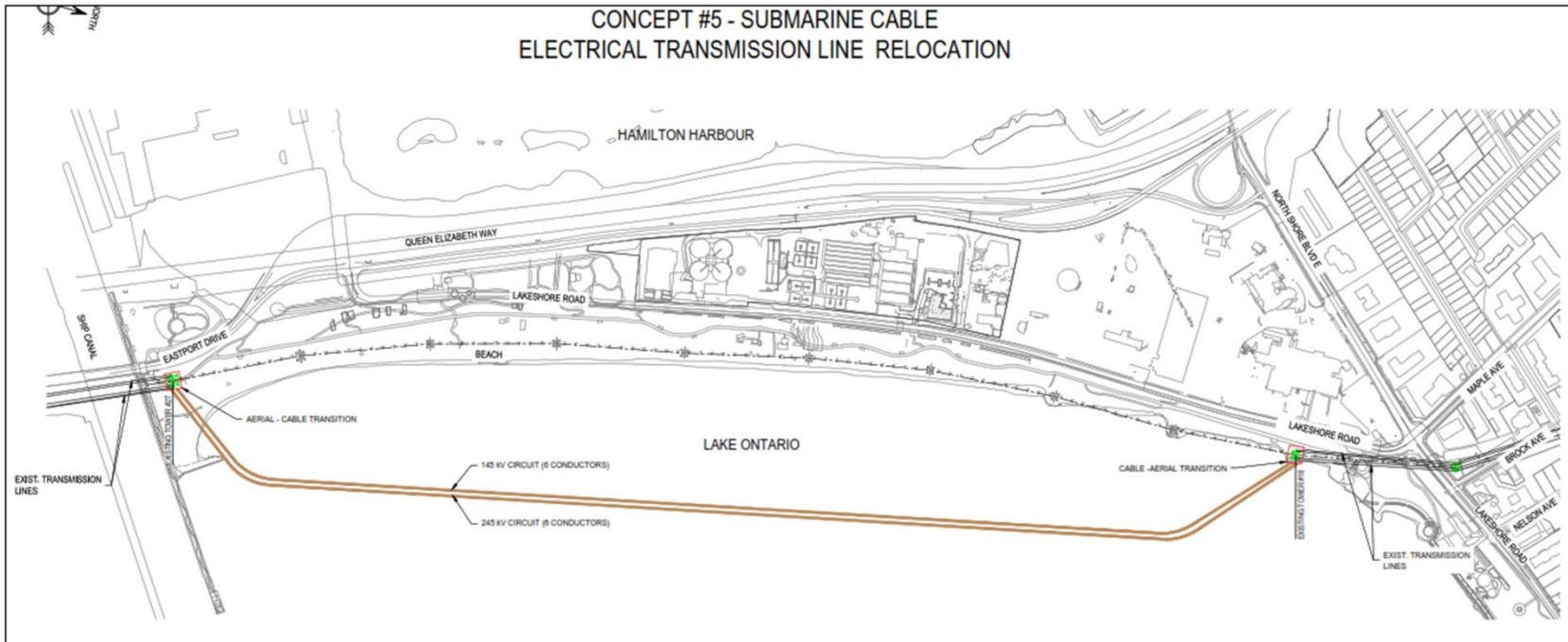








# CONCEPT #5 - SUBMARINE CABLE ELECTRICAL TRANSMISSION LINE RELOCATION



## **Hydro Tower Relocation Options and Technical Report Summary**

The consultant retained to conduct a preliminary technical review of the various hydro tower relocation options has advanced six different options from 'sketch' to 'preliminary plan' in order to better inform discussions and next steps in this initiative. The technical assessment reviewed each option from a variety of perspectives including technical feasibility; impact to the power grid; safety; environmental impacts; estimated capital cost; construction feasibility; regulatory considerations; and real estate availability.

This level of detail was vital to understanding the spatial requirements of each option, and gaining a better understanding of how the options could impact the natural environmental and implementation of the features identified in the 2015 Master Plan.

Following the completion of the Preliminary Technical Report, project partner staff (Hydro One, Halton Region, City of Burlington and Conservation Halton) held a workshop to review the results and identify, based on the technical components, which options were feasible for continued consideration.

### **1.0 Six Options Investigated: Technical Feasibility Summary**

#### **Option 1: Underground**

The consultant's report explored two potential underground alignments.

The primary challenge associated with any underground option relates to the requirement of additional infrastructure (terminal junctions) which are necessary to transition the existing overhead system to an underground system. Two, 70 metre by 70 metre terminal junctions at the north and south end of Beachway Park would be required to transition the overhead system to an underground system. The addition of terminal junctions at either end of the park would create new unintended visual impacts within the park and would limit implementation of the features of the Living Shoreline character area as envisioned in the 2015 Master Plan. The cost estimates for this option exceed the budget currently allocated for this project.

While the underground option has been Council's preferred option to explore, this option results in major changes to the Living Shoreline character area and also has significant cost implications. This option is feasible from a technical perspective.

#### **Option 2: Overhead Relocation East Side of Eastport Drive / QEW**

Option 2 proposes to relocate six tower structures westward to the east side of Eastport Drive. The key challenge associated with any option to relocate towers is the presence of existing structures or infrastructure in the area. Through discussion with Project Partners it was clarified that in order to meet operational requirements (i.e., to facilitate access to overhead transmission lines requiring repair in case of service interruption) land below new transmission lines is required to be unencumbered by existing structures. Locating the transmission line in proximity to Eastport Drive also creates challenges with respect to maintaining Ministry of Transportation setback requirements from Eastport

Drive and the Queen Elizabeth Way. Option 2 also faces challenges in terms of finding vacant land that would also result in a viable design from a technical perspective. Option 2 is not feasible from a technical perspective.

### **Option 3: Overhead Relocation West Side of QEW**

Option 3 proposes to relocate a portion of the transmission line to the west side of the Queen Elizabeth Way. As with Option 2, the key challenge relates to the presence of existing structures or infrastructure in the area, in this case, crossing a Provincial highway has been identified as a significant barrier. It would necessitate highway closures in the event repairs are required, or other safety risks. On the basis that the resulting alignment does not meet operational and technical requirements, Option 3 is considered not feasible.

### **Option 4: Overhead Relocation within the Park**

Option 4 proposes to relocate the transmission line slightly westward on the backside of the existing dunes. Implementation of Option 4 would result in substantial negative impacts to the natural environment (dune) and would significantly limit Halton Region's ability to enhance the park with the features identified in the 2015 Master Plan. Further, the resulting alignment does not respond to Regional Council's objective to minimize the visual impact of the transmission line, given that the transmission line will remain visible within Beachway Park. Given that the resulting alignment does not respond to Regional Council's objective to minimize the visual impact of the transmission line and will serve to undermine objectives to protect and enhance the natural heritage system, the Project Partners recommend not moving forward with consideration of Option 4.

### **Option 5: Submarine Cable**

Option 5 proposes to remove the tower structures and install a transmission line cable on the lakebed. As with Option 1, two, 70 metre by 70 metre terminal junctions would be required to transition the overhead system to an underground system, along with the addition of three to five lattice towers, creating new visual obstructions within the park. In addition, it was identified that submarine cables have a shorter overall estimated asset life, by as much as half, even when properly maintained. Further, regulatory complexities associated with Option 5 would result in a lengthy approval and implementation process. The Project Partners recommend not moving forward with consideration of Option 5.

### **Option 6: Enhancement**

Option 6 suggests that the transmission line and towers to remain in situ, with visual enhancements added to the towers. Although Option 6 would not address Regional Council's objective to minimize the overall visual impact of the transmission line, the option does provide an opportunity to improve the appearance of towers. Given that Option 6 would not result in a lessened visual impact, Project Partners recommend not moving forward with Option 6.



