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# The Regional Municipality of Durham Report

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To: Committee of the Whole  
From: Commissioner of Finance, Commissioner of Community Growth and Economic Development, Commissioner of Works, and Commissioner of Legal Services  
Report: #2025-COW-37  
Date: November 13, 2025

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**Subject:**

Regional Comments on the Proposed Changes to Ontario Building Code and Proposed Changes in Bill 60, Fighting Delays, Building Faster Act, 2025

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**Recommendation:**

That the Committee of the Whole recommends to Regional Council:

- A. That the letter dated October 17, 2025, found in Attachment #1, be endorsed as the Region of Durham's response to proposed amendments to the Building Code Act, 1992, through Bill 17 (Protect Ontario by Building Faster and Smarter Act, 2025), including the following key messages:
- i. Linking DC Collection to Occupancy Permits: Regional staff support using occupancy permits as a practical enforcement tool for DC collection and recommend legislative amendments to explicitly include Regional DCs and allow local councils to set deferral timing as a temporary measure to manage cash flow impacts and support housing delivery.
  - ii. Establishing First Occupancy as the Payment Trigger: Tying DCs to first occupancy provides a consistent, efficient collection trigger aligned with municipal workflows and simplifies phased development tracking and protects infrastructure funding.
  - iii. Extending Inspection Timelines for Deferred DCs: Regional staff support extending the prescribed inspection timeline from 2 to 10 days, to improve coordination, payment verification, and reduce occupancy delays.
  - iv. Public Education: Regional staff support creating educational materials for homeowners and builders to explain the occupancy process, DC deferrals, and municipal roles.

- v. Transit Station Charges: In addition to the proposed changes, staff recommend amending the Ontario Building Code's definition of "Applicable Law" to include section 9 of the GO Transit Station Funding Act, 2023, enabling chief building officials to withhold building permits if Transit Station Charges remain unpaid.
- B. That in light of the proposed amendments to the Ontario Building Code, Council authorize the termination of the Region's Medium and High-Density Residential Development Charge Deferral Program as it is redundant with the implementation of Bill 17 legislative updates mandating the deferral of non-rental residential development charge collection until occupancy;
- C. That the letter as found in Attachment #2, be endorsed as the Region of Durham's response to Bill 60, Fighting Delays, Building Faster Act, 2025 omnibus legislation, including the following key messages:
- i. Development Charges Act – Staff support measures that improve transparency in Development Charge (DC) calculations, creating a separate service class for land acquisition, and requiring disclosure of Benefit to Existing (BTE) methodologies. Additionally, staff are supportive of allowing municipalities to define what constitutes a local service.
  - ii. Municipal Act – Recommend allowing municipalities to decide if corporate utility models are best for their unique context considering local costs, risks, efficiency and housing affordability, rather than applying a uniform provincial approach and inform future policy using lessons learned from Peel.
  - iii. Planning Act – Staff recommend that the province preserve municipal planning autonomy in developing Official Plans, maintain development standards, continue to allow for secondary plans and site specific policies, support local Community Improvement Plans (CIP) to administer the Regional Revitalization Program (RRP) to support much needed housing and rental units in the Region, ensure oversight in Ministerial Zoning Order (MZO) decisions with indigenous engagement, and streamline data tracking for infrastructure
  - iv. Highway Traffic Act – Staff recommend that the province replace a blanket ban on reducing vehicles lanes for bike lanes with a more flexible, case-by-case approach so that municipalities can balance climate, safety, and mobility goals while working with the province to expand active transportation infrastructure.
  - v. GO Transit Station Funding Act and Transit-Oriented Communities Act – Staff support legislative changes that enhance municipal flexibility in transit station funding and project reporting, while emphasizing the need for clear guidance on charge collection timing, advisory panel roles, and reporting responsibilities, especially within two-tier municipal frameworks, to ensure effective, locally responsive implementation.
- D. That Council receive for information the latest developments on the implementation of proposed changes to the Development Charges Act contained in Bill 17;

- E. Staff notify BILD, DRHBA and staff from each of the eight area municipalities in Durham of the termination of the Region's Medium and High-Density Residential Development Charge Deferral Program; and
  - F. That this report be forwarded to the Region's eight area municipalities;
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## **Report:**

### **1. Purpose**

1.1 The purpose of this report is to:

- a. Inform Regional Council of the feedback Regional Staff provided to the Province on their proposed changes to the Building Code; and
- b. Inform Regional Council of the feedback Region Staff will be providing to the Province on their proposed amendments to several acts within Bill 60, the Fighting Delays, Building Faster Act, 2025.
- c. Inform Regional Council on the latest information pertaining to Bill 17, which was issued earlier this year and received Royal Assent on June 5, 2025, that non-rental residential development charges are now payable at the earlier of occupancy or issuance of occupancy permit.
- d. To request authorization to end the Region's Medium and High-Density Residential Development Charge Deferral Program as it is redundant with the implementation of Bill 17 legislative updates mandating the deferral of non-rental residential development charge collection until occupancy.

### **2. Background**

- 2.1 The Protect Ontario by Building Faster and Smarter Act, 2025 (Bill 17), which received Royal Assent on June 5, 2025, amended the Development Charges Act to allow developers of non-rental residential buildings to defer development charge (DC) payments from the time of building permit issuance to either the issuance of an occupancy permit or the first occupancy of the building. At the time of Bill 17 receiving Royal Assent, the amendments were set to come into effect on a date to be named by order of the Lieutenant Governor in Council.
- 2.2 On October 3, 2025, the Province proposed amendments to Ontario Regulation 163/24 under the Building Code Act. The proposed amendments would require occupancy permits for non-rental residential buildings where DCs are deferred, including buildings that currently may not need such permits. Additionally, chief building officials (CBOs) would be prohibited from issuing occupancy permits until municipalities confirm that deferred DCs have been paid in full.
- 2.3 These changes would apply only to non-rental, non-institutional residential developments in municipalities that levy DCs. Municipalities without a DC by-law or for those developments with section 27 agreements would not be affected. The

proposal does not alter technical health-and-safety standards, DC calculation rules, or the ability to add unpaid DCs to the tax roll.

- 2.4 The Province opened the Ontario Regulatory Registry for public comment on the proposed Building Code changes, and the Region submitted its feedback prior to the commenting period deadline of October 17, 2025.
- 2.5 On October 23, 2025, the Province released Bill 60, the Fighting Delays, Building Faster Act, 2025, which proposed changes to several Acts of importance for the Region, including the Development Charges Act (DCA), the GO Transit Station Funding Act, the Planning Act, the Transit Oriented Communities Act, as well as introduced new legislation in the Water and Wastewater Public Corporations Act.
- 2.6 Bill 60 contains several amendments to the DCA, including:
  - a. Land Costs: Land acquisition costs for most DC-eligible services be grouped into a new service class exempt from historic service level calculations.
  - b. Local Services Policies: Municipalities must establish Local Service Policies for all applicable DC services, identifying local works and prohibiting unlisted ones, with the policy due within 18 months of the legislation taking effect or upon adoption.
  - c. Transparency and Accessibility: Municipalities must submit DC financial statements to council by June 30 and to the Minister by July 15 annually and provide DC background studies and by-laws to the Minister upon request by the specified deadline.
  - d. Additional Proposed Changes: The province is seeking feedback on merging water and wastewater services for DC credit purposes, increasing transparency of Benefit to Existing (BTE) allocations, and requiring detailed land acquisition costs by service area in DC background studies.
- 2.7 Bill 60 also contains changes to other notable Acts which are immediately relevant to Durham, which include:
  - a. Planning Act: Remove barriers to allow all upper-tier municipalities to adopt and fund Community Improvement Plans (CIPs) without requiring provincial regulation, enable cross-tier CIP funding, and reinstate CIPs for upper-tier municipalities that lost planning authority.
  - b. New Water and Wastewater Public Corporations Act: MMAH is proposing new legislation (Water and Wastewater Public Corporations Act, 2025) to create public corporations for water and wastewater services, allowing the designation of such corporations by regulation and requiring certain municipalities to deliver services exclusively through them by a prescribed date.
  - c. GO Transit Station Funding Act: changes to the GO Transit Station Funding Act, 2023, to allow the by-law to be structured to allow payment at occupancy and that the municipality can require financial securities to secure payment.

- d. Transit Oriented Communities Act: Establish a TOC Advisory Panel, authorize the Minister of Infrastructure to require progress reporting from senior municipal officials, and allow the Minister to mandate agreements between landowners and municipalities for designated TOC lands, with municipalities required to appoint a contact person to provide related land information.
  - e. Highway Traffic Act (HTA): amendments that would prohibit municipalities from reducing motor vehicle lanes when installing, implementing or marking new bicycle lanes, as well as amendments to create regulation-making authorities to allow the Minister to prescribe additional prohibited activities and to provide exemptions from the prohibition.
- 2.8 A detailed overview of the complete set of amendments contained in Bill 60 is found in Appendix 2.
- 2.9 On October 23, 2025, the Province also released further information relating to outstanding items from Bill 17. These include establishing November 3, 2025, as the day named by order of the Lieutenant Governor in council to allow developers of non-rental residential buildings to defer DC payments from the time of building permit issuance to either the issuance of an occupancy permit or the first occupancy of the building. The Province also initiated consultation surrounding other key Bill 17 proposals, including the merging of service categories for the purpose of DC credit usage, Benefit to Existing (BTE) methodologies, the treatment of land acquisition costs, and improved transparency for DC financial statements.

### 3. Regional Feedback and Commentary – Building Code

- 3.1 Regional staff support the proposal to require occupancy permits for non-rental residential buildings where DCs are deferred. They also endorse giving CBOs the authority to withhold occupancy permits until municipalities confirm that deferred DCs have been paid in full. Regional Staff's feedback on the proposed changes include:
- a. DC Collection Enforcement: Staff recommend legislative amendments to explicitly include Regional DCs and allow local councils to set deferral timing to manage cash flow and support housing delivery.
  - b. First Occupancy as Trigger: Tying DC payments to first occupancy aligns with municipal workflows and simplifies tracking for phased developments.
  - c. Inspection Timelines: Extending the inspection window from 2 to 10 days would improve coordination and reduce delays.
  - d. Public Education: Staff support developing educational materials for homeowners and builders to clarify the occupancy process and DC deferrals.
  - e. Transit Station Charges: The Region recommends amending the Building Code's definition of "Applicable Law" to include section 9 of the GO Transit Station Funding Act, 2023, allowing CBOs to withhold building permits if Transit Station Charges are unpaid.

3.2 The changes to the Building Code, which are in effect as of November 3, 2025, provide a more reliable mechanism for ensuring DC payment where payments are deferred beyond the Building Permit stage. By linking the issuance of occupancy permits to confirmation of DC payment, the risk of non-payment is significantly reduced.

#### **4. Regional Feedback and Commentary – Bill 60**

4.1 The following sections provide a high-level overview of the key comments that will be submitted to the province prior to the feedback window closing on November 22.

##### Development Charges Act

4.2 Staff support the proposed addition of a land acquisition service class. While some services will be subject to a 10-year forecast limit, for key regional services like water, wastewater, roads, transit, and police this will not apply, minimizing regional impact. Municipalities will need to manage separate reserve funds for land costs, which may affect financial planning.

4.3 Staff support the proposal to require municipalities to establish Local Service Policies (LSPs) and support allowing municipalities to define what constitutes a local service.

4.4 Staff support the requirement for timely submission of DC financial statements, as it enhances transparency. The Region already publishes the Treasurer's Statement through a Council Information Package (CIP), which is posted online. We recommend the CIP continue to serve as the formal submission to Council. Any additional reporting should remain flexible to avoid unnecessary administrative burden.

