

ORDRE DU JOUR

Agenda

Séance régulière du conseil qui aura lieu
à 19 h 00, le mercredi 27 septembre 2023
*Regular council meeting scheduled for Wednesday,
September 27, 2023 at 7:00 p.m.*

1. OUVERTURE CALL TO ORDER

- Reconnaissance des terres autochtones par la Mairesse / *Indigenous land acknowledgement by the Mayor;*

2. PRÉSENCE ROLL CALL

	In attendance	Absent	With Notice	Without Notice
Mayor Beverly Nantel				
Councillor Hélène Perth				
Councillor Luc Lévesque				
Councillor Julila Hemphill				
Councillor Krystel Lévesque				
CAO-Clerk				
Treasurer/Tax Collector				
Infrastructure Superintendant				
Misc. Municipal Employees				

3. APPEL ET DÉCLARATION D'INTÉRÊT PÉCUNIAIRE DECLARATION OF CONFLICT

4. ADOPTION DE L'ORDRE DU JOUR APPROVAL OF AGENDA

5. ADOPTION DES PROCÈS-VERBAUX
ADOPTION OF MINUTES

- 5.1 Procès-verbal daté du 13 septembre 2023 de la réunion régulière du conseil municipal / *Regular Municipal Council meeting minutes dated September 13, 2023;*

6. DÉLÉGATIONS
DELEGATIONS

- 6.1 Sylvain Tremblay, résident de la communauté au sujet de concerns variés / *Sylvain Tremblay, resident of the community with regards to various concerns;* et / and
- 6.2 Gilles Dubreuil, résident de la communauté au sujet du niveau d'eau élevé du lac vert / *Gilles Dubreuil, resident of the community with regards to the Green Lake high water level;*

7. CORRESPONDANCE
CORRESPONDENCE

- 7.1 Procès-verbal daté du 1 mars 2023 du Groupe des maires nord-est-supérieur / *North East Superior Mayors Group meeting minutes dated March 1, 2023;* et / and **(Information / Resolution)**
- 7.2 Lettre datée du 13 septembre 2023 du Ministère du Solliciteur général au sujet du cadre du conseil de détachement de l'PPO / *Letter dated September 13, 2023 from the Minister of the Solicitor General with regards to the OPP Detachment Board Framework;* et / and **(Information / Resolution)**
- 7.3 Inspection d'un plan de brûlage dirigé de déchets de coupe approuvé par le MRNF pour la forêt Nagagami / *Inspection of MNR-Approved prescribed burn plan for slash pile burning for Nagagami Forest;* et / and **(Information / Resolution)**
- 7.4 Résolution datée du 5 septembre 2023 de la Municipalité de Wawa au sujet du projet pilote d'immigration dans les régions rurales et du Nord / *Resolution dated September 5, 2023 from the Municipality of Wawa with regards to the Rural and Northern Immigration Pilot Project (RNIP);* et / and **(Support / Resolution)**
- 7.5 Lettre datée du 11 septembre 2023 de la Ville de Hamilton au sujet d'une demande de support concernant une demande d'abandon du développement de la ceinture verte / *Letter dated September 11, 2023 from the City of Hamilton with regards to a request for support concerning*

request to abandon the Greenbelt Development; et / and **(Support / Resolution)**

7.6 Lettre datée du 8 septembre 2023 de la Corporation de la Ville de Grimsby au sujet d'une demande de support concernant l'établissement d'un revenu minimum vital garanti / *Letter dated September 8, 2023 from the Corporation of the Town of Grimsby with regards to a request for support concerning establishing a guaranteed livable income; et / and* **(Support / Resolution)**

7.7 *Lettre et résolution pour soutenir l'EMNO et la pénurie de médecins / Letter and resolution to support NOSM and physician shortage; (Support / Resolution)*

8. RAPPORT DES COMITÉS ET DÉPARTEMENTS **REPORTS FROM COMMITTEES AND DEPARTMENTS**

8.1 Révision et discussion de l'Arrêté-municipal no. 2023-50 pour réglementer le stationnement et la circulation / *Review an discussion of By-Law No. 2023-50 to regulate parking and traffic; et / and* **(Resolution)**