## 2.0 Impact Matrix of the 6 Options Explored in the Technical Report:

Concept No.	Maintenance	Operation	Reliability	Real Estate/Land	Environment Impact	Meets Master Plan Objectives	Cost
1. Underground (Option B Only)	HIGER IMPACT	LONGER OUTAGE IN CASE OF FAILURE	LOW PROBABILITY OF FAILURE HIGH CONSEQUENCES (LONG OUTAGE)	HIGH (TERMINAL JUNCTIONS)	MEDIUM (DUE TO TERMINAL JUNCTIONS)	NO	HIGH
2. Overhead Relocation (East of HWY)	NO ADDITIONAL IMPACT	NO IMPACT	NO IMPACT	LAND AVAILABILITY AND ACQUISITION REQUIRED	MEDIUM	PARTIALLY	UPDATED COSTS REQUIRED
3. Overhead Relocation (West of HWY)	HIGH	NO IMPACT	NO IMPACT	ACQUISITION REQUIRED (CROSSES HIGHWAY)	MEDIUM	PARTIALLY	UPDATED COSTS REQUIRED
4. Overhead Relocation (West of Lakeshore Road)	MINIMAL ADDITIONAL IMPACT	NO IMPACT	NO IMPACT	LAND AVAILABILITY AND ACQUISITION REQUIRED	HIGH	NO	UPDATED COSTS REQUIRED
5. Submarine Cable	HIGH	LONGER OUTAGE IN CASE OF FAILURE	LOW PROBABILITY OF FAILURE HIGH CONSEQUENCES (LONG OUTAGE)	HIGH (TERMINAL JUNCTIONS)	MEDIUM	NO	HIGH

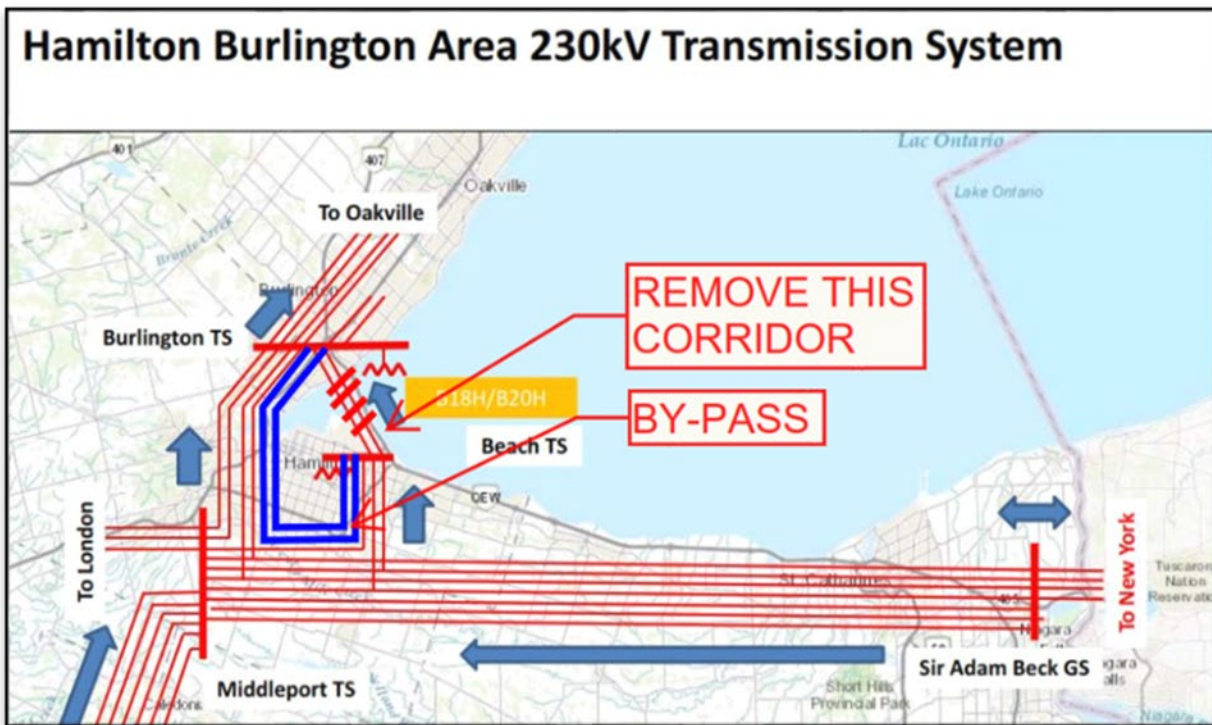
## 3.0 Additional Options Explored

In order to ensure a broad range of options and opportunities have been explored, the consultant retained to provide commentary on the potential to have the transmission line removed from Beachway Park area entirely through alternate means, by removing and relocating the existing transmission line and towers around Hamilton as shown in Figure 1, below. The challenges associated with each of these options are outlined below.

### Bypass Option

The Consultant identified that there is a strong likelihood that the majority of the existing towers cannot handle additional overhead circuits; therefore, an additional transmission line system will be required to carry the existing four circuits. Relocating the transmission lines around Hamilton would be very costly due to the transmission line's total length. The existing 115kV lines from Beach Transformer Station to Burlington Transformer Station around the City of Hamilton are approximately 23 kilometres. The existing 230kV lines between Beach Transformer Station and Burlington Transformer Station, which run west of Hamilton via Middleport Transformer Station, are over 40 kilometres long.

Figure 1: Hamilton Burlington Area Transmission System



Based on the capital cost estimates completed for Concepts 2, 3, and 4, the average cost to install 2.3 kilometres of a new transmission line system was estimated to be approximately \$23 million. This equates to \$10 million per kilometre. Based on the approximate unit rate of \$10 million per kilometre, assuming an overhead transmission line throughout, the base implementation costs would be \$230 million for the 115kV Line bypass and \$400 million for the 230kV Line bypass. This cost does not include the value of real estate procurement costs that would be required to widen existing rights-of-way that have been in place for decades and are generally surrounded by developed land.

# Underground Hydro Tower Relocation Option





**VIA EMAIL**

October 26, 2023

Kellie McCormack, Conservation Halton  
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

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

Please be advised that at its meeting held Wednesday, October 18, 2023, the Council of the Regional Municipality of Halton adopted the following resolution:

**RESOLUTION: CS-10-23/CA-10-23 - Burloak Regional Waterfront Park 2023 Update**

1. THAT Report No. CS-10-23/CA-10-23 Re: "Burloak Regional Waterfront Park 2023 Update" report be received for information.
2. THAT the Regional Clerk forward a copy of Report No. CS-10-23/CA-10-23 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville and Conservation Halton for their information

Included please find a copy of Report No. CS-10-23/CA-10-23 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", written over a light blue circular stamp.

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

**Regional Municipality of Halton**

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

Report To:	Regional Chair and Members of Regional Council
From:	Bob Gray, Commissioner, Corporate Services and Corporate Counsel Jane MacCaskill, Chief Administrative Officer
Date:	October 18, 2023
Report No:	CS-10-23/CA-10-23
Re:	Burloak Regional Waterfront Park 2023 Update

### RECOMMENDATION

1. THAT Report No. CS-10-23/CA-10-23 Re: "Burloak Regional Waterfront Park 2023 Update" report be received for information.
2. THAT the Regional Clerk forward a copy of Report No. CS-10-23/CA-10-23 to the City of Burlington, the Town of Halton Hills, the Town of Milton, the Town of Oakville and Conservation Halton for their information.

### REPORT

#### **Executive Summary**

- The purpose of this report is to provide Regional Council with an update on the implementation of the Master Plan for the Burloak Regional Waterfront Park, including work underway and next steps.
- Implementation of Phase 2B commenced in October 2021 and was completed in 2022. Works included additional mass plantings of native trees and shrubs within the woodlot; completion of the second phase of the lower promenade connection; and completion of related drainage and electrical work.
- As part of the 2022 Budget and Business Plan, \$150,000 was included in the Capital Budget to support the design of Phase 3 of the Burloak Regional Waterfront Park. Phase 3 includes the design and construction tender for a splash pad and washroom facility.

## Background

Halton Region has two Regional Waterfront Parks where Master Plans are still being implemented: Burloak and Burlington Beach. Over the years, the implementation of the Regional Waterfront Parks has been a strategic priority identified in Regional Council's Strategic Plan.

The Regional Waterfront Parks Program is based on the following objectives:

- To maximize public accessibility to the Halton waterfront by increasing the amount of well distributed public open space.
- To provide a variety of recreational, cultural and tourism opportunities along the Halton waterfront.

The following status update illustrates the construction achievements reached over the last year at Burloak Regional Waterfront Park.