4.5 With respect to the unspent Reserve Fund Commitments proposal to identify the amount from each reserve fund that was committed to a project but had not been spent, staff highlight that the information could be presented in aggregate within the reserve fund continuity schedule, aligning with public sector accounting standards and improving clarity to avoid complicating the Treasurer's Statement.

4.6 Staff will meet reporting requirements on the amount of debt that had been issued for a project as of the end of the year by providing a separate annual schedule to the Treasurer's Statement.

4.7 Staff agree that linking projects in the background study to those in the Treasurer's statement through use of a unique identifier is a positive addition to the report.

### Municipal Act

- 4.8 The proposed amendments to the Municipal Act would transfer jurisdiction over water and wastewater services to the lower-tier municipalities in Peel Region and introduce a standalone statute to authorize the establishment of public water and wastewater utilities. Municipalities are best positioned to determine whether a public corporate utility model suits their local needs, based on costs, risks, efficiencies, and household affordability. A uniform provincial approach is not recommended. The Province should apply lessons learned from Peel Region to guide future decisions and minimize unintended impacts. While utility models may offer benefits, they can also increase regulatory costs and household rates. Existing municipal systems already deliver strong accountability and efficiency through local governance, particularly in municipalities like Durham Region with high sustained growth projections. Close alignment between local municipal needs for infrastructure to support growth and capital planning for that infrastructure has been demonstrated by the current model in Durham. Durham has demonstrated one of the highest growth rates in Canada and continuously met the infrastructure needs for that growth. This includes the successful delivery of infrastructure for one of the largest new communities in Canada in Seaton, using flexible tools involving unprecedented cooperation between public and private sector where appropriate. Durham's financial planning and governance over utility infrastructure and capital planning has placed the local municipalities in an enviable position to meet the current and future infrastructure needs for their communities.

### Planning Act

- 4.9 Staff support the changes being made to allow for a flexible implementation of Community Improvement Plans (CIPs), including enabling upper-tier municipalities to establish Regional CIPs and/or permitting financial participation in lower-tier municipal CIPs. These changes support the continuation of Durham's successful Regional Revitalization Program (RRP). The current RRP is an application-based grant program which provides Regional financial support and/or in-kind Regional services to eligible redevelopment and intensification projects in local municipal Community Improvement Plans.
- 4.10 The Region's comments on Bill 17 emphasized the importance of maintaining municipal autonomy on any changes aimed at simplifying and standardizing the structure, contents, and length of Official Plans (OPs), as local planning needs vary across the province. Municipalities should retain control over designations, structures, and required studies to effectively respond to community needs. Each municipality in the province has unique challenges, and planning documents should be allowed to reflect and react to local circumstances.
- 4.11 Regarding the proposed changes to prohibit the use of secondary plans and site-specific policies, staff emphasize that secondary plans play a critical role in coordinating stakeholders, aligning growth with infrastructure, and engaging

communities. Eliminating them could lead to fragmented development, infrastructure inefficiencies, and delays. To avoid these risks, alternative approaches should preserve the ability to use secondary plans and site-specific policies where needed to support orderly and responsive planning.

- 4.12 The Region is supportive, in principle, of streamlining the tracking of planning data. For infrastructure and service planning purposes, the Region relies on standardization and consistency of data and have committed to working with the area municipalities to achieve standardization in Durham.
- 4.13 The Region has previously expressed concerns about how Minister's Zoning Orders (MZO) have been implemented and the lack of municipal oversight resulting from these provincial decisions. Any changes to the MZO process should respect municipal oversight and allow for meaningful Indigenous engagement.
- 4.14 With respect to the use of enhanced development standards at the lot level (i.e. outside of buildings, generally referred to as "green development standards"), such standards are typically utilized by municipalities to reduce GHG emissions; manage demand on energy and water resources; improve water management; increase greenspace; and improve air quality. They also increase climate resilience; can lower utility costs for residents; create economic opportunities in the green building sector; reduce strain on infrastructure; and improve public health. Municipalities should have the autonomy to apply green development standards that support the implementation of policies and priorities set out within their OPs.

#### Building Transit Faster Act

- 4.15 The Ministry currently issues municipal service and right-of-way access orders, which require consultation with municipalities. If this authority is delegated, municipal input could be significantly reduced, raising concerns that local issues may not be adequately considered.

#### Go Transit Station Funding Act

- 4.16 The Region generally supports proposed legislative changes to align the GO Transit Station Funding Act with the Development Charges Act, allowing more flexibility in the timing of Transit Station Charge collection. Regional staff recommend that Section 7.2 of the Act include provisions similar to subsection 26.2(5)(a) and (b) of the Development Charges Act for consistency with the DCA.

#### Transit Oriented Communities Act

- 4.17 The Region of Durham is generally supportive of proposed amendments to the Transit-Oriented Communities Act, 2020, which would establish a Transit-Oriented Communities (TOC) Advisory Panel to assist with dispute resolution. However, the Region is seeking further details regarding the panel's membership and clarification on the specific matters it would address. Additionally, in cases



where the Minister requires a landowner to enter into an agreement with a municipality for the appropriate development of TOC lands, the Region requests clarity on whether such agreements would involve the upper-tier municipality, the lower-tier municipality, or both, particularly within a two-tier municipal framework.

- 4.18 The Region of Durham supports the proposed requirement for municipalities to designate a municipal officer to share information on transit-oriented community (TOC) project implementation. However, clarification is requested on whether this officer should be appointed by the upper-tier municipality, the lower-tier municipality, or both, within a two-tier municipal framework. The Region also requests further details on the type and scope of information that municipalities will be expected to report regularly regarding TOC project progress.

#### Highway Traffic Act

- 4.19 Staff recommend that the province replace a blanket ban on reducing vehicle lanes for bike lanes with a more flexible, case-by-case approach so that municipalities can balance climate, safety, and mobility goals while working with the province to expand active transportation infrastructure.
- 4.20 The proposed regulation-making authority would allow the Minister to designate additional prohibited activities and grant exemptions. This could include converting general-purpose vehicle lanes into bus-only lanes, on-street parking, or HOV lanes. The Region will seek clarification from the Province on the potential implications of these changes.

### **5. Regional Feedback and Commentary – Bill 17 items**

- 5.1 Merging water and wastewater services for DC credit purposes could impact municipal cash flow by drawing from reserves allocated to other services. This reallocation may delay capital projects or increase borrowing costs if funds are needed to proceed with infrastructure. To mitigate these risks, municipalities should retain flexibility to decide whether to merge service categories, allowing them to support growth while managing financial impacts effectively.
- 5.2 Staff support the proposed changes to clearly outline the methodology and assumptions for Benefit to Existing (BTE) allocations in DC Background Studies, as this will improve transparency and help stakeholders understand how costs are shared between new and existing development.
- 5.3 Staff support the proposed amendment to O. Reg 82/98 to improve transparency in DC Background Studies and establish a new service class for land acquisition costs. As land acquisition becomes a standalone category, municipalities will need to manage separate reserve funds, which could impact financial planning and cash flow.

## 6. Previous Reports and Decisions

- 6.1 2025-COW-26: Region of Durham Response to Bill 17, Protect Ontario by Building Faster and Smarter Act, 2025

## 7. Financial Implications

### Building Code

- 7.1 Amendments to the Building Code to implement the requirement of an occupancy permit and allowing municipalities to withhold occupancy permits until DCs are paid gives municipalities a mechanism to ensure DCs are collected.
- a. By linking development charge (DC) payments to occupancy permits, the changes enhance payment certainty, reduce the risk of unpaid DCs being passed on to homebuyers, and improve municipal administration and transparency. While the proposal may introduce some administrative costs for both the Region and homebuilders and potential occupancy delays if DCs are unpaid, these impacts are expected to be minimal.

### Bill 60

- 7.2 Changes that allow municipalities to merge the water and wastewater service categories for the purpose of credits may impact municipal cash flow by drawing from reserve funds allocated to other services.

### Bill 17

- 7.3 The implementation date for DCs for all non-rental residential development to be paid at the earlier of an occupancy permit or occupancy will have cash flow implications for municipalities.
- a. Shifting DC collection from the time of building permit issuance to occupancy, often a delay of 1 to 3+ years depending on the building type, will significantly reduce the Region's near-term cash flow. DC revenues are a key funding source for capital projects that support new development. This delay in collection means less cash is available upfront to build infrastructure outlined in the capital plan. If not addressed, the shortfall could limit the Region's ability to deliver critical infrastructure on schedule, potentially impacting growth and service delivery.
  - b. Preliminary analysis suggests that deferring to occupancy can reduce reserve funds to near zero levels in short order, which could significantly reduce the infrastructure being delivered in the near term.

## 8. Relationship to Strategic Plan

8.1 This report aligns with/addresses the following Strategic Direction(s) and Pathway(s) in Durham Region's 2025-2035 Strategic Plan:

- a. Connected and Vibrant Communities
  - C1. Align Regional infrastructure and asset management with projected growth, climate impacts, and community needs.
- b. Resilient Local Economies
  - R1. Attract and retain quality employers that strengthen key economic sectors, including energy and technology.
  - R2. Support the growth of new business startups and small to medium local businesses.
  - R3. Develop, attract, and support a skilled and qualified workforce, including youth and newcomers.

8.2 This report aligns with/addresses the following Foundation(s) in Durham Region's 2025-2035 Strategic Plan:

- a. People: Making the Region of Durham a great place to work, attracting, and retaining talent.
- b. Processes: Continuously improving processes to ensure we are responsive to community needs.

## 9. Conclusion

9.1 Staff are seeking Council's endorsement of the Region's feedback on the proposed changes to Ontario Regulation 163/24 under the Building Code Act, 1992,

9.2 Given that changes from Bill 17 relating to the deferral of the collection of DCs to occupancy for all non-rental residential development, staff also recommend ending the existing Regional Medium and High-Density Residential Deferral Program due to it now being redundant.

## 10. Attachments

Attachment #1: Region of Durham Feedback on Ontario Regulatory Registry Proposal 25-MMAH01: 10172025 - Region of Durham - MMAH - 25-MMAH016 Submission - signed.pdf

Attachment #2: Region of Durham Feedback on Bill 60 and Region of Durham Feedback on outstanding Bill 17 items

Respectfully submitted,

Original Signed By

N. Taylor, BBA, CPA, CA  
Commissioner of Finance

Original Signed By

Sandra Austin  
Commissioner of Community Growth and  
Economic Development

Original Signed By

Ramesh Jagannathan, MBA, M.Eng.  
P.Eng., PTOE  
Commissioner of Works

Original Signed By

Jason Hunt  
Commissioner of Legal Services &  
Regional Solicitor

Recommended for Presentation to Committee

Original Signed By

Elaine C. Baxter-Trahair  
Chief Administrative Officer

Sent via email: [minister.mah@ontario.ca](mailto:minister.mah@ontario.ca)



October 17, 2025

The Honourable Rob Flack  
Minister of Municipal Affairs and Housing  
777 Bay Street, 17th Floor  
Toronto, ON M7A 2J3

**The Regional  
Municipality of  
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**Elaine Baxter-Trahair**  
**B.M. Edu, MBA**  
Chief Administrative  
Officer

Dear Minister Flack:

**RE: Ontario Regulatory Registry Proposal 25-MMAH016**

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The Regional Municipality of Durham shares the Province's goal of increasing housing supply, and we are committed to working together to find collaborative solutions to address housing affordability. We appreciate the opportunity to provide feedback on the proposed changes to O. Reg 163/24 under the *Building Code Act, 1992* to require occupancy permits for non-rental residential buildings and provide the chief building official (CBO) the authority to withhold occupancy permits until the municipality confirms that deferred Development Charges (DCs) have been paid in full.