8.2 Note de service interne datée du 21 septembre 2023 de la Trésorière au sujet du renouvellement annuel de notre programme d'assurance municipal / *Inter-office memo dated September 21, 2034 from the Treasurer with regards to the yearly renewal of our Municipal Insurance Program; et / and* **(Resolution)**

8.3 Procès-verbal daté du 20 juin 2023 de la CDEC / *CDEC meeting minutes dated June 20, 2023; et / and* **(Resolution)**

8.4 Lettre datée du 18 septembre 2023 du Ministère des Affaires municipales et du Logement au sujet du logement abordable / *Letter dated September 18, 2023 from the Ministry of Municipal Affairs and Housing with regards to affordable housing; et / and* **(Resolution)**

8.5 Discussion générale concernant des sujets variés municipaux / *General discussion with regards to various municipal subjects; (Information / Resolution)*

9. APPROBATION DES RÉGISTRE DE CHÈQUES **APPROVAL OF CHECK REGISTER**

9.1 Rapport pour le Conseil (registre des chèques pour 2023) daté du 21 septembre 2023 (liste A) / *Council Board Report (cheque register for 2023) dated September 21, 2023 (list A); et / and* **(Resolution)**

9.2 Rapport pour le Conseil (registre des chèques pour 2023) daté du 21 septembre 2023 (liste B – Visa / Virement électronique) / *Council Board*

10. RÉGLEMENTS
BY-LAWS

- 10.1 Arrêté-municipal no. 2023-64, étant un règlement visant à confirmer les travaux du Conseil de la Corporation du Canton de Dubreuilville à sa séance régulière tenue le 27 septembre 2023 / *By-Law No. 2023-64, being a By-law to confirm the proceedings of the Council of the Corporation of the Township of Dubreuilville at its regular meeting held on September 27, 2023*; et / and **(Resolution)**
- 10.2 Arrêté-municipal no. 2023-65, étant un règlement pour considérer qu'une partie d'un lotissement n'est pas un plan de lotissement enregistré pour les lots correspondant à l'origine aux NIP 31128-0017 (LT) et 31128-0064 (LT) / *By-Law No. 2023-65, being a By-law to deem a part of a subdivision not to be a registered plan of subdivision against the lots originally being PINs 31128-0017 (LT) and 31128-0064 (LT)*; et / and **(Resolution)**
- 10.3 Arrêté-municipal no. 2023-66, étant un règlement pour nommer une Coordinatrice de bureau / *By-Law No. 2023-66, being a By-law to appoint a Office Coordinator*; et / and **(Resolution)**
- 10.4 Arrêté-municipal no. 2023-62, étant un règlement pour régler et de gouverner le cimetière Ste-Cécile (Dubreuilville) conformément à la Loi de 2002 sur les services funéraires, d'inhumation et de crémation, L.O. 2002, c. 33 / *By-Law No. 2023-62, being a By-law to regulate and govern the Ste-Cécile (Dubreuilville) Cemetery pursuant to the Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c. 33*; et / and **(Resolution)**
- 10.5 Arrêté-municipal no. 2023-63, étant un règlement pour régler l'accès et l'utilisation des parcs municipaux, de la plage municipale, du parc Strongman et du terrain de balle de la Corporation du Canton de Dubreuilville / *By-Law No. 2023-63, being a By-law to regulate the access and use of the municipal parks, municipal beach, Strongman Park and ballfield of the Corporation of the Township of Dubreuilville*; et / and **(Resolution)**
- 10.6 Arrêté-municipal no. 2023-67, étant un règlement pour amender le règlement no. 2021-11, étant un règlement pour établir des redevances et des frais d'utilisations administrés par la Corporation du Canton de Dubreuilville / *By-Law No. 2023-67, being a By-law to amend By-Law No. 2021-11, being a By-law to establish user fees and charges administered by the Corporation of the Township of Dubreuilville*; **(Resolution)**

