



Town of Newmarket Council Information Package

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Date: December 9, 2022

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November 28, 2022

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Clerks and Bylaw

November 17, 2022

SENT VIA E-MAIL TO:

Hon. Steve Clark
Minister of Municipal Affairs and Housing
Steve.Clark@pc.ola.org

Dear Minister Clark:

Re: Bill 23 "More Homes Built Faster Act, 2022"

On behalf of the Council of The Corporation of Norfolk County, please be advised that Council passed the following resolution at the November 16, 2022 Council-in-Committee meeting:

Resolution No. 13

Moved By: Mayor Martin

Seconded By: Councillor Columbus

WHEREAS on October 25, 2022, the Provincial government introduced Bill 23 known as the "More Homes Built Faster Act, 2022";

AND WHEREAS the overall stated purpose of Bill 23 is to introduce several legislative changes to increase housing supply throughout Ontario and to achieve the province's goal of 1.5 million homes over the next ten years;

AND WHEREAS the proposed changes include significant changes to six pieces of legislation including but not limited to development charges reform, diminished role of conservation authorities, removal of legislated planning responsibilities from some upper-tier municipalities, removal of public consultation in relation to subdivisions, adjusting the rights of appeal by third parties, and adjusting how growth-related capital infrastructure is paid for;

AND WHEREAS commenting timelines for these new proposed changes is constricted with some comments due on November 24, 2022, for many of the proposed changes;

AND WHEREAS given the enormity of the proposed changes and potential long-term financial impacts to municipalities, including Norfolk County, additional time is needed to review, engage, and analyze the proposal to provide informed feedback;

NOW THEREFORE BE IT RESOLVED THAT

1. the County formally request the Ministry of Municipal Affairs and Housing extend the commenting period for all components of the proposed Bill 23 to at least January 15, 2023 to allow for a more informed consultation period.
2. That the Mayor be directed to submit a letter on behalf of Norfolk County Council to the Ontario Minister of Municipal and Affairs MP, and local MPP, expressing concerns with the proposed legislation as detailed in staff memo CD-22-110, and the letter be circulated to all municipalities in the Province of Ontario.

Carried.

Should you have any questions regarding this matter or should you require additional information, please contact the Office of the County Clerk at 519-426-5870 x. 1261, or email: Clerks@norfolkcounty.ca.

Sincerely,

Teresa Olsen
County Clerk
Norfolk County

CC:

- Leslyn Lewis, M.P., Haldimand-Norfolk
leslyn.lewis@parl.gc.ca
- Bobbi Ann Brady, M.P.P., Haldimand-Norfolk
BABrady-CO@ola.org
- All Ontario municipalities

From: RRPB, Mail (MECP) <RRPB.Mail@ontario.ca>
Sent: November 25, 2022 5:47 PM
To: Lisa Lyons <llyons@newmarket.ca>
Subject: Decision Notification - EA requirements for advanced recycling facilities

Good Afternoon,

Ontario is following through on our commitment to divert more waste from landfills by supporting the use of advanced recycling and energy recovery technologies that can help ensure valuable resources do not go to landfills.

To help encourage innovative waste recovery in Ontario, while maintaining strict environmental oversight, the Ministry of the Environment, Conservation and Parks finalized new environmental assessment (EA) requirements for thermal treatment sites engaging in advanced recycling, under the *Environmental Assessment Act* (EAA). Ontario Regulation 101/07 (Waste Management Projects) sets out the undertakings that would require an individual EA and those undertakings which would be eligible to follow a streamlined EA process.

We received comments on the proposed changes to EA requirements through:

- The Environmental Registry proposal notice (January 14, 2022 – February 28, 2022)
- Webinar with Indigenous communities and organizations on January 31, 2022
- Webinar with stakeholders on February 7, 2022
- Online meetings with some Indigenous communities and organizations, individual stakeholders and associations

After considering all feedback received, the regulation amending the Waste Management Projects regulation came into force on July 1, 2022. For more information about the new EA requirements for thermal treatment sites engaging in advanced recycling that are in the amended Waste Management Projects regulation, please visit the Environmental Registry of Ontario, under registry number 019-4867, at <https://ero.ontario.ca/notice/019-4867>.

If you have any questions regarding the EA requirements for thermal treatment sites engaging in advanced recycling, please contact Ian Drew, Senior Policy Advisor, Resource Recovery Policy Branch, at Ian.Drew@ontario.ca or 647-290-8927.

Sincerely,

Charles O'Hara
Director, Resource Recovery Policy Branch
Environmental Policy Division
Ministry of the Environment, Conservation and Parks

Ministry of Natural Resources and Forestry

Resources Planning and Development
Policy Branch
Policy Division
300 Water Street
Peterborough, ON K9J 3C7

Ministère des Richesses naturelles et des Forêts

Direction des politiques de planification et d'exploitation des ressources
Division de l'élaboration des politiques
300, rue Water
Peterborough (Ontario) K9J 3C7

Notice: Changes under the Oil, Gas and Salt Resources Act related to Geologic Carbon Storage

Hello,

I am pleased to inform you that Bill 46, Less Red Tape, Stronger Ontario Act, 2022 was introduced on November 23, 2022, which would make changes to the Oil, Gas and Salt Resources Act to remove the prohibition on geologic carbon storage. We also released a short Roadmap to further outline our plan to remove barriers for this activity in Ontario.

Last winter, the Ministry of Natural Resources and Forestry sought feedback on a discussion paper (<https://ero.ontario.ca/notice/019-4770>) exploring possible legislative changes which would remove potential barriers to the storage of carbon dioxide and enable the creation of a regulatory framework to govern this and other new technologies.

Informed by the feedback received on that discussion paper, we have developed a plan to enable geologic carbon storage through a phased approach that would provide clarity for businesses to plan and invest in Ontario, while ensuring safe and responsible development.

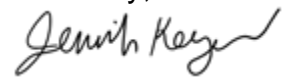
To build a framework that works for Ontario, we plan to work together with stakeholders, Indigenous communities and the public.