## Discussion

The current Master Plan for Burloak Regional Waterfront Park was approved by Council through Report No. LPS13-14, re: "Burloak Regional Waterfront Park Master Plan Update", on April 16, 2014 and modified in 2019 through Report No. LPS108-19 re: "Burloak Regional Waterfront Park 2019 Update" to address some revisions which included the removal and reconfiguration of two pathways, removal of gateway signage, as well as planting and tree area reduction. An update was provided through Report No. LPS93-21, re: "Regional Waterfront Parks Program: Burloak Park Update" on the implementation of Phase 2 of the park. Since that report was approved, implementation of Phase 2B was completed in 2022.

The Master Plan is founded on the principle of balancing lands in the park to support an appropriate mix of natural areas, meadows, and formal gardens for a passive experience that contains an interconnected pathway system. The Plan combines these with open, un-programmed space, playgrounds, and opportunities to launch small non-motorized recreational boats such as canoes and kayaks. Halton Region, City of Burlington, Town of Oakville and Conservation Halton staff have worked over many years to implement the Master Plan, including major shoreline erosion protection works and an invasive species removal and replanting program.

### Implementation of Phase 2B

Phase 2 implementation of the Burloak Master Plan was focused on delivering a number of park amenities including gardens and tree plantings, finalization of the lookout pavilion, pathways and a picnic area. Phase 2B works of the Burloak Regional Waterfront Park continued to deliver on the objective of creating an enjoyable natural space for the public.

Works included additional mass plantings of native trees and shrubs within the reforestation area and throughout the park to further park beautification and naturalization. It also focused on completion of the lower promenade connection creating greater access to adjoining park features and amenities; and completion of related drainage and electrical work. Implementation of Phase 2B commenced in October 2021 and was completed in late 2022. The completion of this work sets the stage for the final phase of the master plan implementation to commence.

### Detailed Design for Final Phase

The approved Master Plan for Burloak Regional Waterfront Park, as shown in Attachment # 1 of this report, identifies amenities in the western limits of the park for implementation as part of the final phase, including an accessible permanent washroom; water play/splash pad area; improvements to the western parking lot and additional planting. Further, the cost of interpretive signage and water bottle filling station design which was deferred from the 2019 works will need to be included within the design budget for Phase 3. In order to implement these final park features, a detailed design and construction tender process is required prior to construction. As part of the 2022 Budget and Business Plan, \$150,000 was included in the Capital Budget to support the design of Phase 3. The start of Phase 3 work was delayed to 2023 as the Phase 2B works took longer than expected and were finalized in late 2022. Sufficient budget exists within the project to complete the Phase 3 design work. The Request for Proposals for the Phase 3 work at Burloak Regional Waterfront Park has been released and closed in June of 2023, with detailed design of the Phase 3 features and is likely to take 6 to 9 months to complete. Once detailed design is complete, the construction of this final phase can begin in 2024, and more accurate timelines for anticipated completion will be shared with Council.

### CONCLUSION

Since the last update to Regional Council through Report No. LPS93-21 in December 2021, Phase 2B has been completed and now laid the groundwork for the final phase of implementation. Staff have continued to work closely with City of Burlington staff in advancing this work. The completion of the Burloak Waterfront Park Master Plan implementation is within sight with the Phase 3 work beginning in 2023. Staff will continue to provide progress updates to Council as these works are advanced.

## FINANCIAL/PROGRAM IMPLICATIONS

As part of the 2022 Budget and Business Plan, \$150,000 has been included in the 2022 Capital Budget for the design work of the final phase for the Burloak Waterfront Park and \$1.5 million has been included in the 2024 capital budget for Council's consideration for the subsequent construction. Sufficient budget exists within the project to complete the design work for this final phase. The construction budget will be created as part of the design work and any changes or increases to funding requirements will be addressed in future staff reports.

Respectfully submitted,



Bob Gray  
Commissioner, Corporate Services and  
Corporate Counsel



Curt Benson  
Director, Planning Services and Chief  
Planning Official

Approved by



Jane MacCaskill  
Chief Administrative Officer

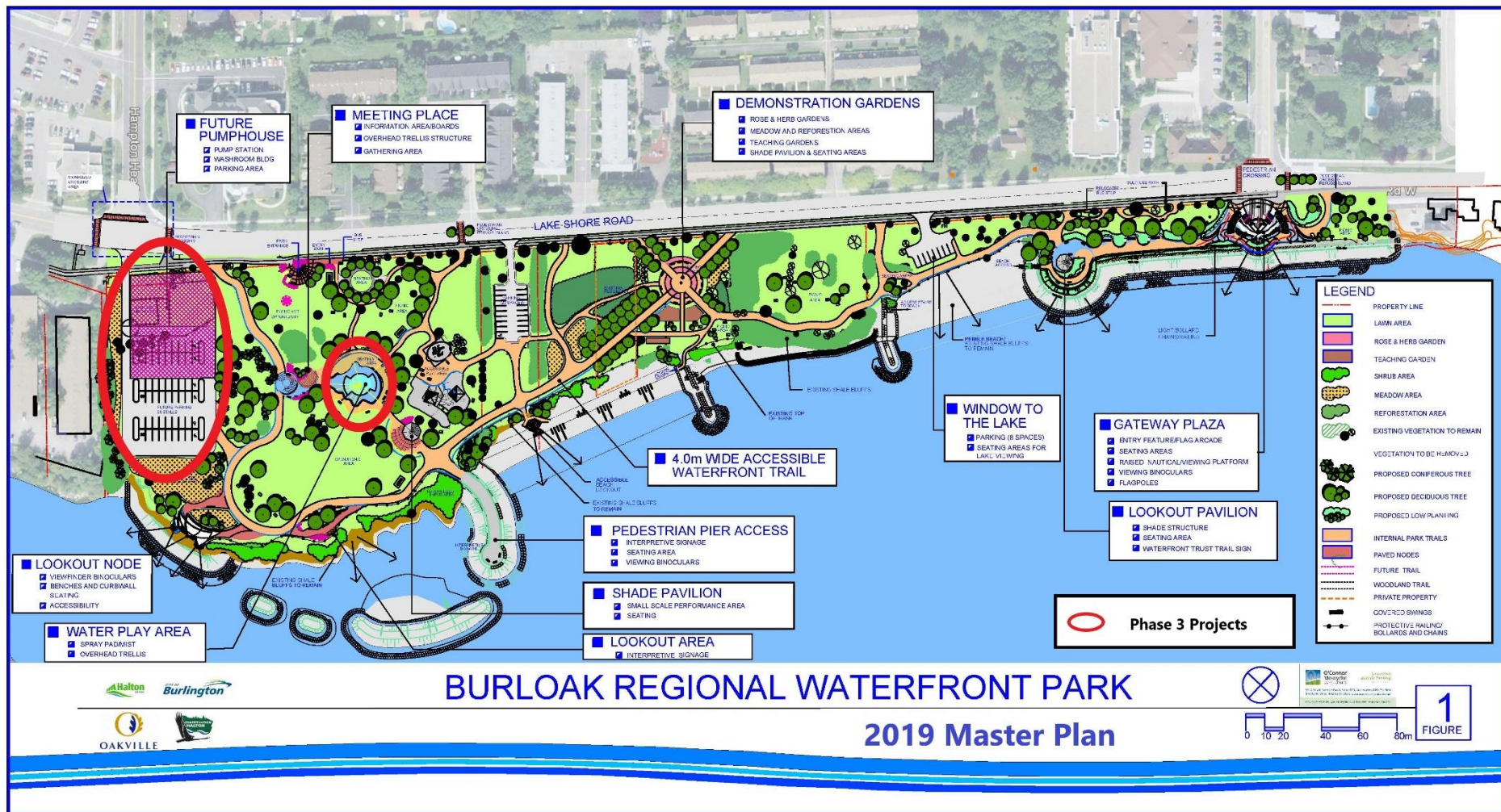
If you have any questions on the content of this report,  
please contact:

Curt Benson

Tel. # 7181

Attachments: Attachment #1 – Burloak Master Plan







The Corporation of the Municipality of Wawa

REGULAR COUNCIL MEETING

RESOLUTION

Tuesday, November 7, 2023

Resolution # RC23263	Meeting Order: 8
Moved by: Cathy Cannon	Seconded by: [Signature]

**WHEREAS** the local newspaper company Algoma News Review has ceased the print publication of its weekly newspaper and printed its final edition on July 6, 2022; and

**WHEREAS** the *Legislation Act, 2006* provides a definition of “newspaper” which applies to every Ontario Act Regulation, as in a provision requiring publication, means a document that, (a) **is printed in sheet form**, published at regular intervals of a week or less and circulated to the general public, and (b) consists primarily of news of current events of general interest; (“journal”); and

**WHEREAS** Ontario Municipalities are required to follow publication and notice requirements for Provincial Acts and Regulations; and

**WHEREAS** communities such as the Municipality of Wawa cannot comply with publication requirements in Provincial Acts and Regulations as the Algoma News Review publication is no longer being printed in sheet form and there are no other local news publications fitting the definition of “newspaper”; and

**WHEREAS** some small rural Ontario Municipalities may not have the means to bring an application to the Court to ask for directions and approval of an alternate manner of providing notice;

**NOW THEREFORE BE IT RESOLVED THAT** the Council of the Corporation of the Municipality of Wawa does hereby support the Township of McKellar and request the Provincial Government to make an amendment to the *Legislation Act, 2006* to include digital publications as an acceptable means of publication and notice requirements for Provincial acts and Regulations; and

p.2...