Please find the attached comments from Regional staff in response to the Province's consultations on proposed changes to O. Reg 163/24 under the *Building Code Act, 1992*.

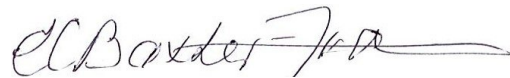
**Changes to O. Reg 163/24 – Key Messages**

- **Linking DC Collection to Occupancy Permits:** Regional staff support using occupancy permits as a practical enforcement tool for DC collection and recommend legislative amendments to explicitly include Regional DCs and allow local councils to set deferral timing as a temporary measure to manage cash flow impacts and support housing delivery.
- **Establishing First Occupancy as the Payment Trigger:** Tying DCs to first occupancy provides a consistent, efficient collection trigger aligned with municipal workflows and simplifies phased development tracking and protects infrastructure funding.
- **Extending Inspection Timelines for Deferred DCs:** Regional staff support extending the prescribed inspection timeline from 2

to 10 days, to improve coordination, payment verification, and reduce occupancy delays.

- **Public Education:** Regional staff support creating educational materials for homeowners and builders to explain the occupancy process, DC deferrals, and municipal roles.<sup>3</sup>
- **Transit Station Charges:** In addition to the proposed changes, staff recommend amending the Ontario Building Code's definition of "Applicable Law" to include section 9 of the GO Transit Station Funding Act, 2023, enabling chief building officials to withhold building permits if Transit Station Charges remain unpaid.

Sincerely,

A handwritten signature in black ink, appearing to read 'Elaine Baxter-Trahair', with a long horizontal flourish extending to the right.

Elaine Baxter-Trahair  
Chief Administrative Officer

Attachment 1: Comments on RR 25-MMAH016

**Attachment 1 – Region of Durham submission regarding proposed amendments to Ontario Regulation 163/24 (the Building Code) (25-MMAH016)**

Summary and Comments in support of proposed amendments to Ontario Regulation 163/24 (the Building Code)

RR Posting and Comment Period	Durham Region Staff Comments to be recommended to Council for endorsement
<p>25-MMAH016 October 3, 2025 to October 17, 2025</p> <p><a href="http://www.regulatoryregistry.gov.on.ca/proposal/51914">www.regulatoryregistry.gov.on.ca/proposal/51914</a></p>	<p><b>(1) Practical considerations for requiring and withholding occupancy permits where DCs are deferred under s. 26.1(3.1) of the DCA (including documentation of payment and municipal processes).</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• Staff are supportive of the proposed approach, as it provides a practical mechanism to ensure that Development Charges (DCs) are collected without relying on securities or other financial guarantees in situations where occupancy permits are required.</li> <li>• To strengthen the effectiveness of the legislation, staff recommend that the legislation explicitly includes DCs applicable to regional municipalities, which are collected by the area municipalities on behalf of the Region.</li> <li>• Staff also acknowledge the negative impact that payment at first occupancy will have on the municipal cash flow from development charges which may require adjustment to the timing of municipal capital investment, particularly in the services of water and sewer which are required to enable much needed housing supply. Thus, it is recommended that the decision to defer payment of DCs to first occupancy be a local decision of each Council and a temporary measure to address the current economic challenges.</li> <li>• That the proposed changes to the Building Code to require the CBO to withhold issuing the occupancy permit until the municipality confirms the deferred DCs have been paid apply to residential DC deferral agreements executed under section 27 of the DCA which defer payment of residential DCs to occupancy. Some municipalities have already proceeded to enter into section 27 agreements with developers to defer the payment of residential DCs to occupancy and may have required securities to ensure payment. If the proposed changes to the Building Code applied to these recently executed section 27 agreements, this would enable municipalities to return the securities.</li> </ul> <p><b>Staff Comments (regarding Transit Station Charges):</b></p> <ul style="list-style-type: none"> <li>• Staff also recommend parallel amendments to the definition of “Applicable Law” under the Ontario Building Code, to include s. 9 of the <i>GO Transit Station Funding Act, 2023</i>. This would allow the chief building official (CBO) to withhold the building permit if the developer has not paid a Transit Station Charge, as applicable.</li> </ul>

<p>25-MMAH016 October 3, 2025 to October 17, 2025</p> <p><a href="http://www.regulatoryregistry.gov.on.ca/proposal/51914">www.regulatoryregistry.gov.on.ca/proposal/51914</a></p>	<p><b>(2) Treatment of phased or partial occupancy.</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• Staff recommend that DCs be tied to the date of first occupancy. This approach offers a clear and consistent trigger for initiating the DC payment schedule, reducing ambiguity and administrative challenges. First occupancy is a well-established milestone that municipalities already monitor for other regulatory purposes, making it both practical and efficient to align DC collection with existing workflows.</li> <li>• Linking DCs to first occupancy also simplifies the implementation in phased developments, where tracking multiple occupancy events can be complex and resource intensive. A uniform trigger ensures consistent application across all developments, promoting fairness and transparency.</li> <li>• Municipalities rely on timely DC payments to fund infrastructure and services that support growing communities. Delaying DC collection beyond first occupancy would have an even greater negative impact on municipal cashflows.</li> </ul>
<p>25-MMAH016 October 3, 2025 to October 17, 2025</p> <p><a href="http://www.regulatoryregistry.gov.on.ca/proposal/51914">www.regulatoryregistry.gov.on.ca/proposal/51914</a></p>	<p><b>(3) Whether there is support for extending the time for municipalities to complete a prescribed inspection to permit occupancy from 2 days after receipt of the notice to 10 days after receipt of the notice where DCs have been deferred.</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• Our understanding based on dialogue with our local municipal counterparts is that the proposed extension of the prescribed inspection timeline from 2 days to 10 days where DCs have been deferred under s. 26.1(3.1) of the Development Charges Act would be helpful. Extending the timeline would provide municipalities with greater flexibility to coordinate inspections alongside the administrative requirements associated with deferring DCs to occupancy. In particular, the additional time would allow staff to verify payment status, ensure that all the required documentation is collected, and facilitate coordination between the regional and area municipal staff. This would help ensure a smooth and compliant transition to occupancy for homeowners while reducing the risk of delays.</li> </ul>



<p>25-MMAH016 October 3, 2025 to October 17, 2025</p> <p><a href="http://www.regulatoryregistry.gov.on.ca/proposal/51914">www.regulatoryregistry.gov.on.ca/proposal/51914</a></p>	<p><b>(4) Any consequential improvements to occupancy related provisions and other supports (e.g., templates for occupancy permits or prescribed notices, homebuyer and builder education) that would improve consistency and transparency and minimize disruption for homebuyers.</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"><li>• Staff support the creation of educational materials for homeowners and builders that clearly explain the occupancy process, the implications of DC deferrals under s. 26.1(3.1), the reporting of the use of DC revenue and the role of municipalities in verifying payment and issuing permits. These resources could be made available through provincial, municipal, and building association webpages.</li></ul>
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Sent via email: [minister.mah@ontario.ca](mailto:minister.mah@ontario.ca)



[November 6, 2025]

The Honourable Rob Flack  
Minister of Municipal Affairs and Housing  
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**The Regional  
Municipality of  
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**Elaine Baxter-Trahair**  
**B.M. Edu, MBA**  
Chief Administrative  
Officer

Dear Minister Flack:

**RE: Fighting Delays, Building Faster Act, 2025 (Bill 60)**

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The Regional Municipality of Durham shares the Province's goal of increasing housing supply, and we are committed to working together to find collaborative solutions to address housing affordability. We appreciate the opportunity to comment on the proposed legislation and have enclosed a comprehensive set of remarks prepared by Regional staff which will be recommended for endorsement at the Regional Council meeting on November 26, 2025.

Please find the attached comments from Regional staff in response to the Province's consultations on proposed changes under the *Fighting Delays, Building Faster Act, 2025 (Bill 60)*.

**Changes to the Development Charges Act – Key Messages**

- **Improving Transparency:** We welcome proposed changes to that strengthen clarity in Development Charge calculations, including the creation of a new service class for land acquisition and requirements to disclose Benefit to Existing (BTE) methodologies.
- **Land Acquisition:** Establishing land as its own service class will require municipalities to manage separate reserve funds, which may impact financial planning and cash flow.
- **Local Service Policies & DC Credits:** Staff support granting municipalities independence to define local service policies and discretion to merge service areas for DC credits. This flexibility will allow local solutions while continuing to advance growth-related infrastructure.

### **Changes related to the Planning Act – Key Messages**

- **Municipal Autonomy:** It is important to continue to allow the municipalities to determine the designation types, structure, schedules and length of official plans to allow for local planners to best respond to the needs of the community. Each municipality in the province has unique challenges, and planning documents should be allowed to reflect and react to local circumstances.
- **Development Standards:** Staff encourage the province to maintain broad-based standards within OPs, along with maintaining secondary plans and allowing for enhanced development standards. Removing these standards may lead to uncoordinated development, increased stakeholder conflicts, and significant infrastructure challenges (e.g., overload/underutilization of servicing infrastructure), which all extend development timelines.
- **Community Improvement Plans (CIP):** Staff welcome the proposed changes to the Planning Act allowing the Region to continue to administer the Regional Revitalization Program (RRP) to assist in funding lower-tier CIP projects to help support much needed housing and rental units throughout the Region.
- **Minister’s Zoning Orders:** Staff recommend that any changes to the MZO process respect municipal oversight and allow for meaningful Indigenous engagement.
- **Streamlining Municipal Planning Processes:** Staff are supportive, in principle, of streamlining the tracking of planning data. For infrastructure and service planning purposes, the Region relies on standardization and consistency of data and have committed to working with the area municipalities to achieve standardization in Durham.

### **Changes related to the Municipal Act – Key Messages**

- **Municipal Service Corporations:** Municipalities should decide if a public utility model fits their unique context considering local costs, risks, efficiencies, and housing affordability. Future policy should be informed by practical lessons, such as those from Peel Region, to avoid unintended impacts.

### **Changes related to the Highway Traffic Act – Key Messages**

- **Balanced Transportation Planning:** Staff recommend that the Province reconsider the full prohibition on reducing vehicle lanes for new bicycle lanes, advocating for a case-by-case approval process and clear criteria to allow municipalities flexibility in

achieving climate, safety, and mobility goals while collaborating with the Province to advance active transportation infrastructure.

### **Changes related to GO Station Funding Act and Transit-Oriented Communities Act – Key Messages**

- **Flexibility in Transit-Oriented Development and Funding:**  
Staff support legislative changes that enhance municipal flexibility in transit station funding and project reporting, while emphasizing the need for clear guidance on charge collection timing, advisory panel roles, and reporting responsibilities, especially within two-tier municipal frameworks, to ensure effective, locally responsive implementation.

Housing is the foundation of our communities. Delivering a strong supply of new homes requires well-aligned processes and a shared commitment to collaboration across many sectors. To support this growth, our communities must be thoughtfully planned, properly financed, and fully serviced, with impacts carefully managed.

We welcome the opportunity to discuss the recommendations outlined in this letter and the detailed comments provided in the attached documents, as we work together towards our shared goal of increasing housing supply across Ontario.