11. AJOUT
ADDENDUM

12. ASSEMBLÉE A HUIS CLOS
CLOSED SESSION

13. AJOURNEMENT
ADJOURNMENT



THE CORPORATION OF THE TOWNSHIP OF DUBREUILVILLE

-MINUTES-

Regular Council Meeting held on
September 13, 2023, at 7:00 p.m.
Council Chambers

PRESENT: Mayor B. Nantel
Councillor, H. Perth
Councillor L. Lévesque
Councillor K. Lévesque

ABSENT: Councillor J. Hemphill

STAFF: CAO-Clerk, Shelley B. Casey

Mayor Beverly Nantel called the meeting to order at 7:03 p.m.

23-236 Moved By: Councillor H. Perth
Seconded By: Councillor K. Lévesque

Whereas that the agenda for the regular municipal council meeting dated September 13, 2023, be adopted as submitted.

Carried

23-237 Moved By: Councillor H. Perth
Seconded By: Councillor K. Lévesque

Whereas that the Council of the Corporation of the Township of Dubreuilville hereby wishes to receive and approve the following municipal council meeting minutes as submitted:

- Regular Municipal Council meeting minutes dated August 9, 2023.

Carried

23-238 Moved By: Councillor H. Perth
Seconded By: Councillor K. Lévesque

Whereas that the following be received as information only:

7.1 Letter dated August 22, 2023, from the Ministry of Municipal Affairs and Housing, Office of the Minister with regards to Building Faster Fund; and

- 7.2 Letter dated September 6, 2023, from the Ontario Provincial Police, Municipal Policing Bureau, with regards to the distribution of police record check revenue to municipalities.

Carried

- 23-239** Moved By: Councillor K. Lévesque
Seconded By: Councillor H. Perth

Whereas that the Council of the Corporation of the Township of Dubreuilville hereby wishes to receive and approve the attached letter dated August 11, 2023, from the Township of Severn with regards to a request for support concerning Climate Emergency Just Transition Transfer (JTT), as presented.

Carried

- 23-240** Moved By: Councillor K. Lévesque
Seconded By: Councillor H. Perth

Whereas that the Council of the Corporation of the Township of Dubreuilville hereby wishes to receive and approve the attached letter dated July 7, 2023, from the Corporation of the Town of Amherstburg with regards to a request for support concerning local emergency response system and gaps in healthcare, as presented.

Carried

- 23-241** Moved By: Councillor H. Perth
Seconded By: Councillor K. Lévesque

Whereas that the Council of the Corporation of the Township of Dubreuilville hereby wishes to receive and approve the attached letter dated August 14, 2023, from the Corporation of the Township of Emo with regards to a request for support concerning black ash tree classification as “endangered” under the Endangered Species Act, as presented.

Carried

- 23-242** Moved By: Councillor H. Perth
Seconded By: Councillor K. Lévesque

Whereas that the Council of the Corporation of the Township of Dubreuilville hereby wishes to receive and approve the attached resolution dated August 16, 2023, from the Corporation of the township of Hornepayne with regards to a request for support concerning the Rural and Northern Immigration Pilot Project catchment area, as presented.

Carried

- 23-243** Moved By: Councillor H. Perth
Seconded By: Councillor K. Lévesque

Whereas that the Council of the Corporation of the Township of Dubreuilville does hereby wish to receive and approve the attached letter dated June 7, 2023, from J. Provost Contracting Ltd with regards to their request to receive municipal consent approval authorization for work permit for the installation of buried electrical cable for site servicing at 9 Industrial Park as per associated connection plan attached, and following the terms and conditions of By-Law No. 2121-16, as presented.

Carried

23-244 Moved By: Councillor H. Perth
Seconded By: Councillor K. Lévesque

Whereas that the Council of the Corporation of the Township of Dubreuilville does hereby wish to receive and approve the attached letter dated August 17, 2023, from the Community Network Partners Inc. with regards to their request to receive municipal consent approval authorization for work permit for the installation of buried fiber cable for site servicing at Alamos Gold Inc. northerly dormitories on Goudreau Road as per associated connection plan attached, and following the terms and conditions of By-Law No. 2121-16, as presented.