The Corporation of the Municipality of Wawa

REGULAR COUNCIL MEETING

RESOLUTION

**FURTHERMORE** request the support of all Ontario Municipalities; and

**FURTHERMORE THAT** this resolution be forwarded to the Minister of Municipal Affairs and Housing Paul Calandra, Algoma Manitoulin MPP Michael Mantha, and the Association of Ontario Municipalities (AMO).

RESOLUTION RESULT		RECORDED VOTE		
<input checked="" type="checkbox"/>	CARRIED	MAYOR AND COUNCIL	YES	NO
<input type="checkbox"/>	DEFEATED	Mitch Hatfield		
<input type="checkbox"/>	TABLED	Cathy Cannon		
<input type="checkbox"/>	RECORDED VOTE (SEE RIGHT)	Melanie Pilon		
<input type="checkbox"/>	PECUNIARY INTEREST DECLARED	Jim Hoffmann		
<input type="checkbox"/>	WITHDRAWN	Joseph Opato		

**Disclosure of Pecuniary Interest and the general nature thereof.**

- ☐ Disclosed the pecuniary interest and general name thereof and abstained from the discussion, vote and influence.

Clerk: \_\_\_\_\_

MAYOR – MELANIE PILON	CLERK – MAURY O'NEILL

This document is available in alternate formats.



The Corporation of the Municipality of Wawa

REGULAR COUNCIL MEETING

RESOLUTION

Tuesday, November 7, 2023

Resolution # RC23265	Meeting Order: 10
Moved by: <i>Cathy Fannon</i>	Seconded by: <i>J. M. Al</i>

**WHEREAS** Canada has 90,000 volunteer firefighters who provide fire and all hazard emergency services to their communities; in addition, approximately 8,000 essential search and rescue volunteers respond to thousands of incidents every year; and

**WHEREAS** many of these individuals receive some form of pay on call, an honorarium, or are given some funding to cover expenses, but they do not draw a living wage from firefighting; and;

**WHEREAS** without volunteer firefighters and search and rescue volunteers, thousands of communities in Canada would have no fire and emergency response coverage; and;

**WHEREAS** in 2013, the federal government initiated a tax credit recognizing these individuals, and calling on the federal government to increase this tax credit from \$3,000 to \$10,000; and;

**WHEREAS** volunteer firefighters account for 71% of Canada's total firefighting essential first responders;

- The tax code of Canada currently allows volunteer firefighters and search and rescue volunteers to claim a \$3,000 tax credit if 200 hours of volunteer services were completed in a calendar year;
- This works out to a mere \$450 per year, which we allow these essential volunteers to keep of their own income from their regular jobs, \$2.25 an hour;
- If they volunteer more than 200 hours, which many do, this tax credit becomes even less;
- These essential volunteers not only put their lives on the line and give their time, training and efforts to Canadians, but they also allow cities and municipalities to keep property taxes lower than if paid services were required;

*p.2...*

This document is available in alternate formats.





## The Corporation of the Municipality of Wawa

### REGULAR COUNCIL MEETING

### RESOLUTION

- It would also help retain these volunteers in a time when volunteerism is decreasing.

**THEREFORE BE IT RESOLVED THAT** the Council of the Corporation of the Municipality of Wawa call upon the Government of Canada to support Bill C-310 and enact amendments to subsections 118.06 (2) and 118.07 (2) of the Income Tax Act in order to increase the amount of the tax credits for volunteer firefighting and search and rescue volunteer services from \$3,000 to \$10,000; and;

**FURTHERMORE THAT** a copy of the resolution be shared with the Association of Fire Chiefs of Ontario, Algoma Mutual Aid Association, Association of Municipalities of Ontario and all Ontario municipalities.

RESOLUTION RESULT		RECORDED VOTE		
<input checked="" type="checkbox"/>	CARRIED	MAYOR AND COUNCIL	YES	NO
<input type="checkbox"/>	DEFEATED	Mitch Hatfield		
<input type="checkbox"/>	TABLED	Cathy Cannon		
<input type="checkbox"/>	RECORDED VOTE (SEE RIGHT)	Melanie Pilon		
<input type="checkbox"/>	PECUNIARY INTEREST DECLARED	Jim Hoffmann		
<input type="checkbox"/>	WITHDRAWN	Joseph Opato		

#### Disclosure of Pecuniary Interest and the general nature thereof.

- ☐ Disclosed the pecuniary interest and general name thereof and abstained from the discussion, vote and influence.

Clerk: \_\_\_\_\_

MAYOR – MELANIE PILON	CLERK – MAURY O'NEILL

This document is available in alternate formats.



Hon. Doug Downey  
Attorney General  
McMurtry-Scott Bldg 11<sup>th</sup> Flr, 720 Bay St.  
Toronto, ON M7A 2S9

October 26<sup>th</sup> 2023

Sent via e-mail: [doug.downey@ontario.ca](mailto:doug.downey@ontario.ca)

**Re: Call for an Amendment to the Legislation Act, 2006**

Dear Mr. Downey,

Please be advised that at the Regular Council Meeting on October 25<sup>th</sup> 2023, the Town of Plympton-Wyoming Council passed the following motion, supporting the attached resolution from the Township of McKellar regarding a Call for an Amendment to the Legislation Act, 2006.

***Motion 10***

*Moved by Councillor Kristen Rodrigues*

*Seconded by Councillor John van Klaveren*

*That Council support item 'L' of correspondence from the Township of McKellar regarding a Call for an Amendment to the Legislation Act, 2006.*

***Carried.***

If you have any questions regarding the above motion, please do not hesitate to contact me by phone or email at [ekwarciak@plympton-wyoming.ca](mailto:ekwarciak@plympton-wyoming.ca).

Sincerely,

Erin Kwarciak  
Clerk  
Town of Plympton-Wyoming

cc: Sent via e-mail  
Paul Calandra, Minister of Municipal Affairs and Housing  
Bob Bailey, MPP Sarnia-Lambton  
The Association of Ontario Municipalities (AMO)  
Neil Oliver, CEO & President, Metroland Media Group  
All Ontario Municipalities



## **Township of McKellar**

701 Hwy #124, P.O. Box 69, McKellar, Ontario POG 1C0

Phone: (705) 389-2842

Fax: (705) 389-1244

October 19, 2023

Hon. Doug Downey  
Attorney General  
McMurtry-Scott Bldg 11th Flr, 720 Bay St.  
Toronto, ON M7A 2S9

Sent via email: [Doug.Downey@ontario.ca](mailto:Doug.Downey@ontario.ca)

### **RE: Call for an Amendment to the *Legislation Act, 2006***

Dear Mr. Downey,

At the Regular Meeting of Council held on October 17, 2023, the Council of the Corporation of the Township of McKellar carried the following resolution:

#### **Resolution No. 23-671**

Moved by: Councillor Kekkonen

Seconded by: Councillor Zulak

**WHEREAS** Metroland Media Group has sought bankruptcy protection and will cease the print publication of its weekly community newspapers across Ontario, moving to an online-only model; and

**WHEREAS** Neil Oliver, Chief Executive Officer and President of Metroland Media Group, said the 71 Metroland community publications will be digital only going forward; and