Sincerely,

Elaine Baxter-Trahair, Chief Administrative Officer

Attachment 1: Comments on 25-MMAH018 (Development Charges Act)

Attachment 2: Comments on 25-MTO0019 and 025-1071 (Highway Traffic Act)

Attachment 3: Comments on 025-1140 (Public Transportation and Highway Improvement Act)

Attachment 4: Comments on 025-1098 (Municipal Act)

Attachment 5: Comments on 025-1097 (Planning Act)

Attachment 6: Comments on 025-1099 (Planning Act)

Attachment 7: Comments on 025-1035 (Building Transit Faster Act)

Attachment 8: Comments on 025-0900 and 025-0899 (Ontario Water Resources Act)

Attachment 9: Comments on 025-0872 (Environmental Protection Act)

Attachment 10: Comments on 025-1182 (GO Transit Stations Funding Act, Transit-Oriented Communities Act)

Attachment 11: Comments on 025-1100 (Planning Act)

Attachment 12: Comments on 025-1101 (Planning Act)

Attachment 13: Comments on 25-MMAH030 (Development Charges Act)

**Attachment 1 – Region of Durham Submission on Bill 60 (25-MMAH018)**

Summary and Comments in Support of the Fighting Delays, Building Faster Act, 2025 through Bill 60.

ERO/RR Posting and Comment Period	Durham Region Staff Comments (Council endorsement to be sought on November 26, 2025)
<p>25-MMAH018 October 23, 2025 – November 22, 2025 (30 days)</p> <p><a href="#">Changes to the Development Charges Act, 1997 to Enhance Standardization and Streamlining of the Development Charge (DC) Framework   regulatoryregistry.gov.on.ca</a></p>	<p><b>(1) Land acquisition costs for most DC-eligible services must be included in a new service class, exempt from historic service level limits, to better reflect their impact on development charges.</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• Staff support the proposed approach to enhance transparency by introducing a new land acquisition service class and removing historical level of service restrictions.</li> <li>• While the 10-year forecast limitation will apply to most services, it does not apply to water, wastewater, stormwater, roads, transit and police services. Since these are primarily regional services, the overall impact on the Region is expected to be limited.</li> <li>• Since land acquisition costs will become its own service class, municipalities will need to manage separate reserve funds for land costs, which could affect financial planning and cashflow.</li> </ul>
<p>25-MMAH018 October 23, 2025 – November 22, 2025 (30 days)</p> <p><a href="#">Changes to the Development Charges Act, 1997 to Enhance Standardization and Streamlining of the Development Charge (DC) Framework   regulatoryregistry.gov.on.ca</a></p>	<p><b>(2) Municipalities must establish Local Service Policies (LSPs) for each Development Charges Act service partially provided as a local service to clarify cost eligibility and reduce development delays.</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• Staff support the proposal to require municipalities to establish Local Service Policies (LSPs) and support allowing municipalities to define what constitutes a local service.</li> <li>• If a LSP removes certain projects, the DC Background Study and by-law would need to be amended. In cases where this amendment results in a lower DC rate, it is recommended that the simplified process for reducing charges under s. 19(3.1) of the <i>Development Charges Act (DCA), 1997</i> be applied.</li> </ul>

25-MMAH018 October 23, 2025 – November 22, 2025 (30 days)

[Changes to the Development Charges Act, 1997 to Enhance Standardization and Streamlining of the Development Charge \(DC\) Framework | regulatoryregistry.gov.on.ca](#)

**(3) Municipalities must submit DC financial statements to council by June 30 and to the Minister of Municipal Affairs and Housing by July 15 to improve transparency.**

**Staff Comment:**

- Staff support the proposed approach to enhance transparency by requiring timely submission of DC financial statements and related documents.
- The Region already publishes the Treasurer’s Statements through a Council Information Package (CIP), and it is posted on the Region’s DC webpage (<https://www.durham.ca/en/doing-business/development-charges.aspx#Annual-Treasurers-Statement>). We support the requirement provided that a publicly available information report continues to be recognized as the formal submission to Council to ensure flexibility in reporting requirements and avoid unnecessary administrative burdens while maintaining transparency.

**Attachment 2 – Region of Durham Submission on Bill 60 (25-MTO0019 and 025-1071)**

Summary and Comments in Support of the Fighting Delays, Building Faster Act, 2025 through Bill 60 (“An Act to amend various Acts and to enact the Water and Wastewater Public Corporations Act, 2025”)

ERO/RR Posting and Comment Period	Durham Region Staff Comments (Council endorsement to be sought on November 26, 2025)
<p>25-MTO0019 and 025-1071 October 23, 2025 – November 22, 2025 (30 days)</p> <p><a href="#">Bill 60 - Fighting Delays, Building Faster Act, 2025 - Modern Transportation - Prohibiting Vehicle Lane Reduction for New Bicycle Lanes   regulatoryregistry.gov.on.ca</a></p> <p><a href="#">Bill 60 - Fighting Delays, Building Faster Act, 2025 – Modern Transportation – Prohibiting Vehicle Lane Reduction for New Bicycle Lanes   Environmental Registry of Ontario</a></p>	<p><b>(1) Amendments to the Highway Traffic Act (HTA) that would prohibit municipalities from reducing motor vehicle lanes when installing, implementing or marking new bicycle lanes.</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• As an upper-tier municipality, the proposed amendment has limited direct impact on the Region. Most of the cycling infrastructure on Regional roads is planned as part of road widening or reconstruction projects, which do not require reducing the number of marked lanes. There are also standalone cycling projects not tied to road widening or reconstruction that address gaps in the network, and these projects are not currently planned to reduce the number of marked lanes either. However, we are concerned that this policy direction would have broader implications for advancing active transportation and achieving broader provincial and municipal climate, safety and mobility goals. It also limits design alternatives for a future road widening or reconstruction project, as a conversion from a general purpose lane to a bicycle lane could be evaluated as a feasible alternative in a corridor study but would have to be precluded with this legislation in place.</li> <li>• While we acknowledge the intent to maintain efficient vehicle movement, a balanced approach is necessary. Municipalities should retain the ability to determine how best to allocate road space based on local needs, traffic conditions and long-term planning objectives.</li> <li>• We respectfully recommend that the Province reconsider Section 195.3 (1) as it places a full prohibition on installing bicycle lanes through a reduction in the number of marked lanes. Preferably, the Region would prefer this and related sections to be removed altogether, but if such as policy were to remain in principle, it should be revised to address the following considerations:             <ul style="list-style-type: none"> <li>○ Maintain a case-by-case approval or exemption process under the Highway Traffic Act.</li> <li>○ Provide clear criteria for when lane reductions may be permitted to support active transportation objectives.</li> <li>○ Continue collaboration with municipalities to achieve both mobility efficiency and safety for all road users.</li> </ul> </li> </ul>



	<ul style="list-style-type: none"> <li>The above alternative approaches would better support both the Region’s goals of advancing active and sustainable transportation infrastructure and achieving mode share targets, along with the Province’s stated goals of keeping people moving regardless of travel mode.</li> </ul>
<p>25-MTO0019 and 025-1071 October 23, 2025 – November 22, 2025 (30 days)</p> <p><a href="#">Bill 60 - Fighting Delays, Building Faster Act, 2025 - Modern Transportation - Prohibiting Vehicle Lane Reduction for New Bicycle Lanes   regulatoryregistry.gov.on.ca</a></p> <p><a href="#">Bill 60 - Fighting Delays, Building Faster Act, 2025 – Modern Transportation – Prohibiting Vehicle Lane Reduction for New Bicycle Lanes   Environmental Registry of Ontario</a></p>	<p><b>(2) Create regulation-making authorities to allow the Minister to prescribe additional prohibited activities and to provide exemptions from the prohibition.</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>The term “[a]ny other prescribed purpose” is not defined in Section 193 (1).</li> <li>This could include activities such as converting general-purpose motor vehicle lanes to dedicated bus-only lanes, on-street parking, or High Occupancy Vehicle (HOV) lanes.</li> <li>The Durham Transportation Master Plan (TMP) and the Region’s Capital Budget Forecast have identified several corridors where road widening from 4/5 lanes to 6/7 lanes is identified for curbside HOV lanes. The Durham TMP also recommends that these HOV lanes could be converted to bus only lanes in future depending on future transit levels of service. These are allowed under this section.</li> <li>The proposed section, however, precludes the option for the Region to widen a road to have general purpose lanes initially, and then converting one of those lanes per direction to HOV or bus only lanes.</li> <li>Presumably, the proposed section also limits the potential for municipalities to convert a general purpose lane into on-street parking, which may be desirable within an Urban Growth Centre, Major Transit Station Area or other Strategic Growth Area. While the Region does not currently plan to add on-street parking on Regional roads, this section would preclude it to do so in future if deemed necessary.</li> <li>The Region would welcome participation in any working groups formed to determine what the “any other prescribed purpose” would entail for additional prohibited activities, as well as review potential exemptions from the prohibition.</li> </ul>
<p>25-MTO0019 and 025-1071 October 23, 2025 – November 22, 2025 (30 days)</p> <p><a href="#">Bill 60 - Fighting Delays, Building Faster Act, 2025 - Modern Transportation - Prohibiting Vehicle Lane</a></p>	<p><b>(3) Amendments would provide the Minister with greater discretion when determining municipal reimbursement for the existing bicycle lane review framework (related to requested information and support).</b></p> <p><b>Staff Comments:</b></p>

<p><a href="#">Reduction for New Bicycle Lanes   regulatoryregistry.gov.on.ca</a></p> <p><a href="#">Bill 60 - Fighting Delays, Building Faster Act, 2025 – Modern Transportation – Prohibiting Vehicle Lane Reduction for New Bicycle Lanes   Environmental Registry of Ontario</a></p>	<ul style="list-style-type: none"><li>• No comment.</li></ul>
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**Attachment 3 – Region of Durham Submission on Bill 60 (ERO 025-1140)**

Summary and Comments in Support of the Fighting Delays, Building Faster Act, 2025 through Bill 60 (“An Act to amend various Acts and to enact the Water and Wastewater Public Corporations Act, 2025”)

<b>ERO/RR Posting and Comment Period</b>	<b>Durham Region Staff Comments (Council endorsement to be sought on November 26, 2025)</b>
<p>ERO 025-1140 October 23, 2025 – November 22, 2025 (30 days)</p> <p><a href="#">Bill 60 - Fighting Delays, Building Faster Act, 2025 – Supporting the Harmonization of Municipal Road Construction Standards   Environmental Registry of Ontario</a></p>	<p><b>(1) Proposed amendments to the PTHIA, if passed, would allow the Minister to require technical, industry, and municipal input regarding standards and construction and design matters upon request.</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• No comments.</li> </ul>
<p>ERO 025-1140 October 23, 2025 – November 22, 2025 (30 days)</p> <p><a href="#">Bill 60 - Fighting Delays, Building Faster Act, 2025 – Supporting the Harmonization of Municipal Road Construction Standards   Environmental Registry of Ontario</a></p>	<p><b>(2) Proposed amendments would also allow the Minister to make a regulation to govern contracts pertaining to road and bridge construction (including contracts between municipalities and third-party contractors), establish reporting requirements, and establish a process for requesting an exemption from a standard.</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• No comments.</li> </ul>

**Attachment 4 – Region of Durham Submission on Bill 60 (ERO 025-1098)**

Summary and Comments in Support of the Fighting Delays, Building Faster Act, 2025 through Bill 60 (“An Act to amend various Acts and to enact the Water and Wastewater Public Corporations Act, 2025”)

<b>ERO/RR Posting and Comment Period</b>	<b>Durham Region Staff Comments (Council endorsement to be sought on November 26, 2025)</b>
<p>ERO 025-1098 October 23, 2025 – November 22, 2025 (30 days)</p> <p><a href="#">Proposed amendments to the Municipal Act, 2001 to transfer jurisdiction over water and wastewater to the lower-tier municipalities in Peel Region and a standalone statute to authorize the establishment of water and wastewater public corporations   Environmental Registry of Ontario</a></p>	<p><b>(1) Legislative amendments to the <i>Municipal Act, 2001</i> to transfer jurisdiction over water and wastewater to the lower-tier municipalities in Peel Region and the introduction of a new standalone statute to authorize the establishment of water and wastewater corporations</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• Municipalities are best positioned to determine whether a public corporate utility model is appropriate for their unique circumstances. Decisions should consider local costs, risks, efficiencies, and household affordability rather than applying a uniform provincial approach.</li> <li>• The province should use lessons learned from the changes in Peel Region to inform any future work. This approach ensures that regulatory changes are based on practical experience and data, minimizing unintended impacts.</li> <li>• While corporate utility models may offer benefits in certain contexts, they can also introduce additional regulatory costs and risk higher household rates. Existing municipal and regional systems have already achieved significant efficiencies and accountability through local governance and public input processes.</li> <li>• While MSCs may enhance financial flexibility, especially for smaller municipalities, the benefits are likely more limited for large regional systems like Durham, which already achieve economies of scale, and include multi-regional partnerships which further increase broader system efficiencies.</li> </ul>