Carried

23-245 Moved By: Councillor H. Perth
Seconded By: Councillor K. Lévesque

Whereas that the Council of the Corporation of the Township of Dubreuilville does hereby wish to receive and approve the attached Northern Works Final Report and Digital Performance update, as presented.

Carried

23-246 Moved By: Councillor H. Perth
Seconded By: Councillor K. Lévesque

Whereas that the attached Council Board Report (cheque register for 2023, list A) dated September 7, 2023, in the amount of \$1,053,060.22, be approved for payment.

Carried

23-247 Moved By: Councillor L. Lévesque
Seconded By: Councillor K. Lévesque

Whereas that the attached Council Board Report (cheque register for 2023, list B – Visa/Etransfer) dated September 7, 2023, in the amount of \$49,956.49, be approved for payment.

Carried

23-248 Moved By: Councillor H. Perth
Seconded By: Councillor K. Lévesque

Whereas that By-Law No. 2023-53, being a By-law to confirm the proceedings of the Council of the Corporation of the Township of Dubreuilville as its regular meeting held on September 13, 2023, be adopted as presented.

Carried

23-249 Moved By: Councillor H. Perth
Seconded By: Councillor K. Lévesque

Whereas that By-Law No. 2023-54, being a By-law to appoint an Office Administrator, be adopted as presented.

Carried

23-250 Moved By: Councillor L. Lévesque
Seconded By: Councillor K. Lévesque

Whereas that By-Law No. 2023-55, being a By-law to authorize the execution of an Agreement for the Tenancy of a municipal commercial lot between Chris Rancourt and Danielle DelGuidice / FRIES N MORE and the Corporation of the Township of Dubreuilville, be adopted as presented with the following changes: 2 years only.

Carried

23-251 Moved By: Councillor H. Perth
Seconded By: Councillor L. Lévesque

Whereas that By-Law No. 2023-56, being a By-law to authorize the execution of a Grant Agreement between the Government of Canada / Federation of Canadian Municipalities and the Corporation of the Township of Dubreuilville for the Municipal Asset Management Program, be adopted as presented.

Carried

23-252 Moved By: Councillor L. Lévesque
Seconded By: Councillor K. Lévesque

Whereas that By-Law No. 2023-57, being a By-law to amend By-Law No. 2017-49, being a By-law to authorize the execution of an ATM lease agreement with the Royal Bank of Canada, be adopted as presented.

Carried

23-253 Moved By: Councillor H. Perth
Seconded By: Councillor K. Lévesque

Whereas that By-Law No. 2023-58, being a By-law to deem a part of subdivision not to be a registered plan of subdivision against the lots originally being PINS 31128-0123 and 31128-0122 (LT), adopted as presented.

Carried

23-254 Moved By: Councillor H. Perth
Seconded By: Councillor L. Lévesque

Whereas that By-Law No. 2023-59, being a By-law to deem a part subdivision not to be a registered plan of subdivision against the lots originally being PINS 31128-0458 (LT), be adopted as presented.

Carried

23-255 Moved By: Councillor K. Lévesque
Seconded By: Councillor H. Perth

Whereas that By-Law No. 2023-60, being a By-Law to authorize the execution of the attached Agreement of Purchase and Sale between the Corporation of the Township of Dubreuilville and Paul Desgagné, be adopted as presented.

Carried

23-256 Moved By: Councillor L. Lévesque
Seconded By: Councillor H. Perth

Whereas that By-Law No. 2023-61. Being a By-law to deem a part of a subdivision not to be a registered plan of subdivision against the lots originally being PINS 31128-0235 (LT), 31128-0032 (LT) and 31128-0251 (LT), be adopted as presented.

Carried

23-257 Moved By: Councillor K. Lévesque
Seconded By: Councillor H. Perth

Whereas that By-Law No. 2023-62, being a By-law to regulate and govern the Ste-Cécile (Dubreuilville) Cemetery pursuant to the Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c. 33, be read a first and second time, as presented.