**WHEREAS** the *Legislation Act, 2006* provides a definition of “newspaper” which applies to every Ontario Act and Regulation, as in a provision requiring publication, means a document that, (a) **is printed in sheet form**, published at regular intervals of a week or less and circulated to the general public, and (b) consists primarily of news of current events of general interest; (“journal”); and

**WHEREAS** Ontario Municipalities are required to follow publication and notice requirements for Provincial Acts and Regulations; and

**WHEREAS** communities such as the West Parry Sound Area cannot comply with publication requirements in Provincial Acts and Regulations as the Parry Sound North Star news publication is no longer being printed in sheet form and there are no other local news publications fitting the definition of “newspaper”; and

**WHEREAS** some small, rural, Ontario Municipalities may not have the means to bring an application to the Court to ask for directions and approval of an alternate manner of providing notice;

**NOW THEREFORE BE IT RESOLVED THAT** the Council of the Corporation of the Township of McKellar does hereby request the Provincial government to make an amendment to the *Legislation Act, 2006* to include digital publications as an acceptable means of publication and notice requirements for Provincial Acts and Regulations; and

**FURTHER** request the support of all Ontario Municipalities; and

**FURTHER THAT** this resolution be forwarded to the Minister of Municipal Affairs and Housing, Paul Calandra; Parry Sound-Muskoka MPP, Graydon Smith; The Association of Ontario Municipalities (AMO); CEO and President of Metroland Media Group, Neil Oliver and all Ontario Municipalities.

**Carried**

Regards,



Karlee Britton  
Deputy Clerk  
Township of McKellar  
[deputyclerk@mckellar.ca](mailto:deputyclerk@mckellar.ca)  
(705) 389-2842 x5

cc:

Paul Calandra, Minister of Municipal Affairs and Housing  
Graydon Smith, MPP Parry Sound-Muskoka  
The Association of Ontario Municipalities (AMO)  
Neil Oliver, CEO & President, Metroland Media Group  
All Ontario Municipalities





**Corporation of the  
Municipality of West Grey**

402813 Grey Road 4, RR 2 Durham, ON N0G 1R0  
519 369 2200

October 23, 2023

Honourable Michael Parsa, Minister  
[MinisterMCCSS@ontario.ca](mailto:MinisterMCCSS@ontario.ca)  
Ministry Children, Community and Social Services  
7<sup>th</sup> Flr, 438 University Ave  
Toronto, ON, M5G 2K8

**RE: Childcare availability in Ontario**

Dear Minister Parsa,

Please be advised that at its meeting held on October 17, 2023, the council of the Municipality of West Grey considered the above-noted matter and passed Resolution No. R-231017-004 as follows:

**"THAT in consideration of correspondence received from the Municipality of Bluewater respecting childcare availability, council directs staff to send a letter of support to the Ministry of Children, Community and Social Services with copies being sent to the Premier of Ontario and all Ontario municipalities."**

If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jamie Eckenswiller".

Jamie Eckenswiller, AMP (he/him)  
Director of Legislative Services/Clerk  
Municipality of West Grey

Attachment: Municipality of Bluewater – Childcare availability in Ontario Resolution

Cc. Honourable Doug Ford, Premier of Ontario  
Ontario municipalities

# Municipality of *Bluewater*

October 2, 2023

The Honourable Lisa M. Thompson  
Member of Provincial Parliament (MPP)  
408 Queen Street, P.O. Box 426  
Blyth, ON N0M 1H0

Re: Childcare availability in Ontario

Dear Minister Thompson:

The Municipality of Bluewater is concerned about the critical issue of childcare availability in our province and how it is linked to educational requirements and low wages within the childcare sector. We believe that addressing these issues is crucial for the well-being of our families and the future prosperity of Bluewater and Ontario.

Childcare availability in Ontario has become an increasingly pressing problem for parents and guardians. Access to affordable, high-quality childcare is essential for families to balance work and family responsibilities, and it plays a vital role in supporting the early development and education of our children. However, the lack of available childcare spaces is a significant barrier for many parents, limiting their ability to participate fully in the workforce and achieve financial stability.

We suspect that one of the key factors contributing to the shortage of childcare spaces is the educational requirements imposed on childcare workers. While it is important to ensure the safety and well-being of children in childcare settings, the current educational requirements may be overly restrictive. These requirements often result in a shortage of qualified childcare providers, making it challenging to expand the availability of childcare services.

This year in the Municipality of Bluewater, we have childcare facilities and before and after school programs that have closed or have reduced capacity due to lack of qualified staffing. These recent closures and capacity issues have imposed a significant amount of stress on families in our community.

Additionally, low wages within the childcare sector are a significant concern. Many qualified and passionate individuals are discouraged from pursuing a career in childcare

due to the low wages and limited opportunities for professional growth. This low-wage structure not only makes it difficult to attract and retain skilled childcare educators but also effects the quality of care children receive. Investing in the professional development and fair compensation of early childcare educators is essential to ensure that our children receive the best care possible and the best start in life.

**To address these issues and improve childcare availability in Ontario, the Municipality urges you to consider the following actions:**

1. Review and Reform Educational Requirements: Work with relevant stakeholders to review and potentially revise the training methods of early childcare educators, striking a balance between safety and accessibility by increasing the praxis model to learning.
2. Invest in Professional Development: Advocate for increased investment in professional development opportunities for childcare workers to enhance their skills and qualifications.
3. Increase Wages: Support initiatives to increase the wages of childcare workers, ensuring that they are paid a fair and competitive salary for the vital work they do.
4. Expand Funding: Work to secure additional funding for the expansion of childcare services and facilities, especially in underserved and rural communities.
5. Promote Public Awareness: Raise public awareness about the importance of accessible and high-quality childcare services and the need for policy changes.

This is an urgent matter that is expected to worsen and your timely response to these concerns is needed.

By addressing these issues, we can make significant strides toward improving childcare availability in Bluewater and Ontario and ensuring that families have the support they need to thrive. We kindly request your timely support and advocacy on these matters and would be grateful for any updates or initiatives related to childcare reform in our province.

Thank you for your attention to this critical issue. We look forward to your continued dedication to the well-being of Ontario's families and children.

Sincerely,



Mayor Paul Klopp for the  
Council of the Municipality of Bluewater

cc: Premier Doug Ford  
Ben Lobb, Huron-Bruce MP  
Hon. Michael Parsa, Minister of Children, Community and Social Services  
All Ontario Municipalities



THE CORPORATION OF THE TOWNSHIP OF NORTH DUNDAS  
RESOLUTION

Regular Meeting

Resolution: 2023 - 372

Date: October 17, 2023

Moved By: Matthew

Seconded By: Don

THAT Council hereby receives and supports resolution number 2023-475 from the Municipality of Grey Highlands, resolution number 2023-173 from the Municipality of St.-Charles and the resolution from the Municipality of South Dundas passed on September 11, 2023 regarding school bus stop arm cameras;

AND THAT Council directs the Clerk to forward a copy of this resolution to Premier Doug Ford, Attorney General Doug Downey; the Minister of Education; the local Member of Provincial Parliament (MPP); the Association of Municipalities of Ontario (AMO) and all Ontario Municipalities.

Carried

Deferred

Defeated

MAYOR

Recorded Vote:	Yea	Nay
Mayor Fraser	___	___
Deputy Mayor Bergeron	___	___
Councillor Annable	___	___
Councillor Uhrig	___	___
Councillor Lennox	___	___



**The Corporation of the Municipality of St. Charles  
RESOLUTION PAGE**



**Regular Meeting of Council**

**Agenda Number:** 10.2.  
**Resolution Number** 2023-173  
**Title:** Resolution Stemming from July 19, 2023 Regular Meeting of Council - Item 10.1 - Correspondence #4  
**Date:** August 9, 2023


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**Moved by:** Councillor Laframboise  
**Seconded by:** Councillor Lachance

**BE IT RESOLVED THAT Council for the Corporation of the Municipality of St.-Charles hereby supports the Resolution passed by the Municipality of Grey Highlands on June 21, 2023 requiring all stop arm cameras on to be installed and paid for by the Province on all school buses for the start of the 2023-2024 school year;**

**AND BE IT FURTHER RESOLVED THAT a copy of this Resolution be forwarded to Premier Doug Ford; Attorney General Doug Downey; the Ministry of Education; the local Member of Provincial Parliament (MPP); the Association of Municipalities of Ontario (AMO) and all Ontario Municipalities.**

**CARRIED**

  
MAYOR

June 21, 2023

Office of the Premier of Ontario

Sent via email

To Hon. Doug Ford:

**Re: Resolution # 2023-475**

Please be advised that the following resolution was passed at the June 21, 2023 meeting of the Council of the Municipality of Grey Highlands.