**Attachment 5 – Region of Durham Submission on Bill 60 (ERO 025-1097)**

Summary and Comments in Support of the Fighting Delays, Building Faster Act, 2025 through Bill 60 (“An Act to amend various Acts and to enact the Water and Wastewater Public Corporations Act, 2025”)

ERO/RR Posting and Comment Period	Durham Region Staff Comments (Council endorsement to be sought on November 26, 2025)
<p>ERO 025-1097 October 23, 2025 – November 22, 2025 (30 days)</p> <p><a href="#">Proposed Changes to the Planning Act (Schedule 10 of Bill 60 - the Fighting Delays, Building Faster Act, 2025)   Environmental Registry of Ontario</a></p>	<p><b>(1) Minor Variances (As-of-right Variations from Performance Standards)</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>As per our submission on Bill 17 (June 4, 2025), while the Region is not primarily responsible for reviewing or commenting on minor variances, the associated development may have the potential to impact Regional infrastructure.</li> <li>There may be instances where setback requirements are established based on recommendations from technical studies in order to accommodate the Region’s ability to plan for, provide, and assess the impacts to municipal water and wastewater servicing, Regional transportation networks, waste management, and/or source water protection.</li> <li>Therefore, the Region requests that minor variance applications that impact Regional infrastructure be exempt from the proposed as-of-right provisions.</li> </ul>
<p>ERO 025-1097 October 23, 2025 – November 22, 2025 (30 days)</p> <p><a href="#">Proposed Changes to the Planning Act (Schedule 10 of Bill 60 - the Fighting Delays, Building Faster Act, 2025)   Environmental Registry of Ontario</a></p>	<p><b>(2) Policy Statements and Minister’s Decisions</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>As per the Region’s submission on Bill 17 (June 4, 2025), the rationale for allowing the Minister’s decisions to supersede provincial policy tests is to allow for a faster, more predictable approvals process for new housing development. This change could allow development in areas that are not currently available for housing development under provincial policy, such as certain environmental features and/or employment areas. It could also result in potential alterations to provincial policy around settlement area boundary expansions, delineated MTSA boundaries, etc.</li> <li>Regional staff are concerned that the potential to forego provincial policy direction would result in non-conforming land uses for area municipal official plans and could lead to a loss of local autonomy related to planning decisions, or a reduction in environmental or community impact safeguards as set out in provincial policy.</li> <li>This could impact growth forecasting and infrastructure planning efforts if sizable areas of land are added into settlement areas or approved for development without paying heed to long range infrastructure and land use planning based on forecast land needs.</li> </ul>

<p>ERO 025-1097 October 23, 2025 – November 22, 2025 (30 days)</p> <p><a href="#">Proposed Changes to the Planning Act (Schedule 10 of Bill 60 - the Fighting Delays, Building Faster Act, 2025)   Environmental Registry of Ontario</a></p>	<p><b>(1) Minister’s Zoning Orders</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• Through Report #2020-P-30, which was a response to the November 25, 2020, Notice of Motion regarding Minister’s Zoning Orders, the Region previously expressed concerns about how MZO’s have been implemented and the lack of municipal oversight resulting from these provincial decisions.</li> <li>• These concerns include: conformity to provincial policy; effects on the surrounding area; the completion of technical studies; environmental impact of the development; and, the impact on Regional infrastructure.</li> <li>• It is imperative that any changes to the MZO process respect municipal oversight and allow for meaningful Indigenous engagement including, not limited to Duty to Consult taking into consideration of the potential impacts on municipalities and Indigenous communities and treaty rights of Indigenous communities.</li> </ul>
<p>ERO 025-1097 October 23, 2025 – November 22, 2025 (30 days)</p> <p><a href="#">Proposed Changes to the Planning Act (Schedule 10 of Bill 60 - the Fighting Delays, Building Faster Act, 2025)   Environmental Registry of Ontario</a></p>	<p><b>(1) Protected Major Transit Station Areas (PMTSA)</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• Regional staff are generally supportive and do not have any concerns with this proposed change.</li> </ul>
<p>ERO 025-1097 October 23, 2025 – November 22, 2025 (30 days)</p> <p><a href="#">Proposed Changes to the Planning Act (Schedule 10 of Bill 60 - the Fighting Delays, Building Faster Act, 2025)   Environmental Registry of Ontario</a></p>	<p><b>(1) Community Improvement Plans (CIPs)</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• Since 2008, the Region of Durham has administered its Regional Revitalization Program (RRP), which is a partnership between the Region and participating area municipalities that aims to strategically target Regional investment towards key areas that advance the goals of achieving positive economic and community objectives and support development that would not otherwise proceed without municipal financial assistance.</li> <li>• Pursuant to Bill 23, upper-tier municipalities without planning responsibilities (such as Durham Region) no longer had the legislative authority under s. 28(7.2) of the Planning Act to provide</li> </ul>

grants and loans that assist in funding the programs of the lower-tier municipalities' CIPs. This appears to have been an unintended consequence of Bill 23.

- Therefore, Regional staff welcome these proposed changes to resolve the above noted issue, which will allow the Region to continue to administer the RRP and help fund much needed housing and rental units throughout the Region.
- It is important that [O. Reg. 550/06](#) continue to allow for upper-tier community improvement plans to deal with matters of regional interest such as transit corridors and active transportation networks.

**Attachment 6 – Region of Durham Submission on Bill 60 (ERO 025-1099)**

Summary and Comments in Support of the Fighting Delays, Building Faster Act, 2025 through Bill 60 (“An Act to amend various Acts and to enact the Water and Wastewater Public Corporations Act, 2025”)

ERO/RR Posting and Comment Period	Durham Region Staff Comments (Council endorsement to be sought on November 26, 2025)
<p>ERO 025-1099 October 23, 2025 – December 22, 2025 (60 days)</p> <p><a href="#">Consultation on simplifying and standardizing official plans   Environmental Registry of Ontario</a></p>	<p><b>(1) Official Plan Structure and Contents</b></p> <p>What is your perspective on the changes being considered to simplify and standardize the structure and contents of official plans?</p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• As per the Region’s <a href="#">comments on Bill 17</a>, submitted on June 11 2025, while consistency and certainty in the development process are important, municipal interests differ across the province. This proposal will result in a loss of municipal autonomy and control related to specific development-related concerns.</li> <li>• It is important to continue to allow municipalities to determine what designation, structure and studies may be necessary to allow for local planners to best respond to the needs of the community.</li> <li>• In terms of specific changes to the proposed structure, the Natural Heritage/Water Resources should be a standalone chapter. By including this topic with Agriculture and Mineral Resources, as proposed, the importance of environmental protection/conservation is diluted.</li> <li>• Lastly, the climate change and sustainability policies should be included within the ‘General Policies’ section because they are applicable to all other policy sections.</li> </ul> <p><b>What distinctions should be made between the content of upper and lower-tier official plans? What considerations should apply in municipalities where the upper-tier official plan acts as the lower-tier official plan?</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• Where lower-tier official plans (OPs) are in place, upper-tier OPs could be scoped to matters that are cross-jurisdictional, impacting multiple lower-tiers and/or neighbouring municipalities to the upper-tier municipality. For example, cross-jurisdictional matters of upper-tier interest would include, but not limited to:             <ul style="list-style-type: none"> <li>○ Transportation networks, including Transit, TOD, and Regional ROW requirements;</li> <li>○ Water and wastewater (sewage) servicing;</li> </ul> </li> </ul>



- Growth modelling to support regional infrastructure and service planning, such as the above noted long-term transportation and water/wastewater needs;
- Assisted housing, where the upper-tier is the Service Manager under the Housing Services Act, 2011; and
- Broad-based regional systems planning, such as Natural Heritage and Agricultural Systems. This should include provincial systems planning, such as the Greenbelt Plan Area and Oak Ridges Moraine.

**What is your perspective on limiting development standards in official plans? To what extent should development standards be set out in official plans vs in zoning by-laws?**

**Staff Comments:**

- The hierarchical nature of OPs and zoning by-laws (ZBL) is a foundational concept in land use planning in Ontario. OPs should continue to provide development standards, where required to either conform to a provincial plan or policy, or where that standard applies across an OP designation or multiple designations, examples may include setbacks established within the Lake Simcoe Protection Plan; requirements for noise or vibration studies; etc.
- Maintaining broad-based standards within OPs and not transferring all development standards to the detailed level of the ZBL, will help maintain [or reduce] the amount of duplication that would be necessary within a zoning by-law.

**What is your perspective on the changes being considered regarding secondary plans and site-specific policies? Are there other ways to address these policies?**

**Staff Comments:**

- Secondary plans are used to coordinate multiple stakeholders within a plan area, align growth with infrastructure, and engage residents on the specifics of how their communities will change.
- Prohibiting the use of secondary plans could lead to uncoordinated development, increased stakeholder conflicts, and significant infrastructure challenges (e.g., overload/underutilization), which all extend development timelines.

**What is your perspective on the number and types of standardized schedules, overlays and data proposed to be required? Should any be removed, or are there any other schedules that could help improve official plans?**

**Staff Comments:**

- Additional information is needed on what is intended by an “Estimate of Market Need” in Schedule A1, including clarification on the format (i.e. data table, mapping, etc.). In general, market “need” may not represent a practical or achievable development scenario. As a result, this information is better suited to technical background study that help inform the OP’s policies.
- Schedule C3 should not be titled ‘human made hazards’, rather it should simply be aggregate resource mapping. Additionally, individual pits and quarries should not be included as these sites are licensed and surrendered faster than OP mapping can be updated. Alternatively, OP readers should be directed to the Ministry of Natural Resources’ [Pits and Quarries Online](#) website for information about individual licenses.
- Schedule C4 should explicitly map prime agricultural areas, along with other elements of the agricultural system. It is important to protect prime agricultural areas separately from other uses considered as part of the agricultural system in order to maintain a productive land base for primary agricultural production and to discourage land uses that would sterilize prime agricultural lands.
- Schedule D1 should not be mapped within OPs. These are sensitive areas, and the data should be protected, not publicized. These areas could contain Indigenous cultural heritage places or objects, and are vulnerable to damage and theft.
- Some of the datasets required to build the environmental/water resources maps are vast and, if layered on a single map, are confusing to interpret. It is recommended that multiple maps be used to display this information.

**Other Staff Comments:**

- To support the province’s stated initiative of streamlining municipal application processes by leveraging platforms and municipal data tracking IT solutions to improve the efficiency of land use planning, efforts should include the digitization of the proposed standardized schedules, overlays and data to increase usability by a wide range of audiences.
- In relation to the proposed Chapter 4, as per the Region’s submission on changes to the Provincial Planning Statement (Report #2023-P-13), it is recommended that the province require that settlement area boundary expansions be permitted only at the time of a comprehensive official plan review or update, informed by a standardized methodology. Within a regional context, the implications of infrastructure and servicing on settlement area boundary expansions collectively, should rest with upper-tier municipalities as the jurisdiction responsible for the infrastructure and servicing, regardless of planning approval responsibility.