Bill 46 contains proposed changes to the Oil, Gas and Salt Resources Act and is available for review on the Ontario Legislative Assembly website: <https://www.ola.org/en/legislative-business/bills/parliament-43/session-1/bill-46>. The province is also seeking feedback on the proposed change through the Environmental Registry of Ontario: (<https://ero.ontario.ca/notice/019-6296>). Feedback on the proposed changes can be provided directly to the ministry or through the environmental registry.

A copy of the Roadmap has been attached for your information.

If you would like more information or have any questions about the proposed changes or future phases, please contact Andrew Ogilvie, Manager of Resources Development Section, at 705-761-5815 or through email: Resources.Development@ontario.ca.

Sincerely,

A handwritten signature in black ink that reads "Jennifer Keyes". The signature is written in a cursive style with a long, sweeping tail on the "y".

Jennifer Keyes

Director, Resources Planning and Development Policy Branch

Ontario's Roadmap towards Regulating Geologic Carbon Storage

One tool to help transition to a low-carbon future

We plan to enable geologic carbon storage through a phased approach that will provide clarity for businesses to plan and invest in Ontario while ensuring safe and responsible development.

Ontario's plan

Ontario's plan starts with proposing immediate action towards removing barriers to carbon storage in the province.

Next, we plan to propose legislative and regulatory changes to allow testing and demonstration projects so businesses can start exploring carbon storage while a proposal for a regulatory framework for commercial-scale projects is developed.

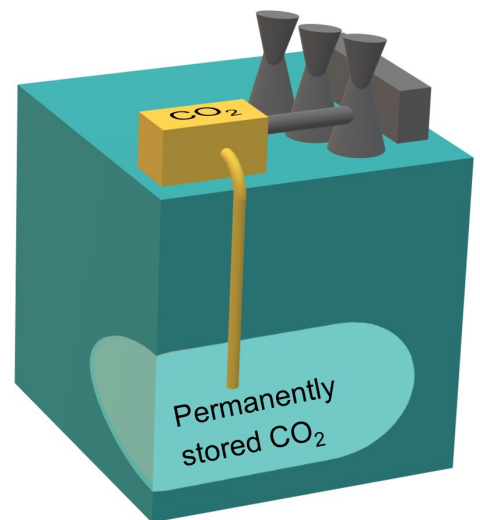
Benefits of enabling carbon storage

- supports emissions reduction and production of low-carbon hydrogen
- supports transition to a low-carbon economy
- allows businesses to take advantage of provincial and federal initiatives for carbon storage
- attracts investment and encourages innovation

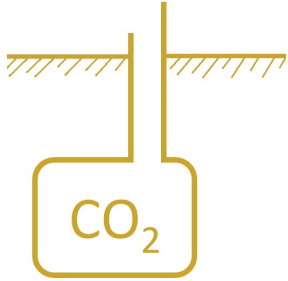
What is geologic carbon storage?

Carbon capture, utilization and storage, or CCUS, involves a broad suite of activities that capture, transport, use and store (sequester) carbon dioxide.

Geologic carbon storage is the permanent storage, or sequestration, of carbon dioxide in deep underground geologic formations.



Ontario's Roadmap towards Regulating Geologic Carbon Storage⁷



This roadmap outlines Ontario's plan for creating a framework for the regulation of geologic carbon storage.

The plan provides a clear path forward and the opportunity to work together with stakeholders, Indigenous communities and the public to build a framework that works for Ontario.

Clarify Intent

Starting in: Fall 2022

Propose changes to the Oil, Gas and Salt Resources Act to remove the prohibition related to geologic carbon storage.

Design Framework

Anticipated start: Summer/Fall 2023

Design a framework to regulate commercial-scale geologic carbon storage projects on Crown and private land.

Discussion Paper

January to March 2022

Received feedback through postings on the regulatory and environmental registries of Ontario.

Enable Demonstration

Anticipated start: Winter/Spring 2023

Propose legislative and regulatory changes to allow projects to test and demonstrate new activities, such as geologic carbon storage, initially on private land only.

Develop changes to enhance public safety and corporate accountability.

Refine and Adapt

Anticipated start: 2025 and beyond

Refine and adapt the framework for new activities and emerging technologies.

From: Godin, Nathalie (she,her | elle,la) (TC/TC) <nathalie.godin@tc.gc.ca>

Sent: November 25, 2022 4:43 PM

To: Customer Service <info@newmarket.ca>

Cc: MacMillan, Nicole <Nicole.MacMillan@tc.gc.ca>

Subject: Use of pleasure craft as commercial passenger vessels - Utilisation d'embarcations de plaisance comme bâtiments commerciaux à passagers

Importance: High



Transport Canada
Safety and Security

Transports Canada
Sécurité et sûreté

Tower C, Place de Ville
11th Floor
330 Sparks Street
Ottawa, ON K1A 0N8

Tour C, Place de Ville
11e étage
330, rue Sparks
Ottawa ON K1A 0N8

To whom it may concern
395 Mulock Drive P.O. Box 328
Newmarket
L3Y 4X7, ON
Info@newmarket.ca
905-895-5193

La version française suivra

SUBJECT: *Use of pleasure craft as commercial passenger vessels*

Dear Town of Newmarket,

In recent years, the emergence of online platforms and mobile applications which allow pleasure craft owners to list their vessels for rent, have made it easier for vessel owners to turn their underutilized assets into revenue generators. However, as with short-term property rental and ride sharing services (e.g., Airbnb, Uber, etc.), not all operators of these new small businesses are familiar with the laws and regulations governing them, in particular when the boat is rented with captain and crew.

Safety is Transport Canada's main priority. Transport Canada has no doubt that the safety of the vessels operated by users of these platforms, and the people on board them, is also considered a high importance by the operators of these services. However, to ensure all vessels being used through these sites are in compliance with applicable laws and regulations appropriate for their usage, Transport Canada Marine Safety and Security is undertaking enhanced outreach to help all owners and operators of these vessels become, or remain, safe and fully compliant with Canadian laws and regulations.