That the Council of the Municipality of Grey Highlands urges the Provincial Government to:

1. Require all school buses to have stop arm cameras installed and paid for by the Province for the start of the 2023-2024 school year; and

2. Underwrite the costs for the implementation and on-going annual costs for Administrative Monetary Penalties in small and rural municipalities;

FURTHER RESOLVED THAT this resolution be circulated to Premier Doug Ford, Attorney General Doug Downey, Minister of Education Stephen Lecce, Provincial opposition parties, Rick Byers MPP, AMO, Bluewater District School Board, Grey County Warden and all municipalities in Ontario.

If you require anything further, please contact this office.

Sincerely,

*Amanda Fines-VanAlstine*

Amanda Fines-VanAlstine  
Manager of Corporate Services/Deputy-Clerk  
Municipality of Grey Highlands

cc. Attorney General Doug Downey,  
Minister of Education Stephen Lecce,  
Provincial opposition parties,  
Rick Byers MPP,  
AMO,  
Bluewater District School Board,  
Grey County Warden  
and all municipalities in Ontario.



**Date:** September 11, 2023

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**To:** Mayor & Council  
**From:** Crystal LeBrun, Director of Corporate Services/Clerk  
**Subject:** **School Bus Stop Arm Cameras Resolution**

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**Notice of Motion by Councillor Tom Smyth**

**WHEREAS** almost 824,000 students travel in about 16,000 school vehicles every school day in Ontario and according to the Ministry of Transportation's statistics the rate of vehicles blowing by stopped school buses is over 30,000 times every day;

**AND WHEREAS** the Province of Ontario passed the Safer School Zones Act in 2017 which authorized the use of Automated School Bus Stop Arm Camera Systems to detect incidents where vehicles failed to stop when the school bus was stopped and the stop-arm extended (O. Reg. 424/20);

**AND WHEREAS** the Association of Municipalities (AMO) working on behalf of all Ontario Municipalities made its submission to the Standing Committee on General Government on May 21, 2019 in support of Administrative Monetary Penalties (AMPs) to be used to collect fine revenue for school bus stop arm infractions and other applications, including Automated Speed Enforcement (ASE) technologies deployed in school and community safety zones;

**AND WHEREAS** police resources can not be spread any thinner to enforce Highway Traffic Act offences throughout municipalities;

**AND WHEREAS** the administrative and financial costs to establish the required municipal Administrative Penalty program under the Highway Traffic Act, and its regulations, are substantial and maybe out of reach for small or rural municipalities that have insufficient amounts of traffic to generate the required funds to offset the annual operational costs of a municipal Administrative Penalty program;

**NOW THEREFORE BE IT RESOLVED THAT** the Council of the Municipality of South Dundas urges the Provincial Government to:

- a) Require all school buses to have stop arm cameras installed and paid for by the Province for the start of the 2023-2024 school year; and

b) Underwrite the costs for the implementation and on-going annual costs for Administrative Monetary Penalties in small and rural municipalities;

**AND FURTHER THAT** this resolution be circulated to Premier Doug Ford, Attorney General Doug Downey, Minister of Education Stephen Lecce, Provincial opposition parties, Mathew Rae MPP, and AMO.





## The Corporation of the Township of Terrace Bay

P.O. Box 40, 1 Selkirk Avenue, Terrace Bay, ON, P0T 2W0  
Phone: (807) 825-3315 Fax: (807) 825-9576

October 17, 2023

Premier Doug Ford  
[premier@ontario.ca](mailto:premier@ontario.ca)

Dear Mr. Ford,

At the Township of Terrace Bay Regular Council Meeting held on Monday March 6, 2023, the following resolution of support was passed.

**RE: Township of Aurora Motion 10.4 Councillor Weese, Re: Aurora Council Opposition to Strong Mayor Powers in Aurora"**

**Resolution: 257-2023**

**Moved by: Councillor Johnson**

**Seconded by: Councillor St. Louis**

**Whereas** the Township of Aurora passed "Motion 10.4 - Councillor Weese; Re: Aurora Council Opposition to Strong Mayor Powers in Aurora at its meeting on September 26, 2023; and

**Whereas** these Strong Mayor Powers undermine democratic processes executed through municipal elections; and

**Whereas** Strong Mayor Powers may also violate by-laws established by municipalities that provides accepted and legal procedures for governance; and

**Whereas** Terrace Bay Council recognizes the important role each Councillor provides the residents in their Ward and the community-at-large;

**Now Therefore Be it Hereby Resolved** That the Township of Terrace Bay Council supports the Town of Aurora's motion 10.4 and opposes Strong Mayor Powers being provided to the Head of Council;

**Be It Further Resolved** That this approved Motion is to be sent to the Premier of Ontario, the Honourable Doug Ford; the Minister of Municipal Affairs and Housing, the Honourable Paul Calandra; Lise Vaugeois MPP, Thunder Bay—Superior North and each of the Municipalities in Ontario.

Sincerely,

Jon Hall  
CAO/Clerk

**CC:**

Honourable Paul Calandra - [minister.mah@ontario.ca](mailto:minister.mah@ontario.ca)

MPP – Thunder Bay Superior North - Lise Vaugeois - [LVaugeois-QP@ndp.on.ca](mailto:LVaugeois-QP@ndp.on.ca)

All Ontario Municipalities



MUNICIPALITY OF

# North Perth

[www.northperth.ca](http://www.northperth.ca)

A Community of Character

330 Wallace Ave. N., Listowel, ON N4W 1L3

Phone: 519-291-2950

Toll Free: 888-714-1993

October 26<sup>th</sup>, 2023

The Honourable Doug Downey  
Ministry of the Attorney General  
McMurty-Scott Building  
720 Bay St., 11<sup>th</sup> Flor  
Toronto, ON M7A 2S9  
Via Email: [doug.downey@ontario.ca](mailto:doug.downey@ontario.ca)

Re: Catch and Release Justice in Ontario

Please be advised that the Council of the Municipality of North Perth passed the following resolution at their regular meeting held on October 23<sup>rd</sup>, 2023 regarding "Catch and Release" Justice in Ontario.

**Moved By:** Sarah Blazek      **Seconded By:** Matt Richardson

THAT: The Council of the Municipality of North Perth endorses the resolution from the Town of Midland and circulates the resolution to relevant stakeholders.

**CARRIED**

If you have any questions regarding the above resolution, please do not hesitate to contact me.

Regards,

Sarah Carter  
Acting Clerk/Legislative Services Supervisor  
Municipality of North Perth  
330 Wallace Ave. N., Listowel ON N4W 1L3  
519-292-2062  
[scarter@northperth.ca](mailto:scarter@northperth.ca)

Cc: Perth-Wellington MP, John Nater  
Perth Wellington MPP, Matthew Rae  
All Ontario Municipalities

THE CORPORATION OF THE  
TOWN OF MIDLAND

575 Dominion Avenue  
Midland, ON L4R 1R2  
Phone: 705-526-4275  
Fax: 705-526-9971  
info@midland.ca



September 8, 2023

The Senate of Canada  
Ottawa, ON  
K1A 0A4

Via Email: [sencom@sen.parl.gc.ca](mailto:sencom@sen.parl.gc.ca)

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

Via Email: [premier@ontario.ca](mailto:premier@ontario.ca)

Dear Premier Ford:

**Re: "Catch and Release" Justice is Ontario**

At its September 6, 2023, Regular Council Meeting with Closed Session the Council for the Town of Midland passed the following Resolution:

*That the Town of Midland send a letter to the Federal and Provincial Governments requesting meaningful improvements to the current state of "catch and release" justice in the Ontario legal system. Police Services across Ontario are exhausting precious time and resources having to manage the repeated arrests of the same offenders, which in turn, is impacting their morale, and ultimately law-abiding citizens who are paying the often significant financial and emotional toll of this broken system; and*

*That this resolution be sent to other Municipalities throughout Ontario for their endorsement consideration.*

Thank you.