	<ul style="list-style-type: none"> <li>• Additionally, it is recommended that the province require municipalities to develop population and employment forecasts to a common 25 or 30-year time horizon based on a standard methodology provided by the province</li> </ul>
<p>ERO 025-1099 October 23, 2025 – December 22, 2025 (60 days)</p> <p><a href="#">Consultation on simplifying and standardizing official plans   Environmental Registry of Ontario</a></p>	<p><b>(2) Limiting the Length of Official Plans</b></p> <p><b>Discussion Questions:</b></p> <p><b>What is your perspective on the changes being considered to limit the length of official plans?</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• Language within the Provincial Planning Statement states that the policies of the PPS represent minimum standards. Planning authorities may go beyond these minimum standards to address matters of importance to a specific community. Municipalities should therefore be granted the flexibility to do just that without being constrained by page/word limits.</li> <li>• Rather than broadly limiting the length of all OPs through page and word limits, if there are instances where the province can work collaboratively with a municipality to reduce the size or redundancy within its specific OP, that would be a preferable approach.</li> <li>• Accessibility must remain a priority. Visual elements—such as maps, charts, and graphics—should not be excluded/reduced solely to limit page count, as they are essential for effectively conveying spatial and conceptual information to diverse audiences.</li> </ul> <p><b>Should there be different limits placed on different types of municipalities (e.g., based on population size)?</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• Southern Ontario municipalities are regulated by a high volume of complex, overlapping provincial land use planning legislation, policy and plans, such as the PPS, Greenbelt Plan, ORMCP, Niagara Escarpment Plan, etc. These plans often take precedence over OPs, wherein the OPs need to reflect and conform to these provincial requirements. As a result, the OPs for these geographies are naturally going to be larger, more complex documents.</li> </ul> <p><b>Are there other approaches that could be used to limit the length of official plans?</b></p>

	<p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>Standardizing official plan chapters, as proposed in ERO 025-1099, may help to align official plan lengths across the province.</li> </ul> <p><b>Other Staff Comments:</b></p> <ul style="list-style-type: none"> <li>Official plans set out the long-term goals and policies for land use and growth in a municipality. They are intended to reflect both best practices in planning, as well as the community’s collective vision for their community. A document of this scope, scale and importance should not be capped by relatively arbitrary page or word limitations. Furthermore, reduced length does not translate to a more efficient or effective guidance document.</li> </ul>
<p>ERO 025-1099 October 23, 2025 – December 22, 2025 (60 days)</p> <p><a href="#">Consultation on simplifying and standardizing official plans   Environmental Registry of Ontario</a></p>	<p><b>(3) Creating Permissive Land Use Designations</b></p> <p><b>Discussion Questions:</b></p> <p><b>What is your perspective on the changes being considered to standardize the number and type of land use designations?</b></p> <ul style="list-style-type: none"> <li><b>Staff Comments:</b> The proposed change to standardize the number and type of land use designation does not take into account the differences and complexities between municipalities in Ontario. By creating boilerplate designations, it reduces autonomy and the ability for municipalities to be responsive to the development needs in their community. For example, the flexibility needed to encourage growth in downtown Oshawa is vastly different than supporting more rural areas of Durham Region. Municipalities must be able to have the autonomy to create official plans that work for their communities in order to recognize local priorities while still supporting housing goals.</li> </ul> <p><b>Would standardized land use designations between upper-tier and lower-tier official plan improve clarity? Where are the opportunities to reduce duplication between the upper and lower-tier official plans in land use designations?</b></p> <ul style="list-style-type: none"> <li><b>Staff Comments:</b> Prior to Bill 23, there was already substantial coordination and clarity between Durham’s upper-tier and lower-tier official plans; the upper-tier official plan set broad land use permissions and overarching policies for a broad set of land uses (e.g. Community Areas, Employment Areas, Major Open Space), and these were implemented locally and refined into</li> </ul>

locally-appropriate, more specific designations such as Medium Density Residential, Mixed Use, Major Commercial, etc.

**Are there additional designations that would be required? Are there opportunities to streamline or further combine some of the proposed designations (e.g. Residential I and II, and Mixed Use I and II)?**

- No Comment

**Are there implications to making land use designations more streamlined and permissive?**

- **Staff Comments:** The Region supports efforts to streamline the approvals process in Ontario when it does not come at the expense of safeguarding against environmental and community impacts (as noted in Report #2025-CG-07 on May 28, 2025).
- **Staff Comments:** There will inevitably be local factors that require several site-specific restrictions and permissions. Therefore, it is important that municipalities retain the ability to control area-specific land use permissions based on local needs.

**Are there land use designation terminology or descriptions that would be easier to understand?**

- **Staff Comments:** If the intent is to standardize land uses within each designation, explicitly defining terms/uses will be required to support consistency in OP interpretation and implementation.

**Other Staff Comments:**

- Having separate official plans for each lower-tier municipality without a unified, overarching upper-tier official plan is bound to result in different policy directions and interpretations between adjacent municipalities.
- The “Agricultural Areas” designation should be changed to “Prime Agricultural Areas”. The basis for mapping in the rural area should be preservation of Prime Agricultural lands, and the relevant permissions associated with them. As such, the “Rural Areas” designation being established here should clarify that it is only available on lands not considered Prime Agriculture by provincial mapping.
- Based on the proposed changes, it is unclear where major recreational uses (e.g., golf courses) will be permitted.
- The Natural Heritage designation should be for the protection, restoration and enhancement of ecological features and functions. Permissions should not be expanded within this designation.

ERO 025-1099 October 23, 2025 – December 22, 2025 (60 days)

[Consultation on simplifying and standardizing official plans | Environmental Registry of Ontario](#)

#### **(4) Transitioning to a New Framework**

##### **Discussion Questions:**

**What is your perspective on the changes being considered to transition to a standardized official plan framework?**

##### **Staff Comments:**

- The land use planning system in Ontario has been in a near-constant state of flux for several years, largely a result of several omnibus bills, such as Bill 23, Bill 185, this Bill 60, etc., each proposing sweeping changes to the Planning Act.
- These changes create uncertainty and require municipalities to continually adapt their planning frameworks, often amid an OP review/update, zoning by-law consolidation, or other major initiative. As a result, both upper- and lower-tier municipalities are in a continuous cycle of pivoting their efforts and "catching up" to major legislative changes. This has resulted in the inability for local municipalities to focus efforts on zoning by-law updates.
- In the near term, these proposed changes would continue to perpetuate this cycle of changes; over the mid to longer term, there is little evidence that these changes would help alleviate or resolve this cycle.

**What is a realistic implementation timeline for your municipality to update its official plan to comply with a standardized framework (e.g., structure, land use designations, page/word limits), and why? Please consider staffing, council cycles, data/mapping updates, public engagement, and statutory review requirements in your response.**

##### **Staff Comments:**

- Pursuant to Bill 23, the Region of Durham no longer has the responsibility of preparing an official plan. However, given our recent experience with Envision Durham – the municipal comprehensive review of the former Regional OP, creating a new OP is a highly consultative, time- and resource-intensive undertaking.
- Furthermore, several of the Region's lower-tier municipalities are already in advanced stages of their respective OP Reviews, which include integrating Envision Durham and provincial conformity exercises (i.e. PPS 2024).
- While it's reasonable to assume that considerable amounts of the work completed to date could be incorporated into the proposed new framework – pivoting efforts, resources and re-engaging stakeholders and the public, as well as other matters such as educating councils and interested

	<p>parties on the changes being proposed, would most likely take the average municipality over two years to execute.</p> <p><b>How can the province best support municipalities in transitioning to a simplified and harmonized official plan framework?</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• It would be helpful for the Province to provide guidance and recommendations for data modeling and workflows. Specifically, the Region of Durham would like clarification on the recommended naming conventions for field names, attributes and coded values.</li> </ul>
<p>ERO 025-1099 October 23, 2025 – December 22, 2025 (60 days)</p> <p><a href="#">Consultation on simplifying and standardizing official plans   Environmental Registry of Ontario</a></p>	<p><b>(5) Submission of Official Plans through Online Portal</b></p> <p><b>Discussion Questions:</b></p> <p><b>Do you support the move toward allowing submission of official plan information and documents through an online portal? Why or why not?</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• Regional staff support the proposed transition towards an online portal.</li> <li>• Currently, submissions must be made in both hard copy and in digital form. The use of an online portal would expedite this process, reducing hard copy printing, delivery and longer-term storage costs.</li> </ul> <p><b>What benefits and/or risks do you foresee from transitioning to submission through an online portal?</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• The primary benefits include speed, cost and ease of delivery.</li> <li>• There may be an opportunity to combine spatial information (i.e. Official Plan Schedules) into a combined land use mapping dashboard for greater collaboration between municipalities and other stakeholders.</li> <li>• There is a risk that, without a recommended approach to online portals and data continuity, bringing datasets together from multiple sources could have obstacles.</li> <li>• If there is an expectation of creating/submitting interactive web maps, then data sharing agreements and available resources (programs/staff) need to be considered.</li> </ul>

October 23, 2025 – Ministry of Municipal Affairs and Housing – Technical Briefing – Fighting Delays, Building Faster Act, 2025

**MMAH – Technical Briefing – Fighting Delays, Building Faster Act, 2025**

**Staff Comments:**

- As per The Region’s comments on Bill 17 (June 4, 2025), the Region is supportive, in principle, of streamlining the tracking of planning data. For infrastructure and service planning purposes, the Region relies on standardization and consistency of data and have committed to working with the area municipalities to achieve standardization in Durham.
- However, relying on AI to conduct planning reviews may not be appropriate at this time. Development applications are complex in nature, and present unique challenges in relation to the underlying conditions. Achieving positive results in the development review process requires collaboration between a multitude of professionals and stakeholders, which cannot be achieved solely through the use of AI.
- Standardized application data is currently being reported to the province by prescribed single-tier and lower-tier municipalities as per the Municipal Planning Data Reporting requirements under [O. Reg. 73/23](#). However, this data is also required by upper-tier municipalities to supplement development tracking for growth management and infrastructure planning purposes. The province should use this as a starting point for consulting with municipalities on ways to improve data coordination and standardization.
- Standardizing development planning application requirements and supporting coordinated online application submission platforms may improve coordination, transparency, and efficiency, as well as reduce the amount of municipal staff time required for data entry; this, in turn, helps allow more time for quality control, analysis, and review of the merits of applications.