Our initial review of the vessels listed on these online platforms available to rent in Canada showed that while most are licensed as pleasure craft, many appear to be operating as commercial passenger vessels instead (please refer to the definitions in the attached document). As you are aware, the regulations, safety requirements and liability significantly differ from pleasure craft to commercial passenger vessel operations. Transport Canada will be working to help the owners and operators of these vessels understand and become familiar with these key differences, but we would also like to raise the differences with local municipality's such as yourself, so you have easy access to materials highlighting the applicable rules and requirements.

To this end, please find attached a document outlining key regulatory differences between these vessel types. Transport Canada has already forwarded these to owners of vessels listed on online platforms so they may understand their responsibilities to comply with Canadian laws and their applicable regulations. Transport Canada has developed the [Safe Boating Guide](#) to assist owners and operators remain in compliance with applicable regulations and to provide safe operating guidelines for vessels that are rented and operated as pleasure craft. Transport Canada has also developed two additional guidance instruments that would be helpful to the operators of vessels which are carrying passengers for hire.

These instruments are as follows:

- [The Small Commercial Vessel Safety Guide - TP 14070 E](#)
- [The Small Vessel Compliance Program \(SVCP\)](#)

Furthermore, Transport Canada has included a link to our website ([Transport Canada Website](#)) which will provide additional information to anyone using these online platforms in Canada. This information will help raise awareness and understanding of responsibilities when Canadians are choosing to rent a vessel.

Transport Canada is taking this opportunity to provide you with information in respect to our actions in response to this issue and looks forward to working together as necessary to keep our waterways safe for all boaters. Please contact, Nicole MacMillan, Boating Safety Officer, at (226) 402-4255, or Nicole.Macmillan@tc.gc.ca, should you have any questions regarding our response to this topic or require additional information.

Yours sincerely,

Nathalie Godin

Manager of Flagstate, Compliance & Enforcement (AMSDF)

Transport Canada / Government of Canada

Nathalie.godin@tc.gc.ca / Tel: (343) 571-4597

Cher Ville de Newmarket,

Ces dernières années, l'émergence de plateformes en ligne et d'applications mobiles, qui permettent aux propriétaires d'embarcations de plaisance de mettre leurs bâtiments en location, a facilité la tâche des propriétaires qui ont pu transformer leurs actifs sous-utilisés en générateurs de revenus. Toutefois, comme pour la location de biens à court terme et les services de covoiturage (Ex. Airbnb, Uber, etc.), les exploitants de ces nouvelles petites entreprises ne connaissent pas tous les lois et règlements qui les régissent, en particulier lorsque l'embarcation est louée avec capitaine et équipage.

La sécurité est la principale priorité de Transports Canada. Pour Transports Canada, il ne fait aucun doute que les exploitants accordent également une grande importance à la sécurité des bâtiments exploités par les utilisateurs de ces nouvelles plateformes, ainsi qu'à celle des personnes qui se trouvent à leur bord. Toutefois, pour s'assurer que tous les bâtiments utilisés par l'entremise de ces sites sont conformes aux lois et règlements applicables à leur utilisation, le département de Sécurité et sûreté maritimes de Transports Canada entreprend des activités de sensibilisation accrues pour aider tous les propriétaires et exploitants à demeurer ou à devenir sécuritaires et à se conformer entièrement aux lois et règlements canadiens.

Notre recherche initiale des embarcations répertoriées sur ces plateformes en ligne et disponibles pour la location au Canada a démontré que même si la plupart des opérateurs ont un permis d'embarcation de plaisance, un grand nombre d'entre eux semblent plutôt être exploités en tant que bâtiments commerciaux à passagers (veuillez-vous reporter aux définitions du document ci-joint). Comme vous le savez, les règlements, les exigences en matière de sécurité et les responsabilités diffèrent considérablement d'une embarcation de plaisance à un bâtiment commercial à passagers. Transports Canada s'efforcera d'aider les propriétaires et les exploitants à comprendre ces différences clés et à s'y familiariser, mais nous aimerions également démontrer ces différences auprès des principaux organismes d'application de la loi afin que vous ayez facilement accès à des documents soulignant les exigences applicables, dans le cas où des bâtiments ne seraient pas conformes dans les années à venir.

À cette fin, vous trouverez ci-joint un document soulignant les principales différences réglementaires et juridiques entre ces types de bâtiments. Transports Canada les a déjà transmis aux plateformes en ligne pour qu'elles les distribuent aux propriétaires d'embarcations afin qu'ils puissent comprendre leurs responsabilités en matière de respect des lois canadiennes et de leurs règlements applicables. Transports Canada a élaboré le [Guide de sécurité nautique](#) pour aider les propriétaires et les exploitants à demeurer en conformité avec les règlements et pour fournir des lignes directrices sur l'exploitation sécuritaire des embarcations qui sont louées et utilisées comme embarcations de plaisance. Transports Canada a également élaboré deux autres instruments éducationnels qui peuvent être utiles aux exploitants de bâtiments qui transportent des passagers contre rémunération.

Ces instruments sont les suivants :

- [Le Guide de sécurité des petits bâtiments commerciaux – TP 14070 F](#)
- [Le Programme de conformité des petits bâtiments \(PCPB\)](#)

En outre, Transports Canada a inclus un lien vers notre site Web ([site Web de Transports Canada](#)), qui donne des renseignements supplémentaires à toute personne utilisant ces

plateformes en ligne au Canada. Ces renseignements contribueront à sensibiliser les Canadiens et à leur faire comprendre leurs responsabilités lorsqu'ils choisissent de louer une embarcation.

Transports Canada profite de l'occasion pour vous donner des renseignements sur les mesures qui ont été prises en réponse à cette question et se réjouit à l'idée d'une collaboration, au besoin, pour assurer la sécurité de nos voies navigables pour tous les plaisanciers. Veuillez communiquer avec Nicole MacMillan, Officier de la sécurité nautique, par téléphone, au (226) 402-4255, ou par courriel, à l'adresse Nicole.Macmillan@tc.gc.ca, si vous avez des questions concernant notre réponse à ce sujet ou si vous souhaitez obtenir des renseignements supplémentaires.

