

Report #10 of the Committee of the Whole

For consideration by Regional Council

November 26, 2025

The Committee of the Whole recommends approval of the following:

1. Authorization to Undertake a Comprehensive Review of the Options for Including the Northeast Pickering Lands in the Region's Development Charge By-laws ([2025-COW-36](#))

- A) That, in response to the request from members of the Northeast Pickering Landowners Group to advance the servicing of the Northeast Pickering (NEP) lands and the importance of advancing servicing to the new Whitby hospital site in northwest Brooklin (NW Brooklin), Regional Staff undertake a comprehensive review of the options for including the NEP and NW Brooklin lands in the Region's Development Charge (DC) By-laws, including associated policies. The review will consider the following three options:
- i) Amend the existing Region-wide DC By-laws to include the NEP and NW Brooklin lands, which would require accounting for additional servicing costs and the associated population and employment growth;
 - ii) Establish a NEP and NW Brooklin area-specific DC By-law for water and sewer services, with corresponding amendments to the Regional DC By-laws to include remaining services (e.g., roads, transit, police);
 - iii) Develop a new DC Background Study and associated By-law to incorporate all new growth areas approved in the Region's former Official Plan, including the NEP lands;
- B) That the following outside consulting and legal services be retained, at an estimated cost not to exceed \$50,000, with the financing to be determined at the discretion of the Commissioner of Finance, to provide technical expertise in the evaluation of the three options for including NEP and NW Brooklin lands in Regional DC By-laws and advise on implementation requirements, as follows:
- i) The consulting firm of Watson & Associates Economists Ltd. be retained to assist with the evaluation of the options for including NEP and NW Brooklin in the Region's DC By-laws; and
 - ii) The legal firm of WeirFoulds LLP be retained to advise on the requirements of the options studied;

- C) That staff consult with BILD, DRHBA and staff from each of the eight area municipalities in Durham as part of the comprehensive review of the options to include the Northeast Pickering and NW Brooklin lands in the Region's Development Charge By-laws;
- D) That staff report back with recommendations on including NEP and NW Brooklin in the Region's DC By-laws that stem from the comprehensive review, including risks and implications of the recommended approach, in spring 2026;
- E) That Report #2025-COW-36 of the Commissioners of Finance, Community Growth and Economic Development, Works and Legal Services, be forwarded to the Region's eight area municipalities; and
- F) That the Commissioner of Finance and Commissioner of Legal Services be authorized to execute the necessary agreements to retain the consulting and legal services.

2. Updated Community Safety and Well-Being Plan (2025-2029)
[\(2025-COW-35\)](#)

- A) That Regional Council endorse Attachment 1 to Report #2025-COW-35 of the Chief Administrative Officer as the Region of Durham's Community Safety and Well-Being (CSWB) Plan (2025-2029);
- B) That Regional Council direct staff to submit the approved CSWB Plan (2025-2029) to the Ministry of the Solicitor General in accordance with the Community Safety and Policing Act, 2019; and
- C) That Regional Council support staff advocacy efforts to secure sustained provincial and federal funding to enable implementation of the CSWB Plan.

3. Regional Comments on the Proposed Changes to Ontario Building Code and Proposed Changes in Bill 60, Fighting Delays, Building Faster Act, 2025
[\(2025-COW-37\)](#)

- A) That the letter dated October 17, 2025, found in Attachment #1 to Report #2025-COW-37 of the Commissioners of Finance, Community Growth and Economic Development, Works and Legal Services, 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 to Report #2025-COW-37, 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 Region;

- 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) That 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 Report #2025-COW-37 be forwarded to the Region’s eight area municipalities.

4. Motion regarding Property Tax Subclass Analysis

Whereas the Province of Ontario has given municipalities the option to adopt a new Affordable Rental Housing Subclass, reducing the municipal tax rate by up to 35% for eligible affordable rental housing units;

And Whereas Ontario Regulation 73/25 and 74/25 permit the new Affordable Rental Housing Subclass within the Multi-Residential and New Multi-Residential property classes beginning with the 2026 taxation year;

And Whereas in Durham Region, property tax subclasses are set at the upper tier;

And Whereas the Municipal Property Assessment Corporation (MPAC) will be responsible for classifying eligible properties under this new subclass once adopted;

And Whereas organizations have argued that the resulting savings from the introduction of a new Affordable Rental Housing Subclass could help them to maintain affordable rents and reinvest in their buildings;

Now Therefore Be It Resolved That the Finance Department be directed to review the impacts of the introduction of an Affordable Rental Housing Subclass in Durham Region, including the projected tax increase to the remaining tax base, and report the findings to Council or the appropriate committee in time for consideration for the 2027 taxation year.

Respectfully submitted,

D. Carter, Acting Chair