Carried

23-258 Moved By: Councillor K. Lévesque
Seconded By: Councillor H. Perth

Whereas that By-Law No. 2023-63, being a By-law to regulate the access and use of the municipal parks, municipal beach, Strongman Park and ballfield of the Corporation of the Township of Dubreuilville, be read a first and second time, as presented.

Carried

23-259 Moved By: Councillor H. Perth
Seconded By: Councillor K. Lévesque

Whereas that we adjourn to go in closed session at 8:21 p.m.

- 12.1 The meeting is held for the purpose of a proposed or pending acquisition or disposition of land by the municipality or local board; (Municipal Act, 2001, S.O. 2001, c. 25, s. 239 (2) (c)); and
- 12.2 The meeting is held for the purpose of discussing personal matters about an identifiable individual, including municipal or local board employees (Municipal Act, 2001, S.O. 2001, c. 25, s. 239 (2) (b)).

Carried

23-260 Moved By: Councillor H. Perth
Seconded By: Councillor L. Lévesque

Whereas that we reconvene in regular municipal council meeting at 9:09 p.m.

Carried

23-261 Moved By: Councillor H. Perth
Seconded By: Councillor K. Lévesque

Whereas that this regular municipal council meeting dated September 13, 2023, hereby adjourn at 9:09 p.m.

Mayor

CAO/Clerk



**Northeast Superior Mayors Group Meeting
Wednesday, March 1st, 2023 - 10:00 a.m.
Zoom Call**

MINUTES

1. CALL TO ORDER & NOTE MEMBERS PRESENT

The meeting was called to order at 10:01 a.m. by Mayor Pilon.

Present:

Shelley Casey, CAO/Clerk, Dubreuilville
Mayor Melanie Pilon, Wawa
Florence MacLean, CAO, Manitouswadge
Mayor Cheryl Fort, Hornepayne
Aileen Singh, CAO/Clerk, Hornepayne
Julie Roy-Ward, CAO, White River
Mayor Tara Hart, White River
Tracy Amos, SECFDC General Manager
Mayor Jim Moffat, Manitouswadge
Maury O'Neill, CAO/Clerk, Wawa
Mayor Ryan Bignucolo, Chapleau
Linda Bouchard-Berzel, MND, Wawa
Heidi Trudeau, SECFDC CD Officer

Regrets:

Denis Duguay, CAO, Chapleau
Mayor Beverly Nantel, Dubreuilville
Mike Mantha, MPP
Carol Hughes, MP
Marilyn Parent-Lethbridge, Deputy Clerk,
White River

Guests:

None

Media: None

Public: None

2. LAND ACKNOWLEDGEMENT

3. WELCOME TO NEW MAYORS

Introductions of members of the group to welcome SECFDC new Community Development Officer, Heidi Trudeau.

4. REVIEW OF ADDENDUM AND APPROVAL OF AGENDA

Moved by: Mayor Hart

Seconded by: Mayor Fort

R. Verbal

RESOLVED THAT the agenda for the Northeast Superior Mayors Group as of Wednesday, March 1st, 2023, be approved,

CARRIED.

5. ANNOUNCEMENTS

Nil

6. DECLARATION OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

Nil

7. APPROVAL OF MINUTES

Moved by: Mayor Moffat Seconded by: Mayor Fort R. Verbal

RESOLVED THAT the minutes of the Northeast Superior Mayors Group meeting, held on Thursday January 12th, 2023, be approved with the correction to Aileen Singh job title be changed from Deputy CAO/Clerk to CAO/Clerk.

CARRIED.

Business Arising from Minutes:

Nil

8. DELEGATIONS AND VISITORS

Nil

9. Old Business

9.1 Outstanding Listing

The group went through the Outstanding Listing and updated it.

10. NEW BUSINESS

10.1 Delegation package for Drive Test

Mayor Fort asked the group who will be attending the good roads conference. Mayor Moffat, Mayor Bignucolo will be attending and stated they would attend the delegation meeting with Mayor Fort. Mayor Pilon, Mayor Hart, and Mayor Nantel will not be able to attend however will provide letters of support. Mayor Fort requested that all letters of support or further information to be included in the package be sent to Aileen. All information to be sent before March 17th. Mayor Fort also stated that the delegation package will be sent to the group at large for review before being submitted.