Je vous prie d'accepter l'expression de mes sentiments distingués.

Nathalie Godin

Gestionnaire de l'état du pavillon, mise en application de la conformité et de l'exécution (AMSDF)

Transports Canada / Gouvernement du Canada

Nathalie.godin@tc.gc.ca / Tél: (343) 571-4597



What do you need to know

In Canada, vessels are defined and regulated by how they're used. This can make it hard to know if a vessel is a pleasure craft or not, since many vessels can be used for both work and fun.

What's a pleasure craft?

- Any vessel used only for fun (cruising, water sports, sport fishing), or hanging out with family and friends
- Includes vessels used to hunt or fish for your personal use (subsistence living) or daily activities (like taking your pleasure craft to work or school)

If you're using the vessel for **anything** other than just fun, it's a non-pleasure craft. This means that you need to follow the non-pleasure craft rules in the *Canada Shipping Act, 2001* and related regulations.

You **can** hire a captain or crew to operate a pleasure craft, but only if you use it for fun. Regardless of whether you own or rent your pleasure craft, **you're the only person who can hire and fire a captain and crew** of the pleasure craft.

What's a non-pleasure craft?

- Any vessel used for anything other than just having fun

If you're using a vessel for something other than just for fun, you must follow the non-pleasure craft rules in the *Canada Shipping Act, 2001* and related regulations.

Your vessel is considered a non-pleasure craft if you use it for activities such as:

- guided fishing and hunting trips
- carrying passengers for trips or transport
- workboats
- commercial fishing

Who's a passenger, who's a guest?

Canadian law defines a:

- "guest" as someone on a pleasure craft, but doesn't own or rent the pleasure craft
- "passenger" as someone on a non-pleasure craft that isn't the master, crew, or working on the vessel

Pleasure crafts can only carry guests, and people carried on board are not considered guests if you make money or profit off them. If you're taking friends or family out on your pleasure craft for fun and they split the cost of the fuel with you, they are still considered guests and the vessel is still a pleasure craft.

Examples of renting and hiring pleasure craft

Examples of renting and hiring pleasure craft	
You rent or hire a vessel from a company or owner and only use it for fun. You hire a master or crew to help operate the vessel. The captain or crew have no links to the rental company or vessel owner.	The company or person you rented/hired the vessel from isn't operating the vessel. As such, you have full control of hiring and firing decisions made regarding the captain and crew.

Examples of renting and hiring non-pleasure craft

Situation	Why is the vessel a "non pleasure craft"?
You rent or hire a vessel from a company or owner and use it to transport workers to and from a worksite.	You're using the vessel for a business activity.
You rent or hire a vessel from a company or owner just for fun and are told you must hire a captain or crew that is either: <ul style="list-style-type: none"> • the vessel's owner, or • chosen from a list given to you by the company or owner 	<p>You don't have full control of the vessel as the owner, master or crew have operational control of the vessel.</p> <p>In these situations, the vessel is considered a non-pleasure vessel, specifically a "passenger-carrying vessel" or "passenger vessel".</p>

For more information, please contact your regional Transport Canada Marine Safety Office or visit our website:

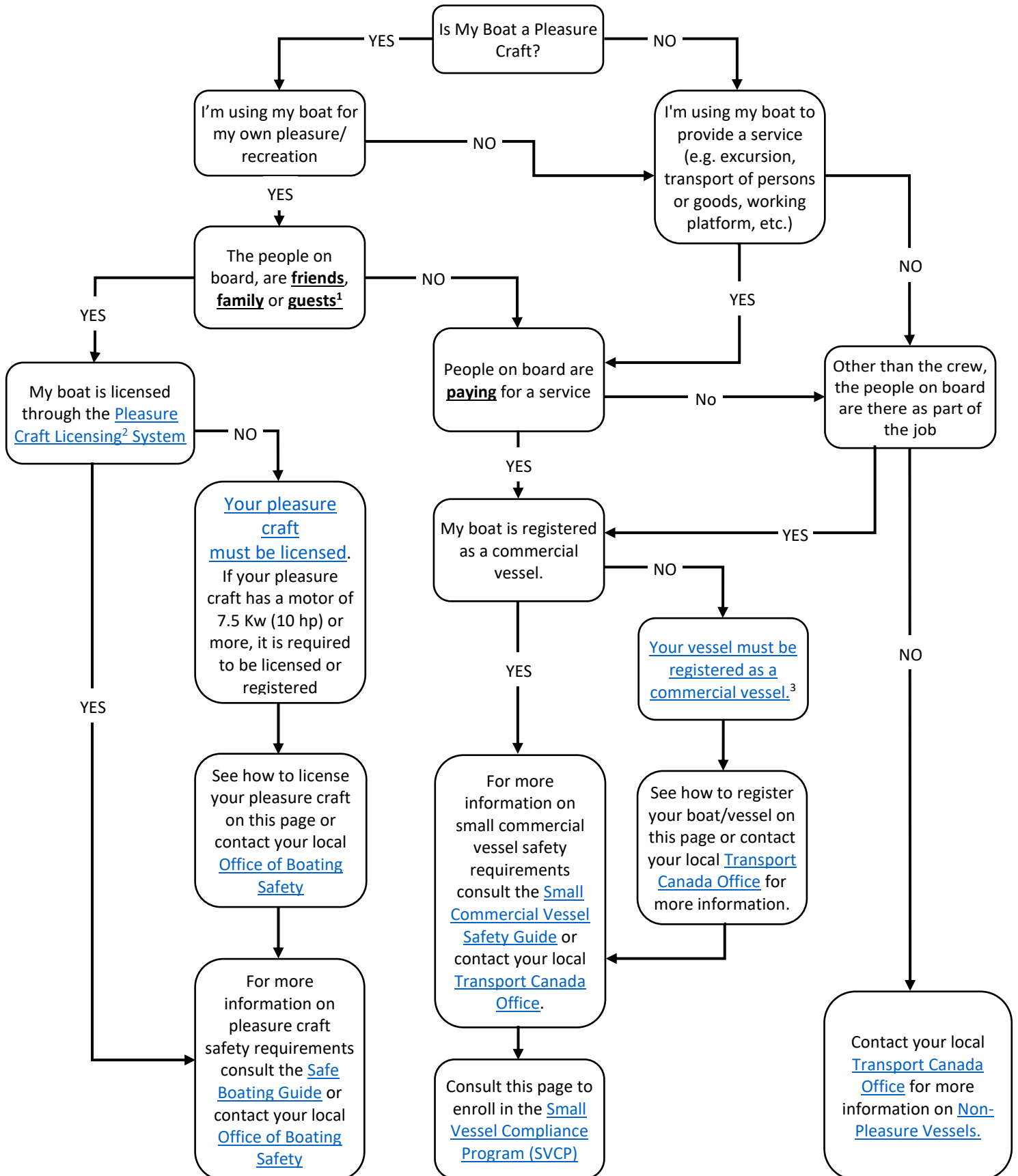
Pleasure craft

<https://tc.canada.ca/en/marine-transportation/marine-safety/office-boating-safety>

Non-pleasure craft

<https://tc.canada.ca/en/marine-transportation/vessel-inspection-certification/vessel-inspection-certification>

Is my boat a pleasure craft or non-pleasure craft?



1 Guests are people carried on board a vessel used exclusively for pleasure and without remuneration or any object of profit.

2 A pleasure craft license has a combination of letters and numbers that do not begin with C, for example 50E12345, 13K12345, BC123456

3 Exempted Classes of Vessels are listed in Part 1, Section 1.1 of the [Vessel Registration and Tonnage Regulations](#).



Corporate Services Department
Clerk's Office
CITY of STRATFORD
City Hall, P.O. Box 818
Stratford ON N5A 6W1

519-271-0250 Ext. 5237
Fax: 519-273-5041
www.stratford.ca

November 28, 2022

Right Hon. Justin Trudeau
Prime Minister of Canada
Office of the Prime Minister
80 Wellington Street
Ottawa, ON K1A 0A2

justin.trudeau@parl.gc.ca

Dear Prime Minister:

Re: Resolution – Funding and Support for VIA Rail Services

At their November 14, 2022, Regular Council meeting, Stratford City Council adopted a resolution petitioning the federal government to adequately fund and fully support VIA Rail Canada in increasing the frequency, reliability and speed of VIA Rail service.

A copy of the resolution is attached for your consideration. We kindly request your support and endorsement.

Sincerely,

Tatiana Dafoe
Clerk

Encl.
/ja

cc: Premier Doug Ford
MPP Matthew Rae
MP John Nater
Association of Municipalities of Ontario
Federation of Canadian Municipalities
All Ontario municipalities



THE CORPORATION OF THE CITY OF STRATFORD
Resolution: Funding and Support for VIA Rail Service

WHEREAS The Corporation of the City of Stratford supports the National Transportation Policy and Section 5 of the *Canada Transportation Act*, S.C. 1996, c. 10 (as amended), which states in part:

"a competitive, economic and efficient national transportation system that meets the highest practicable safety and security standards and contributes to a sustainable environment, makes best use of all modes of transportation at the lowest cost is essential to serve the needs of its users, advance the well-being of Canadians, enable competitiveness and economic growth in both urban and rural areas throughout Canada. Those objectives are achieved when:

(a) competition and market forces among modes of transportation, are prime agents in providing viable and effective transportation services;

(b) regulation and strategic public intervention are used to achieve economic, safety, security, environmental or social outcomes

(c) rates and conditions do not constitute an undue obstacle to the movement of traffic within Canada or to the export of goods from Canada;

(d) the transportation system is accessible without undue obstacle to the mobility of persons, including persons with disabilities; and

(e) governments and the private sector work together for an integrated transportation system."

WHEREAS the Government of Canada has stated: "*we are serious about climate change*" and "*smart investments in transit help connection communities We will continue to work with communities and invest in the infrastructure they need today and into the future*";

WHEREAS Abacus data has indicated that Canadians are focused on building transit to reduce congestion and connect communities;

WHEREAS the Canadian Transport Commission main finding at public hearings in 1977 was that there should be no further reductions to passenger rail services;

WHEREAS the frequency of VIA trains running in Canada has been reduced significantly since 1977, causing a subsequent significant drop in ridership;

WHEREAS there is a need for balanced transportation with more using transit and less using automobiles;

WHEREAS the changing demographic relating to house prices, housing affordability will require further expansions of transit;

WHEREAS there is a need to visit tourist sites located along rail lines;

WHEREAS the annual cost of congestion to the Greater Toronto Hamilton Area economy alone is between \$7.5 and \$11 billion;

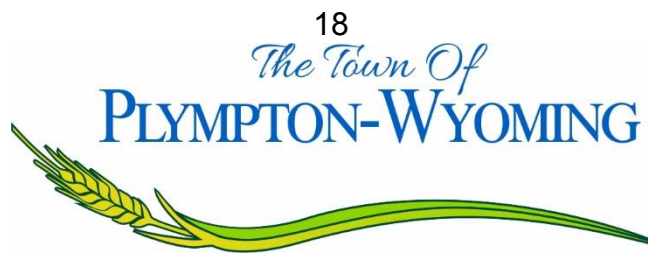
WHEREAS there are 10 million more vehicles on the road today than there were in 2000; and

WHEREAS the City of Stratford requests the support of this resolution from all communities served by VIA;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of The City of Stratford recommends to the Government of Canada to adequately fund and fully support VIA Rail Canada in increasing the frequency, reliability and speed of VIA rail service in 2022 and successive years.