**Attachment 7 – Region of Durham Submission on Bill 60 (ERO 025-1035)**

Summary and Comments in Support of the Fighting Delays, Building Faster Act, 2025 through Bill 60 (“An Act to amend various Acts and to enact the Water and Wastewater Public Corporations Act, 2025”)

<b>ERO/RR Posting and Comment Period</b>	<b>Durham Region Staff Comments (Council endorsement to be sought November 26, 2025)</b>
<p>ERO 025-1035 October 23, 2025 – November 22, 2025 (30 days)</p> <p><a href="#">Bill 60 - Fighting Delays, Building Faster Act, 2025 – Amendments to the Building Transit Faster Act, 2020   Environmental Registry of Ontario</a></p>	<p><b>(1) Reducing notice periods for Obstruction Removal and Preview Inspections: The notice period for Obstruction Removal and Preview Inspections to third-party land owners will be reduced from 30 days to 15 days.</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• No comment.</li> </ul>
<p>ERO 025-1035 October 23, 2025 – November 22, 2025 (30 days)</p> <p><a href="#">Bill 60 - Fighting Delays, Building Faster Act, 2025 – Amendments to the Building Transit Faster Act, 2020   Environmental Registry of Ontario</a></p>	<p><b>(2) Expanding Corridor Control and Municipal Service and Right of Way Access: Parts II (Corridor Control) and V (Municipal Service and Right of Way Access) of the BTFA will apply not only to construction but also to operations and maintenance of transit projects.</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• No comment.</li> </ul>
<p>ERO 025-1035 October 23, 2025 – November 22, 2025 (30 days)</p> <p><a href="#">Bill 60 - Fighting Delays, Building Faster Act, 2025 – Amendments to the Building Transit Faster Act, 2020   Environmental Registry of Ontario</a></p>	<p><b>(3) Expanding the application of Municipal Service and Right of Way Access to other municipal infrastructure: The scope of municipal service and right of way access orders under Part V of the Act will be broadened to include “buildings, bridges, tunnels and life safety systems” which are required for project delivery.</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• No comment.</li> </ul>
<p>ERO 025-1035 October 23, 2025 – November 22, 2025 (30 days)</p> <p><a href="#">Bill 60 - Fighting Delays, Building Faster Act, 2025 – Amendments to the Building Transit Faster Act, 2020   Environmental Registry of Ontario</a></p>	<p><b>(4) Expanding Municipal Service and Right of Way Access to add relocation and alteration of, and connections to municipal services, right of way, and infrastructure: Currently Part V of the Act is limited to use, access to and modification of the same.</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• No comment.</li> </ul>

ERO 025-1035 October 23, 2025 – November 22, 2025 (30 days)

[Bill 60 - Fighting Delays, Building Faster Act, 2025 – Amendments to the Building Transit Faster Act, 2020 | Environmental Registry of Ontario](#)

**(5) Providing the Minister the option to delegate its powers under Part V: The Minister will be able to delegate authority to issue municipal service and right of way access orders to Metrolinx, or an MTO official through regulation, upon such delegation conditions as the Minister deems appropriate and depending on the circumstances of the project.**

**Staff Comments:**

- The Ministry currently issues municipal service and right-of-way access orders, which require consultation with municipalities. If this authority is delegated, municipal input could be significantly reduced, raising concerns that local issues may not be adequately considered.

**Attachment 8 – Region of Durham Submission on Bill 60 (ERO 025-0900 and 025-0899)**

Summary and Comments in Support of the Fighting Delays, Building Faster Act, 2025 through Bill 60 (“An Act to amend various Acts and to enact the Water and Wastewater Public Corporations Act, 2025”)

<b>ERO/RR Posting and Comment Period</b>	<b>Durham Region Staff Comments (Council endorsement to be sought November 26, 2025)</b>
<p>ERO 025-0900 October 23, 2025 – November 22, 2025 (30 days)</p> <p><a href="#">Proposal to amend the Ontario Water Resources Act to enable the regulation of additional sewage systems under the Building Code to support construction of on-farm worker housing   Environmental Registry of Ontario</a></p>	<p><b>(1) Proposing amendments to the <i>Ontario Water Resources Act</i> to allow multiple Building Code sewage systems on a single agricultural property with on-farm housing for workers, up to a cumulative limit of 50,000 litres per day.</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>No comments.</li> </ul>
<p>ERO 025-0899 October 23, 2025 – December 7, 2025 (45 Days)</p> <p><a href="#">Policy proposal to regulate additional sewage systems under the Building Code to support construction of on-farm worker housing   Environmental Registry of Ontario</a></p>	<p><b>(2) Pre-Consultation: Possible criteria for additional sewage systems to be Building Code regulated</b></p> <p><b>Discussion Questions:</b></p> <p><b>1. Does the proposed 10 acre (4 hectare) circular clearance from sensitive features, including property lines, greenhouses, etc. strike a reasonable balance between enabling agricultural worker housing and protecting human health, the environment, and neighbouring property values?</b></p> <ul style="list-style-type: none"> <li>No comments.</li> </ul> <p><b>2. If warranted, for example to account for higher strength sewage or consistency with other land use planning processes, what would be a practical approach to further protecting human health, the environment, and neighbouring property values? Examples could include a hydrogeological assessment; expanding the size of the circular clearance areas from 10 acres to 40 acres for example; or reducing the size of additional individual sewage systems to 2,500 L/d each for example.</b></p> <ul style="list-style-type: none"> <li>Staff Comment: A hydrogeological report would be a good approach but could be a timely and costly requirement and may impede the approvals which these changes are hoping to alleviate. A better approach would be to complete studies prior to updating the Ontario Building Code and establish a conservative measure (either land area or Daily Sewage Flow) that could be prescribed in the Code. This would also assist regulators to ensure there was a timely and consistent approach across the province.</li> </ul> <p><b>3. What maintenance requirements should the proposal consider?</b></p>

- Staff Comment: The OBC contains maintenance requirements for all sewage systems and requirements for sampling and more stringent maintenance requirements for advanced treatment systems/units. Perhaps requiring advanced treatment for these types of uses/volumes would be helpful to ensure regular maintenance is a requirement.

**4. What new or updated guidance could be beneficial towards implementation for applicants; principal authorities; and technical professionals?**

**Staff Comments:**

1. Clear descriptions to ensure a consistent approach to approving these types of applications across the province.
  - What constitutes a migrant farmhouse? Who determines this classification?
  - Are there certain designations a property must have to be subject to this change (e.g. Designated agricultural, currently participating in agricultural activities etc)
2. Guidelines that outline when this new part of the OBC is applicable and when the existing limit of 10000 litres/day on one lot is applicable and if there are limitations on future uses on the lot if this new section of the Code was used for approvals.

**Examples:**

- If there is an existing use (e.g. dwelling, farm store) does that negate the use of this new change for any migrant farm housing and the existing OBC/OWRA limits apply?
- How do regulators approach an application if there are two migrant farmhouses existing totalling >10 000 litres/day approved under proposed OBC requirements, and the property owner is now proposing another use (e.g. farm store)?

**5. What other measures could be taken to protect human health, the environment, and neighbouring property values?**

- No comments.

**Attachment 9 – Region of Durham Submission on Bill 60 (ERO 025-0872)**

Summary and Comments in Support of the Fighting Delays, Building Faster Act, 2025 through Bill 60 (“An Act to amend various Acts and to enact the Water and Wastewater Public Corporations Act, 2025”)

<b>ERO/RR Posting and Comment Period</b>	<b>Durham Region Staff Comments (Council endorsement to be sought November 26, 2025)</b>
<p>ERO 025-0872 October 23, 2025 – December 7, 2025 (45 days)</p> <p><a href="#">Streamlining environmental permissions for sewage works servicing on-farm worker housing   Environmental Registry of Ontario</a></p>	<p><b>(1) New regulation made under <i>the Environmental Protection Act</i></b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• No comments.</li> </ul>
<p>ERO 025-0872 October 23, 2025 – December 7, 2025 (45 days)</p> <p><a href="#">Streamlining environmental permissions for sewage works servicing on-farm worker housing   Environmental Registry of Ontario</a></p>	<p><b>(2) Proposed amendments to <i>Ontario Regulation 287/07</i> made under the <i>Clean Water Act, 2006</i></b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• No comments.</li> </ul>

**Attachment 10 – Region of Durham Submission on Bill 60 (ERO 025-1182)**

Summary and Comments in Support of the Fighting Delays, Building Faster Act, 2025 through Bill 60 (“An Act to amend various Acts and to enact the Water and Wastewater Public Corporations Act, 2025”)

ERO/RR Posting and Comment Period	Durham Region Staff Comments (Council endorsement to be sought November 26, 2025)
<p>ERO 025-1182 October 23, 2025 – November 22, 2025 (30 days)</p> <p><a href="#">Proposed Changes to the GO Transit Station Funding Act, Toronto Waterfront Revitalization Corporation Act and Transit-Oriented Communities Act (Schedule 4, 13 and 15 of Bill 60 - Fighting Delays, Building Faster Act, 2025)   Environmental Registry of Ontario</a></p>	<p><b>(1) Proposed amendments to the <i>GO Transit Station Funding Act, 2023</i> to provide municipalities with greater flexibility in determining when Transit Station Charges are to be paid</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• The Region of Durham has formally expressed its intent to the province to establish a Transit Station Charge (TSC) by-law, enabled through the GO Transit Station Funding Act, 2023, as a funding tool to contribute towards four new stations along the GO Lakeshore East Extension to Bowmanville. Upon formal confirmation from the province, the Region will be embarking on a TSC Background Study to conduct the analysis and make recommendations on the charge.</li> <li>• The Region of Durham generally supports the proposed changes to align the GO Transit Station Funding Act, 2023 with the Development Charges Act, 1997, to allow for greater flexibility on the timing of the collection of the TSC, and will incorporate accordingly an analysis of charge collection and financial security in the Background Study.</li> <li>• The proposed Section 7.2 in the GO Transit Station Funding Act, 2023, provides that the TSC to be collected at occupancy would be determined at an earlier phase, such as site plan approval, zoning by-law amendment approval, or at building permit issuance. It is recommended that provisions similar to subsection 26.2(5)(a) and (b) of the Development Charges Act (DCA), 1997 apply to Section 7.2 of the GO Transit Station Funding Act, 2023 to align with the language in the DCA.</li> </ul>
<p>ERO 025-1182 October 23, 2025 – November 22, 2025 (30 days)</p> <p><a href="#">Proposed Changes to the GO Transit Station Funding Act, Toronto Waterfront Revitalization Corporation Act and Transit-Oriented Communities Act (Schedule 4, 13 and 15 of Bill 60 -</a></p>	<p><b>(2) Proposed changes to the <i>Toronto Waterfront Revitalization Corporation Act, 2002 (TWRC)</i> to extend WT’s mandate from 2028 to 2035 with an option to extend up to an additional 5 years and make minor administrative amendments</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• Not applicable.</li> </ul>

<p><a href="#">Fighting Delays, Building Faster Act, 2025</a>   <a href="#">Environmental Registry of Ontario</a></p>	
<p>ERO 025-1182 October 23, 2025 – November 22, 2025 (30 days)</p> <p><a href="#">Proposed Changes to the GO Transit Station Funding Act, Toronto Waterfront Revitalization Corporation Act and Transit-Oriented Communities Act (Schedule 4, 13 and 15 of Bill 60 - Fighting Delays, Building Faster Act, 2025)</a>   <a href="#">Environmental Registry of Ontario</a></p>	<p><b>(3) Proposed amendments to the <i>Transit-Oriented Communities Act, 2020</i> to enable the establishment of a TOC Advisory Panel</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• The Region is generally supportive of the proposed changes to the Transit-Oriented Communities Act, 2020, to enable the establishment of a Transit-Oriented Communities (TOC) Advisory Panel for the purposes of dispute resolution. However, additional information is requested around the membership of the advisory panel, and clarity on the nature of the types of specific matters that the TOC Advisory Panel would address.</li> <li>• In the event that the Minister requires a landowner to enter into an agreement with the municipality to address any matters the Minister considers necessary for the appropriate development of the transit-oriented community land, further clarity is requested in the case of a two-tier municipal framework, whether either the upper- or lower-tier municipality, or both, are required to enter into such an agreement.</li> </ul>
<p>ERO 025-1182 October 23, 2025 – November 22, 2025 (30 days)</p> <p><a href="#">Proposed Changes to the GO Transit Station Funding Act, Toronto Waterfront Revitalization Corporation Act and Transit-Oriented Communities Act (Schedule 4, 13 and 15 of Bill 60 - Fighting Delays, Building Faster Act, 2025)</a>   <a href="#">Environmental Registry of Ontario</a></p>	<p><b>(4) Proposed changes to the <i>Transit-Oriented Communities Act, 2020</i> to give the Minister of Infrastructure authority to require a senior municipal official to provide regular reporting to the Minister on the progress of TOC projects.</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• The Region of Durham generally supports the requirement for municipalities to designate a municipal officer to share information on the implementation of transit-oriented community projects within their jurisdiction. Further clarity is requested in the case of a two-tier municipal framework, on whether a municipal officer should be designated from either the upper- or lower-tier municipality, or both.</li> <li>• Additional clarity is also requested on the nature and type of information that will be required from municipalities as part of the regular reporting on the progress of TOC projects.</li> </ul>