11. GENERAL DISCUSSION - ROUNDTABLE:

Mayor Pilon left the meeting at 10:59 am. Mayor Fort became chairperson.

Hornepayne

- Gail is now officially retired, a retirement party was held for her. The transition to Aileen in the role has been going well.
- Curling season continues in Hornepayne.
- The hotel is set to start construction in April 2023.
- Rideout Bay to be in the community later this month.
- Looking at some more affordable housing proposals and are looking into one that looks promising.
- Government Wayfinders doing refresh to strategic plan. Staff currently being interviewed and final report to be received by the end of April.
- Looking at moving their budgeting process to November so staff can begin the new year with a set budget.
- Mayor Fort announced that she is the Vice chair of ADSAB board.
- Mayor Fort is vice president to Northeastern Ontario Municipal Association that includes Hornepayne, the Hwy 11 corridor down to Cochrane. The Mayor of Cochrane is the President of this group. She mentioned this to this Mayor's Group as a venue for possible collaborations in the future if need be.

White River

- The township hall and other buildings received an IT upgrade.
- New fire truck has been ordered and should be delivered in 18 months.
- Building up a new volunteer base as they were down to 3 individuals who would always show up to events. Currently have 20 volunteers planning a Winter Carnival.
- The landfill is having upgrades and expansions being completed to it.
- April 7th TVO documentary on Budd car that travels from Sudbury to White River from 7pm-10-pm. Going to have this recorded for viewing. The Budd car brings a lot of business to the community.

Manitouwadge

- The ski hill is open with free rentals for everyone.
- Water lines maintenance and repairs completed by Provost.
- Held their Frosty Days and everything went well.
- Grant applications being submitted for Community Centre roof repair. Eventually applications will be made to upgrade or replace the ski chalet. The ski hill has had a greater than expected use of the facility this is due in part to the free ski rentals. This is being seen as a possible tourism revenue source in the future.

Dubreuilville

- Argonaut and Alamos are quite busy. Argonaut should be in full operations for second quarter of 2023. Alamos is working on upgrading their shaft which brings construction workers to the community.
- Looking at an affordable 18 unit housing complex with two bedrooms each. Working at putting in an application with the Rapid Housing Initiative to be submitted by March 15th. If approved, they should receive 100% funding and would be 9 months turn around to completed project.
- Other complex with Rideout that has partnered with Municipality and the two mines to be started this spring. This will be a 22-unit apartment complex.
- Construction of new landfill to begin this summer. Working with the two mines on this project.
- Fibre has been to all the homes since last fall. 5% of population not connected but that has to do with it being winter.
- Supposed to have expansion to main commercial building Fresh Mart, Home Hardware and post office. Subway possibly coming to the community and would be housed there.
- 5-year review of OP and Zoning.
- Health and Safety bylaw officer in place since last August. Working on upgrading some of their bylaws to match up with their ANT program they are putting in place.

Wawa

- 5 year capital and operational budget presented to council. A recommendation of 3.8% levy increase to help with increasing prices. This was part of a 10-year capital and operational budget completed by the consultation group Watson and associates. Funded through Municipal Affair Modernization program. At this time funding is no longer available through this fund.
- 5 year Tourism plan summary to be presented to council next week. This can be shared with the group at the next meeting.
- Municipality has lost Ontario Municipality funding which means a loss of \$50,000. Since 2018 this means \$350,000.00 of lost revenue.
- A user fee survey being completed. Suggestion made that the Mayor's group share their user fee and capital budgets with each other to possible share resources on projects.
- At the next meeting that if any delegations are needed to be formed to attend FONOM that we discuss it then. FONOM board to be in Wawa next week for a meeting.
- Annual fish derby happening this coming weekend.

12. NEXT MEETING

- After some discussion it was determined that the next Mayor's Group meeting will be held on Wednesday, June 7th, 2023 at 10am.