Adopted by City Council of The Corporation of the City of Stratford on November 14, 2022

The Corporation of the City of Stratford, P.O. Box 818, Stratford ON N5A 6W1
Attention: City Clerk, 519-271-0250 extension 5329, clerks@stratford.ca



The Honourable Steve Clark, Minister
Ministry of Municipal Affairs and Housing
Office of the Minister
777 Bay Street, 17th Floor
Toronto, ON
M7A 2J3
minister.mah@ontario.ca

November 28th 2022

Re: Bill 23, More Homes Built Faster Act

Dear Minister Clark,

Please be advised that at the Regular Council Meeting on November 23rd 2022, the Council of the Town of Plympton-Wyoming passed the following motion, supporting the response from Prince Edward County in their letter dated November 15th, 2022 regarding Bill 23, *More Homes Built Faster Act*:

Motion 20

Moved by Deputy Mayor Netty McEwen

Seconded by Councillor Alex Boughen

That Council support item 'N' from Prince Edward County regarding a response to the More Homes Built Faster Act (Bill 23).

Motion Carried.

If you have any questions regarding the above motion, please do not hesitate to contact me by phone or email at dgiles@plympton-wyoming.ca.

Sincerely,

Denny Giles

Deputy Clerk

Town of Plympton-Wyoming

cc: The Honourable Doug Ford, Premier
Robert "Bob" Bailey, MPP, Sarnia – Lambton
All Ontario Municipalities

November 15, 2022

Please be advised that during the regular Council meeting of November 8, 2022 the following motion regarding a response to the *More Homes Built Faster Act* (Bill 23) was carried:

RESOLUTION NO. 2022-448

DATE: November 8, 2022

MOVED BY: Councillor Hirsch

SECONDED BY: Councillor MacNaughton

WHEREAS; there has been an exceptionally small timeframe to comment on the *More Homes Built Faster Act* (Bill 23);

WHEREAS; the bulk of the changes contemplated in Bill 23 will be enacted by regulation;

WHEREAS; those regulations have been published on the government of Ontario website for comment by November 24, 2022;

AND WHEREAS; the following elements of Bill 23 and its proposed regulations are not in the best interest of The County:

- provision regarding inclusionary zoning for affordable housing has a proposed limit of only 5% of units in a subdivision of 10 or more units which should be increased to 15% to be effective.
- provisions regarding the *Heritage Act* which would have the effect of forcing municipalities to quickly make designation decisions on all properties currently on the heritage register.
- provisions relating to the *Conservation Authorities Act* which would have the effect of removing the Conservation Authority from providing effective and necessary comments on planning applications.
- provisions relating to the *Conservation Authorities Act* which would allow development in certain wetlands on an offset basis.
- proposed changes to municipal development charged, parkland, dedication levies, and community benefits charges that may contradict the goal of building more housing in the long-term.



From the Office of the Clerk

The Corporation of the County of Prince Edward

T: 613.476.2148 x 1021 | F: 613.476.5727

clerks@pecounty.on.ca | www.thecounty.ca

THEREFORE, BE IT RESOLVED THAT; the Council of the Corporation of the County of Prince Edward advise the Provincial government that it does not support certain aspects of the More Homes Built Faster Act (Bill 23);

THAT; the Council of the Corporation of the County of Prince Edward direct the Mayor to submit objections with respect to the provisions listed above through the formal comment process within the timeframes for comment;

THAT; the Council of the Corporation of the County of Prince Edward advise the provincial government that it supports the submission made by Conservation Authorities in Ontario; and,

THAT; this resolution be shared with all 444 municipalities, FCM, AMCTO, AMO and Quinte Conservation.

CARRIED

Yours truly,

Catalina Blumenberg, **CLERK**



December 1, 2022

Karine Pelletier
Clerk-Treasurer
Township of McGarry
Via email

RE: motion dated September 13, 2022 regarding misogyny and hatred, and strengthening powers of the Integrity Commissioner the ability to recommend expulsion of members of council.

Dear Ms. Pelletier,

During the November 28, 2022 regular meeting of council, correspondence circulated to council regarding the above was discussed, with the following resolution of support was passed:

Moved: Bill Clark Seconded: Joel Field

*“THAT the Council of the Town of Petrolia support the Township of McGarry and their resolutions in relation to strengthening the powers of the Integrity Commissioner and the ability's to recommend the expulsion of councillors in circumstances of misogyny, hatred and all forms of discrimination;
AND THAT this support also be forwarded to the Ministry of Municipal Affairs and Housing.”*

Carried

Kind regards,

Original Signed

Mandi Pearson
Clerk/Operations Clerk

cc: Hon. Steve Clark, Minister of Municipal Affairs and Housing
MMAH
Bob Bailey, MPP Sarnia-Lambton
Municipalities of Ontario

Phone: (519)882-2350 • Fax: (519)882-3373 • Theatre: (800)717-7694
411 Greenfield Street, Petrolia, ON, N0N 1R0

www.town.petrolia.on.ca



From: Lindsay Raftis <lraftis@orangeville.ca>

Sent: December 2, 2022 10:52 AM

Subject: Town of Orangeville Response to Bill 23, More Homes Built Faster Act

Good morning,

Please see attached correspondence with respect to Bill 23, More Homes Built Faster Act. Please be advised that this matter was considered by Council at its meeting held on November 28, 2022 and Council adopted the following resolution:

Whereas there is a housing crisis in Ontario and delivering more housing that is affordable for all income levels is a priority for the Provincial Government shared by the Town of Orangeville;

And whereas Bill 23, the More Homes Built Faster Act, 2022, will make substantial changes to multiple pieces of legislation and supporting regulations aimed at increasing housing supply and improving housing affordability as part of Ontario's Housing Supply Action Plan for 2022-2023;

And whereas it is unclear how Bill 23 will improve housing supply and affordability since, as presented, Bill 23 will reduce environmental protection, heritage conservation, and quality urban design considerations in all development approval matters beyond such that is strictly related to housing;