**Attachment 11 – Region of Durham Submission on Bill 60 (ERO 025-1100)**

Summary and Comments in Support of the Fighting Delays, Building Faster Act, 2025 through Bill 60 (“An Act to amend various Acts and to enact the Water and Wastewater Public Corporations Act, 2025”)

ERO/RR Posting and Comment Period	Durham Region Staff Comments (Council endorsement to be sought November 26, 2025)
<p>025-1100 October 23, 2025 – November 22, 2025 (30 days)</p> <p><a href="#">Consultation on Minimum Lot Sizes</a></p>	<p><b>(1) Consultation on Minimum Lot Sizes</b></p> <p><b>What are your thoughts on the benefits and/or risks associated with reducing or removing minimum lot size requirements in low-density urban residential areas to encourage gentle density, increase housing supply, broaden housing options and encourage home ownership?</b></p> <ul style="list-style-type: none"> <li>• <b>Staff Comment:</b> Reducing or removing minimum lot sizes may allow less expensive housing to be developed. This should help provide more affordable housing options, including microhomes/tiny homes.</li> </ul> <p><b>What are best practices observed in other jurisdictions that have introduced minimum lot size reforms?</b></p> <ul style="list-style-type: none"> <li>• No comments.</li> </ul> <p><b>Are there any circumstances where having established minimum lot sizes in municipal zoning by-laws for low-density urban residential parcels are absolutely necessary with respect to the provision of transportation, infrastructure, or upholding public health and safety?</b></p> <ul style="list-style-type: none"> <li>• <b>Staff Comment:</b> Sufficient space may be required for emergency access to rear yards or accessory structures; however, this should not result in artificially inflated minimum frontage or setbacks if other means exist to access rear yards, such as laneways, walkways, or shared corridors, etc.</li> </ul> <p><b>Given the Ontario context and the government’s permissions for additional residential units, what do you suggest should be the smallest size urban residential lot in terms of lot area, frontage or depth (i.e. six metre frontage, 200 square metre area, etc.) What would be the opportunities and limitations? How would these standards work together?</b></p> <ul style="list-style-type: none"> <li>• No comments.</li> </ul> <p><b>What other zoning requirements or performance standards could be needed to support any reduction or removal of minimum lot size requirements on low-density urban residential parcels (i.e., additional residential units, multiplexes, parking requirements, lot coverage, height and density etc.)?</b></p> <ul style="list-style-type: none"> <li>• <b>Staff Comment:</b> Allowing up to four units as of right in residential neighbourhoods.</li> </ul>



**Attachment 12 – Region of Durham Submission on Bill 60 (ERO 025-1101)**

Summary and Comments in Support of the Fighting Delays, Building Faster Act, 2025 through Bill 60 (“An Act to amend various Acts and to enact the Water and Wastewater Public Corporations Act, 2025”)

<b>ERO/RR Posting and Comment Period</b>	<b>Durham Region Staff Comments (Council endorsement to be sought November 26, 2025)</b>
<p>025-1101 October 23, 2025 – November 22, 2025 (30 days)</p> <p><a href="#">Consultation on Enhanced Development Standards – Lot Level (outside of buildings)   Environmental Registry of Ontario</a></p>	<p><b>(1) Use of enhanced development standards at the lot level (outside of buildings)</b></p> <p><b>What is your interest in and/or experience with the implementation of enhanced development standards at the lot level (outside of buildings)? For example, are you a municipal staff member, homebuilder, planner, Indigenous representative, or member of the public?</b></p> <ul style="list-style-type: none"> <li>• <b>Staff Comment:</b> Durham Region staff work with local area municipalities who have green development standards (i.e. Whitby, Ajax, Pickering) that include lot level measures. As an upper-tier government, Durham does not have authority in this area.</li> </ul> <p><b>In your experience, are enhanced development standards applied consistently across municipalities? Please provide examples where possible.</b></p> <ul style="list-style-type: none"> <li>• <b>Staff Comment:</b> Enhanced development standards do vary in their criteria and approaches across the province.</li> <li>• <b>Staff Comment:</b> Many enhanced development standards are modeled off best practices (i.e., Toronto Green Standard).</li> </ul> <p><b>What types of standards, should municipalities be allowed to apply outside of buildings and how do these requirements maintain the health and safety of the site if at all?</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• Green development standards are utilized by municipalities to reduce GHG emissions; manage demand on energy and water resources; improve water management; increase greenspace; and improve air quality. They also increase climate resilience; can lower utility costs for residents; create economic opportunities in the green building sector; reduce strain on infrastructure; and improve public health. Municipalities should have the autonomy to apply green development standards that support the implementation of policies and priorities set out within their OPs.</li> <li>• Municipalities should be able to apply outdoor green development standards that reduce key climate risks in their jurisdiction (i.e. flood risk, heat stress, severe wind in Durham Region). Example standards include grading, landscaping/trees, downspout disconnection, waterproofing, permeable pavement. These standards improve housing durability and affordability, by reducing</li> </ul>

costly future repairs that will be incurred by the homeowner and reduce overall burden on the municipal water infrastructure systems.

- Bicycle parking, transit stops, and publicly-accessible spaces and pathways are important for strategic growth areas to support intensification of existing urban areas into complete communities where there may not be sufficient road width or publicly-owned land available to provide these amenities. It should be up to municipal planning staff to work with their communities and stakeholders to identify local needs and develop locally-appropriate strategies to fulfill those needs.

**Do you / your organization have information about the short- and long-term costs of enhanced development standards at the lot level?**

- **Staff Comment:** The following tool helps provide more context on the costs of enhanced development standards, specifically around low impact development - Low Impact Development Life Cycle Costing Tool, Sustainable Technologies Evaluation Program (STEP) - <https://sustainabletechnologies.ca/lid-lcct/>

**Do you have any additional comments or suggestions relating to site plan control or other related subjects?**

- **Staff Comment:** The province could adopt or endorse a consistent set of low impact development standards based on best practice (e.g. the STEP manuals) that could be consistently used for tailored application across the province.

**Other Staff Comments:**

- There are several well-known technical guides that provide consistent design, installation, and inspection guidance for outdoor low impact development that are well-used by municipalities and developers across the province. For example, Sustainable Technology Evaluation Program (STEP) has developed guides and training - <https://sustainabletechnologies.ca/resource-library/water/>
- The selection of outdoor measures used needs to be tailored to the local municipal and site context - they are not a one size fits all solution. Different standards will need to be applied in dense urban, suburban and rural settings, where there are different issues to manage (e.g. water quality, urban flooding, urban heat, lack of permeable surfaces, high ground water, etc.)
- Green standards can support the implementation of energy efficiency measures that can help to reduce energy demand across the province.

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|  | <ul style="list-style-type: none"><li>• Some green development standards include low-cost, passive design measures that could be easily integrated into regular practices while improving stormwater management, energy efficiency, and mitigating heat island effect (i.e. swales, cool roofs, trees for shading, etc.)</li></ul> |
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**Attachment 13 – Region of Durham Submission on Bill 60 (25-MMAH030)**

Summary and Comments in Support of the Fighting Delays, Building Faster Act, 2025 through Bill 60 (“An Act to amend various Acts and to enact the Water and Wastewater Public Corporations Act, 2025”)

<b>ERO/RR Posting and Comment Period</b>	<b>Durham Region Staff Comments (Council endorsement to be sought November 26, 2025)</b>
<p>25-MMAH030 October 24, 2025 – November 23, 2025 (30 days)</p> <p><a href="#">Implementing Reforms to the Development Charges Framework   regulatoryregistry.gov.on.ca</a></p>	<p><b>(1) Merge water supply services and wastewater services for the purpose of DC credits</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• Merging water supply and wastewater services for the purposes of DC credits could impact municipal cashflow by drawing from reserves allocated to other services. This reallocation could delay capital projects or increase financing costs if the Region needs to borrow funds to proceed with projects in areas where reserves were transferred to another area.</li> <li>• To mitigate these risks, it is recommended that municipalities retain flexibility to determine whether service categories should be merged for DC credit purposes. Allowing this to remain as an optional decision ensures that municipalities can merge reserves while supporting growth-related infrastructure.</li> </ul>
<p>25-MMAH030 October 24, 2025 – November 23, 2025 (30 days)</p> <p><a href="#">Implementing Reforms to the Development Charges Framework   regulatoryregistry.gov.on.ca</a></p>	<p><b>(2) Make benefit to existing allocations more transparent in DC Background Studies</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• Staff support this proposed change, as providing clear descriptions of the methodology and assumptions for Benefit to Existing (BTE) allocations in DC Background Studies will improve transparency and help stakeholders better understand how costs are shared between new and existing development.</li> </ul>
<p>25-MMAH030 October 24, 2025 – November 23, 2025 (30 days)</p> <p><a href="#">Implementing Reforms to the Development Charges Framework   regulatoryregistry.gov.on.ca</a></p>	<p><b>(3) Details on land acquisition costs to be set out for each service in DC background studies</b></p> <p><b>Staff Comments:</b></p> <ul style="list-style-type: none"> <li>• Staff support the proposed amendment to O. Reg 82/98 to enhance transparency in the DC Background Study and support the new service class for land acquisition costs.</li> <li>• Since land acquisition costs will become its own service class, municipalities will need to manage separate reserve funds for land costs, which could affect financial planning and cashflow.</li> </ul>
<p>25-MMAH030 October 24, 2025 – November 23, 2025 (30 days)</p>	<p><b>(4) Make information in financial statements relating to DCs more transparent and easily accessible</b></p>

[Implementing Reforms to the Development Charges Framework | regulatoryregistry.gov.on.ca](#)

**Staff Comments:**

- **Identify the amount from each reserve fund that was committed to a project, but had not been spent, as of the end of the year;**
  - The Treasurer’s Statement currently requires reporting of the funding associated with a capital asset. This proposed change would introduce a spending element in the report and complicate the preparation and readability of the report, especially where the report is already detailing hundreds of active projects. Rather than present the commitments on a project-by-project basis, this information could be presented as part of the statement of continuity of the reserve funds on an aggregate basis. This presentation would then align the Treasurer’s Statement with the public sector accounting standards used in the audited financial statements of a municipality.
  
- **The amount of debt that had been issued for a project as of the end of the year; and**
  - It is not clear if this proposal is intended to apply to just debt to be repaid from development charges or all debt. Currently debt is already included in the “Other Financing” for a project in the Treasurer’s Statement, without distinguishing between the debt that is to be repaid from development charges and other sources. An annual schedule of debt issued and to be repaid from future development charges collected by DC type (e.g. Residential, Industrial, Commercial, and Institutional) may be a preferred approach.
  - There is a potential timing difference between project spending & debenture issuance – a municipality may choose to upfront debenture financing, issue debt on project completion, finance over multiple debt issues, or finance only a portion of the project from debentures. This timing difference could lead to situations where debt is listed under other financing with no other financing showing on the report.
  
- **Identify where in the DC background study the project’s capital costs were estimated. (This would not apply in circumstances where a municipality uses a unique identifier in both background studies and treasurer’s statements to identify each project.)**
  - Linking projects in the background study to those in the Treasurer’s statement through use of a unique identifier is a positive addition to the report. It should be recognized that multiple projects / phases may be undertaken to deliver the infrastructure anticipated in the background study, resulting in the same identifier being used multiple times and over multiple years for some items in the background study.