13. MEETING CLOSE

Moved by: Mayor Moffat

Seconded by: Mayor Hart

R. Verbal

RESOLVED THAT; the meeting closed at 11:14 a.m.

CARRIED.

Ministry of the Solicitor General

Strategic Policy Division
Office of the Assistant Deputy Minister

25 Grosvenor Street, 9th Floor
Toronto ON M7A 1Y6
Tel: 416 212-4221

Ministère du Solliciteur général

Division des politiques stratégiques
Bureau du sous-ministre adjoint

25, rue Grosvenor, 9^e étage
Toronto ON M7A 1Y6
Tél. : 416 212-4221



Maury O'Neill
CAO
Municipality of Wawa
moneill@wawa.cc

September 13, 2023

Greetings Maury O'Neil,

Thank you for submitting your proposal for the Ontario Provincial Police (OPP) detachment board framework. Your patience has been greatly appreciated while all proposals went through a thorough review process.

At this time, I am pleased to confirm that the Superior East OPP detachment board proposal has been approved by the Solicitor General to the next step in finalizing the board compositions, which is posting the composition on the Ontario Regulatory Registry (ORR). The ministry is currently working on drafting the regulation, which is expected to be available on the Ontario Regulatory Registry (ORR) for public comment in the summer or fall. Posting of the regulation is one of the last steps before the regulation can be finalized in advance of bringing the *Community Safety and Policing Act, 2019 (CSPA)* into force in early 2024.

The following board composition(s) have been approved for posting.

Board	Communities Serviced	Council Seats	Community Representative Seat(s)	Provincial Appointment Seat(s)	Total Seat(s)
1	Chapleau Township, Dubreuilville Township, Hornepayne Township, Municipality of Wawa, White River Township, Michipicoten First Nation, Hornepayne First Nation	5	2	2	9

On behalf of the Ministry of the Solicitor General, I would like to express my appreciation to all the communities involved in the proposal development process. I acknowledge and value the significant efforts undertaken to create a proposal for a detachment board that

addresses the unique needs of each community that receives OPP policing services in your detachment. As the proposal lead, I kindly request that you disseminate this correspondence to all communities serviced by the proposed detachment board.

The ministry is planning to share more guidance as soon as possible on next steps, with the understanding that municipalities and First Nations require time to plan for the implementation of OPP detachment boards before the CSPA comes into force.

If you have any questions or concerns in the meantime, please contact Devendra Sukhdeo, Senior Policy Advisor, Public Safety and Policing Policy Unit (PSPPU), Strategic Policy Division, at Devendra.Sukhdeo@ontario.ca.