Yours very  
truly,

**THE CORPORATION OF THE TOWN OF MIDLAND**

*Sherri Edgar*

Sherri Edgar, AMCT  
Municipal Clerk  
Ext. 2210



MUNICIPALITY OF

# North Perth

[www.northperth.ca](http://www.northperth.ca)

A Community of Character

330 Wallace Ave. N., Listowel, ON N4W 1L3

Phone: 519-291-2950

Toll Free: 888-714-1993

October 26<sup>th</sup>, 2023

The Honourable Doug Ford  
Premier of Ontario  
Legislative Building, Queen's Park  
Toronto, ON M7A 1A1  
Via Email: [premier@ontario.ca](mailto:premier@ontario.ca)

Re: Social and Economic Prosperity Review

Please be advised that the Council of the Municipality of North Perth passed the following resolution at their regular meeting held on October 23<sup>rd</sup>, 2023 regarding Policy Update – Social and Economic Prosperity Review from the Association of Municipalities Ontario.

**Moved By:** Matt Duncan      **Seconded By:** Allan Rothwell

THAT: The Council of the Municipality of North Perth endorses the briefing from AMO calling for discussion on Social and Economic Prosperity and that North Perth is willing to participate.

AND THAT: The resolution be forwarded to the Premier of Ontario, AMO, Perth-Wellington MP John Nater, Perth-Wellington MPP Matthew Rae, and all Ontario municipalities.

**CARRIED**

If you have any questions regarding the above resolution, please do not hesitate to contact me.

Regards,

Sarah Carter  
Acting Clerk/Legislative Services Supervisor  
Municipality of North Perth  
330 Wallace Ave. N., Listowel ON N4W 1L3  
519-292-2062  
[scarter@northperth.ca](mailto:scarter@northperth.ca)

Cc: AMO  
Perth-Wellington MP, John Nater  
Perth Wellington MPP, Matthew Rae  
All Ontario Municipalities



# POLICY UPDATE

October 18, 2023

## Policy Update - Social and Economic Prosperity Review

Municipalities across Ontario are facing increasingly complex challenges, such as tackling homelessness and climate change, without the financial tools to solve them. It's time for the province and municipalities to work collaboratively towards solutions for the long-term stability and sustainability of municipal finances.

[AMO has called on Premier Ford](#) to propose an update of the partnership between provincial and municipal governments to build sustainable communities, a solid foundation for economic growth and quality of life.

A [social and economic prosperity review](#) would help to create a sustainable, accountable provincial-municipal relationship where both orders of government can meet their responsibilities, grounded in:

- Affordability and fiscal sustainability for both orders of government
- Fairness for taxpayers and affordability for residents
- Coordinated and timely infrastructure investment resilient to climate realities
- Increased housing supply and affordability
- Robust health and social services supporting increased economic participation
- Long term economic development and prosperity for Ontario and its communities
- Modern, effective and streamlined service delivery

It's the right time for a province-wide conversation.

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



MUNICIPALITY OF

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330 Wallace Ave. N., Listowel, ON N4W 1L3

Phone: 519-291-2950

Toll Free: 888-714-1993

October 26<sup>th</sup>, 2023

Minister of Long-Term Care  
438 University Avenue, 8<sup>th</sup> Floor  
Toronto, ON M5G 2K8

To Whom It May Concern,

Please be advised that the Council of the Municipality of North Perth passed the following resolution at their regular meeting held on October 16<sup>th</sup>, 2023 regarding a request for support for Bill 21, Fixing Long-Term Care Amendment Act (Till Death Do Us Part), 2022 from Catherine Fife, Waterloo MPP.

**Moved By:** Lee Anne Andriessen    **Seconded By:** Sarah Blazek

THAT: The Council of the Municipality of North Perth supports Consent Agenda Item 7.11 *Catherine Fife, Waterloo MPP – Request for Support for Bill 21, Fixing Long-Term Care Amendment Act (Till Death Do Us Part), 2022.*

AND THAT: Staff be directed to forward the resolution to other provincial entities and other Council counterparts across Ontario.

**CARRIED**

If you have any questions regarding the above resolution, please do not hesitate to contact me.

Regards,

Sarah Carter  
Acting Clerk/Legislative Services Supervisor  
Municipality of North Perth  
330 Wallace Ave. N., Listowel ON N4W 1L3  
519-292-2062  
[scarter@northperth.ca](mailto:scarter@northperth.ca)

Cc: Catherine Fife, Waterloo MPP  
Perth Wellington MPP, Matthew Rae  
All Ontario Municipalities





# Catherine Fife

MPP Waterloo

Todd Kasenberg  
Mayor of Municipality of North Perth

**RE: Requesting your support for Bill 21, Fixing Long-Term Care Amendment Act (Till Death Do Us Part), 2022**

September 25, 2023

Dear Mayor Kasenberg,

I am writing to you today to share an update on Bill 21, Fixing Long-Term Care Amendment Act (Till Death Do Us Part), 2022, and to request your support for this important legislation.

Bill 21 amends the Residents' Bill of Rights set out in section 3 of Fixing Long-Term Care Act, 2021 by adding the right of residents not to be separated from their spouse upon admission but to have accommodation made available for both spouses so they may continue to live together.

The Act was inspired by Cambridge resident Jim McLeod, who will have been separated from his wife of 65 years Joan, on September 17, 2023. Nearly 6 years later, Jim continues to champion spousal reunification. He often says that he will talk to anyone and has two giant binders full of his advocacy work on the Bill. Last week, he told me that his heart is breaking because of his separation from Joan. He has brought other seniors who are separated from their spouses into the advocacy – you cannot sit with these folks for any amount of time and not care deeply about this legislation.

I know that you value the many contributions that older adults have made to Waterloo Region, and care deeply that they can live their final years with dignity and love. **I am hoping you will consider bringing a motion forward to your Council, in support of the Till Death Do Us Part Act.** Your support will help us to keep attention on this important legislation, so that it can finally be called to the Standing Committee on Social Policy – one step closer to Royal Assent.

I would be happy to discuss the Bill with you further, via phone call or an in-person meeting at your convenience. Thanks in advance for considering my request.

Sincerely,

Catherine Fife, Waterloo MPP  
Finance & Treasury Board Critic

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**Constituency Office**  
100 Regina St. S., Suite 220  
Waterloo, ON N2J 4A8  
Ph: 519-725-3477 | Fax: 519-725-3667  
Email: cfife-co@ndp.on.ca

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**Queen's Park Office**  
Room 154, Main Legislative Bldg.  
Queen's Park, Toronto ON M7A 1A5  
Ph: 416-325-6913 | Fax: 416-325-6942  
Email: cfife-qp@ndp.on.ca

## BACKGROUND:

On November 15, 2022, the Till Death Do Us Part Act, passed second reading in the Ontario legislature after being [introduced for the third time in September 2022](#). The bill was then referred to the Ontario Legislature's Social Policy Committee. You can view highlights of the second reading debate here: <https://www.youtube.com/watch?v=mYRIgQgDe2k>

I have been pushing for the Standing Committee on Social Policy to schedule a time to begin the work of reviewing Bill 21 since November 2022. **Today marks 286 days since the Act passed second reading at the Legislative Assembly of Ontario.** Unfortunately, the Bill has yet to be called to committee.

Bill 21, which was formerly Bill 153 and 95, respectively, had passed second reading and was sent to the Justice Committee in December 2019, but was wiped off the order paper when Premier Ford prorogued the house in 2021. It was reintroduced early 2022 but did not have time to progress before the election.

Since I first introduced this Bill in 2019, the number of people who've reached out to my offices with heartbreaking stories of couples entering long-term care who are torn apart has skyrocketed. Simply put, Ontario seniors deserve dignity in care and should have the right to live with their partner as they age. Of note, Nova Scotia passed similar legislation, titled the [Life Partners in Long-Term Care Act](#) in 2021.

Following many meetings with stakeholders, it's clear that "care campuses" which offer different levels of care (independent, assisted living and long-term care) are the progressive model for investing in quality care for Ontario's aging population. Care campuses are an essential element to keeping couples together as they often age at different rates. This level of choice has been brought to my attention as especially important to rural and northern municipal leaders across Ontario. The care campus model for seniors housing that builds different levels of care has unique financial savings that will be critical as we grapple with a rapidly aging province.