And whereas there are measures included in Bill 23 that will significantly reduce development charge recoveries for growth-necessitated infrastructure and service improvements and it is unclear how such measures will translate directly to improving housing affordability for residents;

And whereas there are other challenges facing municipalities that affect housing supply beyond simply development costs and timelines, which will require further strategies by the Province to achieve its objectives of significantly increasing housing supply and affordability, including funding and accelerated implementation and approval support for significant municipal infrastructure expansions and upgrades;

And whereas while Council for the Town of Orangeville generally supports many of the revisions to provincial legislation where there is a clear connection to increasing housing supply and affordability, the Town of Orangeville concurs with the Association of Municipalities of Ontario's (AMO) recent submission to the Standing Committee for Bill 23 stating in-part that "the province has offered no evidence that the radical elements of the Bill will improve housing affordability (and) it is more likely that the bill will enhance the profitability of the development industry at the expense of taxpayers and the natural environment";

Therefore be it resolved that Council for the Town of Orangeville hereby requests the Province repeal Bill 23 until such time as further analysis, consideration of consultation feedback and meaningful engagement has occurred with municipalities and stakeholders;

And further that the Mayor be authorized to submit a letter to the Provincial Government which further addresses the comments and concerns of the Town of Orangeville with respect to Bill 23, generally as described in this Resolution;

And further that a copy of the Mayor's letter and a copy of this resolution be submitted through the Provincial commenting window for the More Homes Built Faster Act, 2022;

And further that it be circulated to The Honourable Doug Ford, Premier of Ontario, The Honourable Steve Clark, Minister of Municipal Affairs and Housing, The Honourable Michael Parsa, Associate Minister of Housing, The Honourable Sylvia Jones, Dufferin-Caledon Member of Provincial Parliament, all MPPs in the Province of Ontario, the Association of Municipalities of Ontario (AMO), and all Ontario municipalities.

Thank you,

Lindsay Raftis | Assistant Clerk | Corporate Services
Town of Orangeville | 87 Broadway | Orangeville, ON L9W 1K1
519-941-0440 Ext. 2242 | Toll Free 1-866-941-0440 Ext. 2215
lraftis@orangeville.ca | www.orangeville.ca

November 30, 2022

Hon. Steve Clark
Ontario Ministry of Municipal Affairs and Housing
777 Bay Street, 17th Floor
Toronto, ON M7A 2J3
Via Email: minister.mah@ontario.ca

Re: Bill 23, More Homes Built Faster Act

Dear Minister Clark,

Town of Orangeville acknowledges Bill 23, titled the More Homes Built Faster Act, 2022 is part of a long-term strategy to provide attainable housing options for families across Ontario. We at the Town understand that Bill 23 is focused on the provincial government's stated goal of having 1.5 million homes built over the next 10 years and aims to do so by reducing bureaucratic costs and delays in construction. While the Province's goals to resolve the housing crisis in the next decade is ambitious and necessary, it could potentially have unintended long-term financial and planning related consequences on municipalities, such as the Town of Orangeville.

On behalf of the Town of Orangeville Council, I put forward a list of concerns of potential unintended consequences arising from Bill 23:

1. Bill 23 could have a direct impact on the state of good repair mandate rolled out by the province in their recent legislation, O.Reg. 588/17. If growth is no longer paying for growth, that means **we may have to reallocate some of our lifecycle asset management dollars**, as required by the same legislation, towards growth related infrastructure.
2. Although we support the overarching message and intention of Bill 23 as it relates to housing affordability, we do question whether **overall quality of life and affordability of our citizens would be severely impacted due to higher taxes** and user fees. The Town of Orangeville has limited cost-recovery avenues, meaning Bill 23 may require cost-recovery within the recent Asset Management plan, resulting in a more significant infrastructure funding gap. This situation will be further exasperated if specific provisions of Bill 23 dilute our ability to cover infrastructure improvements through Development Charges.
3. Town of Orangeville is a fast-growing community with a comprehensive economic outlook for Industrial and Commercial developments. This could be compromised if we find ourselves having to **levy higher development charges for industrial, commercial and institutional (ICI) developments to mitigate loss of Residential Development Charges**.

4. Under the current climate of impending global inflation, the Town is already struggling to keep its service levels affordable. Without any direct financial incentive from the province such as interest-free loans from Infrastructure Ontario, **we will lose our ability to build capacity for growth in service areas like Water and Wastewater.**
5. Improving residential development efficiencies and costs by limiting the role and scope of Conservation Authorities (CA) in the planning approval process is unclear. Like many municipalities, Orangeville relies on Conservation Authority support to provide guidance on natural hazard avoidance and ecological protection to ensure that the provincial policy framework around these issues is upheld in our planning decisions. **If CAs are removed from this advisory role, we must find alternative means in assuring such policies remain adhered-to.** It is unclear how this would improve approval timing efficiencies or save costs to residential developments. It could inevitably shoulder more costs to development in subsidizing municipal costs and/or consultant peer review support.
6. Orangeville supports the province's objectives of lowering costs and improving efficiency for residential development to deliver more housing to Ontarians; However, like many municipalities, our challenges for facilitating more housing within our community are not simply costs and process inefficiencies for developments. Instead, we are challenged by our limited municipal land availability and servicing capacity constraints. We ask that the province **explore actionable measures and tangible resource deployment to support our efforts to increase our land supply and infrastructure servicing capacity.**

According to the Association of Municipalities of Ontario's (AMO) recent submission to the Steering Committee of Bill 23, it states "The province has offered no evidence that the radical elements of the bill will improve housing affordability. It is more likely that the bill will enhance the profitability of the development industry at the expense of taxpayers and the natural environment." As the frontline level of government, municipalities are also eager to resolve the housing crisis and are the most informed on what is needed to create complete communities that Ontarians want and expect. We ask that the province view us as one of the strategic partners in further refining the More Homes Built Faster Act, and open more robust channels of communication and consultation.