We need the Bill to be called to the Standing Committee on Social Policy as soon as possible. We know that couples who are separated across Ontario cannot wait any longer for this legislative change to be made.

Here are the links to recent media coverage of the Till Death Do Us Part Act, which provide more specific insights into the lived experiences of older adults who are separated from their spouses:

- [CTV News Kitchener: Ontario seniors separated in long-term care pushing for the right to remain together](#)
- [CityNews Kitchener: Waterloo MPP appeals for seniors bill to be brought forward](#)
- [Waterloo Region Record: Cambridge senior calls for end to separating couples in long-term care](#)

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**Constituency Office**  
100 Regina St. S., Suite 220  
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Email: [cfife-co@ndp.on.ca](mailto:cfife-co@ndp.on.ca)

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**Queen's Park Office**  
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Queen's Park, Toronto ON M7A 1A5  
Ph: 416-325-6913 | Fax: 416-325-6942  
Email: [cfife-qp@ndp.on.ca](mailto:cfife-qp@ndp.on.ca)





## Town of Rainy River

### RESOLUTION

MOVED BY  DATE: October 10, 2023

SECONDED BY  RESOLUTION: 23-020

**“WHEREAS** the Corporation of the Town of Rainy River is a small community in Northwestern Ontario with limited financial resources;

**AND WHEREAS** the Town of Rainy River owns and operates the water treatment facilities, water distribution facilities, wastewater treatment facilities and wastewater collection facilities which service the residents of the Town of Rainy River;

**AND WHEREAS** the Town of Rainy River requires Class II Water Treatment Operators for its facilities;

**AND WHEREAS** the Corporation of the Town of Rainy River attempts to provide training as prescribed by the Province of Ontario to obtain the necessary classification(s);

**AND WHEREAS** the Town of Rainy River has been fortunate in obtaining a full staff compliment eager to take on the responsibilities of water treatment and distribution and wastewater collection and treatment operations;

**AND WHEREAS** any new employees of the Town of Rainy River require certification;

**AND WHEREAS** training is becoming increasingly difficult to procure;

**AND WHEREAS** the Province of Ontario has implemented stringent review of water treatment plants to ensure compliance;

**AND WHEREAS** the Province of Ontario is promoting and providing an increased number of training opportunities for a variety of trades;

**BE IT HEREBY RESOLVED** that the Corporation of the Town of Rainy River petitions the Province of Ontario to expand water treatment training opportunities for communities within Ontario;

**AND FURTHER** the training be delivered in a method that is flexible and affordable;

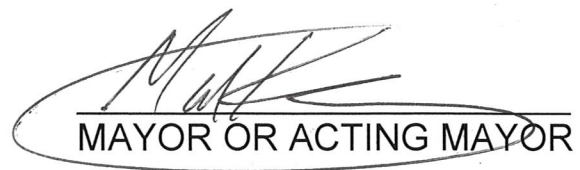
**AND FURTHER** utilize existing networks, such as Contact North, for on-line exam preparation and exam supervision;

**AND FURTHER** the Council of the Corporation of the Town of Rainy River forward copies of this resolution to Premier Doug Ford, Minister of Environment, Conservation and Parks Andrea Khanjin, MPP Greg Rickford, Walkerton Clean Water Centre, Ontario Municipalities.”

ABSTAIN \_\_\_\_\_  
AYES \_\_\_\_\_  
NAYES \_\_\_\_\_

D. ARMSTRONG \_\_\_\_\_  
D. EWALD \_\_\_\_\_  
J. HAGARTY \_\_\_\_\_  
B. HELGESON \_\_\_\_\_  
N. IVALL \_\_\_\_\_  
M. KREGER \_\_\_\_\_  
G. PROST \_\_\_\_\_

CARRIED \_\_\_\_\_ ✓  
DEFEATED \_\_\_\_\_

  
MAYOR OR ACTING MAYOR



in the heart of Ontario's Sunset Country

November 10, 2023

Mayor Ann Lawlor  
Town of Halton Hills  
1 Halton Hills Dr.  
Georgetown, Ontario  
L7G 5G2

Dear Mayor Lawlor,

**Re: Support for Halton Police Board Auto Theft Advocacy Approach (Resolution No. 2023-0201)**

Thank you for your letter, dated November 9, 2023, regarding the above-referenced matter, which was initially discussed by the Halton Police Board on July 6, 2023. Insurance Bureau of Canada (IBC) appreciates your awareness of the auto theft problem and shares your perspective that “auto theft is a national concern that requires the collective commitment of the government, the automobile industry, law enforcement agencies, the insurance industry, and other stakeholders.”<sup>1</sup>

The purpose of this letter is to respond to item 3 in the Halton Police Board’s auto theft advocacy approach, which appeals to the insurance industry to do three things:

1. Collaborate with automobile manufacturers to incentivize the inclusion of theft-deterrent technologies in vehicles through reduced premium rates;
2. Support public awareness initiatives about the importance of vehicle security and the impact of auto theft on insurance premiums;
3. Strengthen cooperation with law enforcement agencies by sharing data that could assist in identifying theft trends and potentially stolen vehicles.<sup>2</sup>

**Incentives**

Ontario has been experiencing an auto theft crisis over the last five years, with the situation becoming worse since the start of the pandemic. From 2018-2022, auto theft claims doubled across the province, rising from approximately 9,400 to over 20,000. The associated claims costs rose a staggering 329%, reaching over \$700-million last year. Of concern, Halton Region saw auto theft increases that outpaced the provincial average. Specifically, auto theft claims tripled, rising from 318 to 957, and the value of those claims increased by 561%, going from approximately \$6.5-million to over \$40-million last year.

This steep upward trajectory is unsustainable, for both drivers and insurers. To combat this, insurers have begun incentivizing consumers to take steps to protect their vehicles from theft and manage their premiums. Many insurers are now subsidizing the costs associated with the installation of approved aftermarket tracking devices, typically priced in the hundreds of dollars per vehicle. While insurers may apply a surcharge on vehicles at

<sup>1</sup> [Resolution No. 2023-0201](#)

<sup>2</sup> [Halton Police Board Auto Theft Advocacy Approach](#)

highest risk of theft, many insurers are waiving this surcharge if the policyholder takes proactive steps, outlined by the insurer, to better protect their vehicle.

### **Public Awareness**

IBC supports many of legislative and regulatory changes that are identified in your advocacy approach and has advocated for them with numerous stakeholders, including all three levels of government. However, we also recognize that these reforms, if adopted, will take time to implement and impact theft trends. As such, IBC has deployed a comprehensive public communications campaign to enhance awareness and arm consumers with the knowledge needed to better protect themselves in the interim.

Our “[End Auto Theft](#)” campaign is focused on Ontario and meets consumers in various forums: social media, radio, video and even two billboards on the Gardiner Expressway. The campaign lays out how consumers can adopt a “layered approach” to preventing car theft, empowering them to reduce their theft risk. Moreover, our sister organization, Équité Association, releases an annual Top 10 Stolen Vehicles list which allows consumers to determine whether their vehicle is particularly targeted. The 2023 version of the list will be released in mid-November, which will serve to generate media attention and public awareness.

### **Data Sharing**

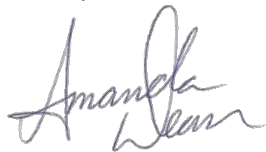
While additional investments are needed to combat auto theft, particularly at our federal ports and borders, we share your view that procedural changes – like better two-way information sharing – also have a role to play. As IBC advocates for these improvements, Équité continues to share permissible information with its law enforcement partners. This information has proven instrumental in uncovering and dismantling theft rings across the province through targeted enforcement action.

### **Next steps**

Thank you for engaging with us to discuss this matter of mutual importance, which threatens both the physical safety and financial security of members of the public. IBC supports efforts across all orders of government to address this increasing crime trend and, as outlined in above, we and our members will continue doing our part. In our view, a whole-of-society approach is needed to combat the auto theft crisis.

Should you wish gain additional insight into what the insurance industry is doing to combat auto theft, we would be happy to meet with you to discuss things further. Working together, we can help prevent and deter auto theft in Halton Hills and across Ontario.

Thank you,

A handwritten signature in blue ink that reads "Amanda Dean". The signature is fluid and cursive, with the first name "Amanda" being more prominent than the last name "Dean".

Amanda Dean  
Interim Vice President, Ontario