Sincerely,



Lisa Post
Mayor

CC Doug Ford, Premier of Ontario
The Honourable Michael Parsa, Associate Minister of Housing
The Honourable Sylvia Jones, Dufferin-Caledon Member of Provincial Parliament
Association of Municipalities of Ontario (AMO)
All Ontario Municipalities

From: Allison Adams <AAdams@malahide.ca>

Sent: December 6, 2022 1:45 PM

Good Afternoon,

Please find attached correspondence sent to the Federal Government to be included in their review of the Cannabis Act. At its regular meeting on December 1, 2022, Malahide Township Council passed the following resolution:

No. 22–278

Moved By: Mark Widner

Seconded By: Chester Glinski

THAT the Township of Malahide correspondence relating to the Federal Cannabis Act Review be circulated

Carried

As such, the following letter relating to the Federal Cannabis Act Review is attached for circulation.

Thanks,
Allison

Allison Adams – H.BA Political Science, AMP

Manager of Legislative Services/Clerk

Office: 519.773.5344 x222

Fax: 519.773.5334

Township of Malahide

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the TOWNSHIP of
MALAHIDE
A proud tradition, a bright future.



December 6, 2022

The Honourable Karen Vecchio, MP Elgin-Middlesex-London Karen.Vecchio@parl.gc.ca
 The Honourable Rob Flack, MPP Elgin-Middlesex-London rob.flack@pc.ola.org
 The Honourable Steve Clark, Minister of Municipal Affairs and Housing
steve.clark@pc.ola.org
 Association of Municipalities of Ontario (AMO) amo@amo.on.ca
 Rural Ontario Municipal Association (ROMA) romachair@roma.on.ca
 Municipalities of Ontario

RE: Federal Cannabis Act Review

At its regular meeting held on December 1, 2022 the Malahide Township Council passed the following Resolution:

No. 22-278

Moved By: Mark Widner

Seconded By: Chester Glinski

THAT the Township of Malahide correspondence relating to the Federal Cannabis Act Review be circulated.

Carried

As per the above resolution, please find attached a copy of this correspondence for your information and consideration.

Respectfully,

A Adams

Allison Adams,
 Manager of Legislative Services/Clerk



November 17th, 2022

Cannabis Act Legislative Review Secretariat
(sent via email: legreview-examenleg@hc-sc.gc.ca)
Health Canada
Address locator 03021
Ottawa, Ontario
K1A 0K9

To whom it may concern:

Re: Federal Cannabis Act Review

The purpose of this correspondence is to provide a formal response to the Federal Government's review of the *Cannabis Act*.

At its October 20th, 2022 Regular Meeting, Council for the Township of Malahide directed Township Administration to prepare and forward specific municipal impacts and costs in relation to current cannabis legislation to the federal government's cannabis legislation review process.

The Township of Malahide has incurred significant legal fees, council and staff time, and general community disruption, all pertaining to licenses issued under the federal Medical Cannabis Registration process. Township Council and staff time has cost taxpayers here approximately \$14,000 in the last 18 months alone, with additional incurred costs within the same time period of approximately \$8,000 for outside legal and other consulting advice.

The Township of Malahide is not against or opposed to cannabis, and appreciates the roles that both the federal and provincial governments provide in assisting municipalities. However, the Township believes that there are many improvements that can be made, especially in the areas of inspections, enforcement, and ensuring that operations and licenses issued for same are appropriate and take into consideration and minimize impacts on surrounding land uses.

As it currently stands, municipalities, especially smaller, rural municipalities such as Malahide, have little resources to effectively combat a situation where Health Canada has issued licenses for a scale of growing that would never seem appropriate on a residential property.

With the above concerns, the Township of Malahide fully supports the key messages of The Association of Municipalities of Ontario (AMO), which include: local governments,

residents, and communities continue to be concerned about multiple medical cannabis grow authorizations that can sometimes be located in one place; a concern that there is a lack of information on authorized operations in communities; and, local governments should be able to recoup the costs associated with enforcement related to medical cannabis grows, with a portion of any fines and licensing fees collected being transferred to municipalities to cover the local cost of enforcement.

Thank you for the opportunity to provide comment.

Respectfully,



Adam Betteridge, MCP, RPP
Chief Administrative Officer, Township of Malahide
abetteridge@malahide.ca

cc:

- Township of Malahide Council
- The Association of Municipalities of Ontario (AMO) c/o Craig Reid (creid@amo.on.ca) and Daniela Spagnuolo (dspagnuolo@amo.on.ca)



Hon. Doug Ford, Premier of Ontario
Hon. Steve Clark, Minister of Municipal Affairs and Housing

SENT BY EMAIL

December 8, 2022

Re: Opposition to Bill 23, More Homes Built Faster Act

Further to the meeting on December 6, 2022, the Council of the Corporation of the Municipality of Marmora and Lake passed the following motion:

MOTION2022-293

Moved by Councillor Ron Derry
Seconded by Deputy Mayor Mike Stevens

Be it resolved that the correspondence from the County of Norfolk and the Town of Aurora dated November 17th and November 23rd, 2022, Re Opposition to Bill 23, More Homes Built Faster Act, 2022 be received; and

Further that Council of the Municipality of Marmora and Lake supports the resolution from the County of Norfolk and the Town of Aurora to request that the Government of Ontario halt the legislative advancement of Bill 23, More Homes Built Faster Act, 2022 to enable fulsome consultation with Municipalities and to request the Ministry of Municipal Affairs and Housing extend the commenting period for all components of the proposed Bill 23 to at least January 15, 2023 to allow for a more informed consultation period; and

Further that this resolution be circulated to the Minister of Municipal Affairs and Housing, the Association of Municipalities of Ontario, the Honourable Doug Ford, Premier of Ontario and all Ontario Municipalities.

Carried

I trust this is the information you require, however, should additional clarification be required do not hesitate to contact me at your convenience.

Sincerely,

Jennifer Bennett,
Deputy Clerk/Communications Director
613-472-2629 ext. 2232
jbennett@marmoraandlake.ca

Copy: Association of Municipalities of Ontario (AMO)
All Ontario Municipalities