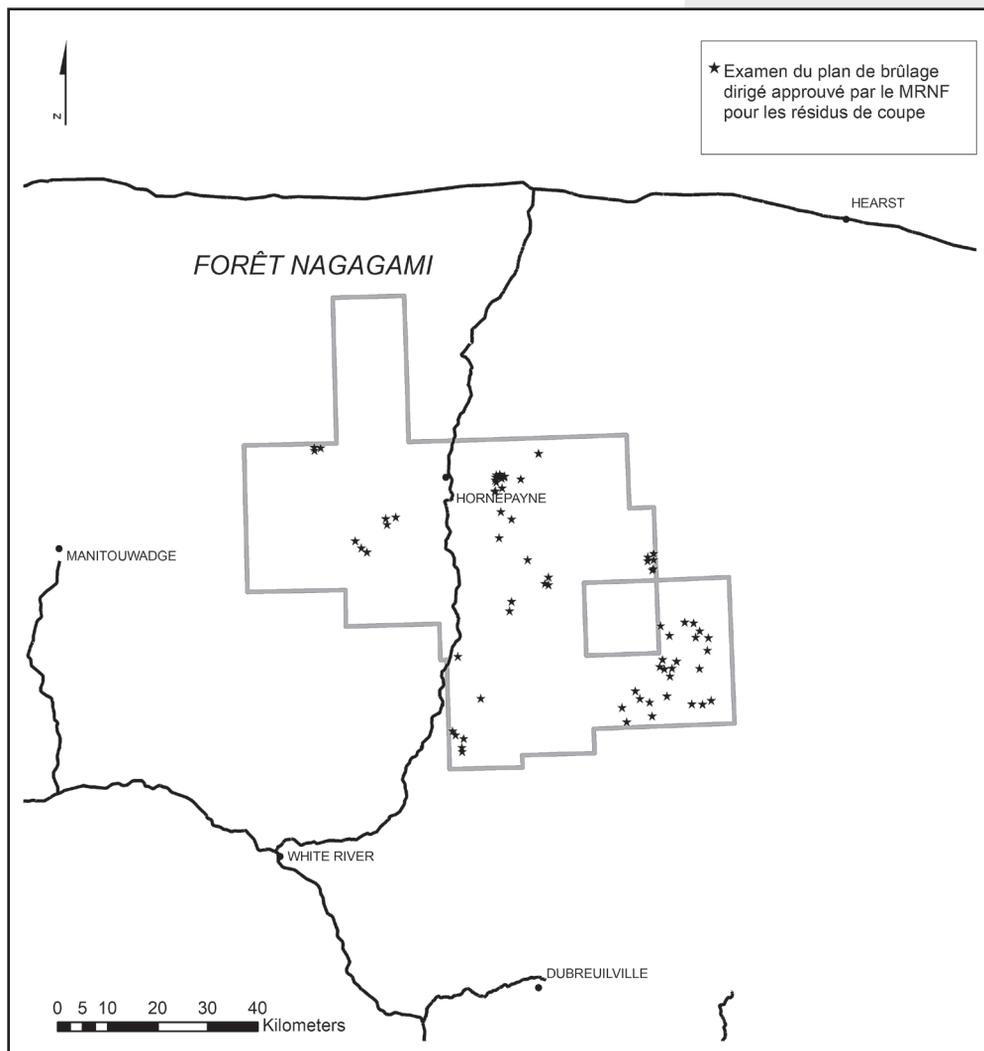
Sincerely,

Sarah Caldwell
Assistant Deputy Minister, Strategic Policy Division
Ministry of the Solicitor General

INSPECTION

Inspection d'un plan de brûlage dirigé de déchets de coupe approuvé par le MRNF pour la forêt Nagagami

Le ministère des Richesses naturelles et des Forêts (MRNF) de l'Ontario vous invite à inspecter un plan de brûlage dirigé de déchets de coupe approuvé par le MRNF qui sera exécuté dans la **forêt Nagagami** (voir la carte).



Dans le cadre de nos efforts soutenus pour régénérer et protéger les forêts de l'Ontario, des endroits où des coupes ont eu lieu récemment ont été sélectionnés pour faire l'objet d'un brûlage dirigé conformément aux lignes directrices énoncées dans le *Manuel sur le brûlage dirigé* du MRNF. Le brûlage dirigé permettra de réduire la zone recouverte de résidus de coupe tout en augmentant la superficie de la forêt qui pourra être régénérée et en diminuant les risques d'incendie. Le brûlage devrait être lancé entre le **14 octobre 2023** et le **24 décembre 2023**.

Le plan de brûlage dirigé de résidus de coupe approuvé, qui indique les endroits où le brûlage aura lieu et qui comprend des cartes de ces endroits, peut être consulté par le public, en communiquant avec First Resource Management Group et en visitant le Portail d'information sur les richesses naturelles à l'adresse <https://nrp.mnr.gov.on.ca/s/fmp-online?language=fr> et ce, jusqu'au **31 mars 2024**, date à laquelle le calendrier annuel de travail expirera.

Les personnes et les organismes intéressés et concernés peuvent organiser une réunion avec l'équipe du MRNF en ligne afin de discuter du plan de brûlage dirigé. Pour en savoir plus, veuillez communiquer avec :

Adam Solomon
Forestier de gestion adjoint
Ministère des Richesses naturelles et des Forêts
Centre de travail de Wawa
48, chemin Mission
Wawa (Ontario) P0S 1K0
tél. : 249 622-2915
courriel : adam.solomon@ontario.ca

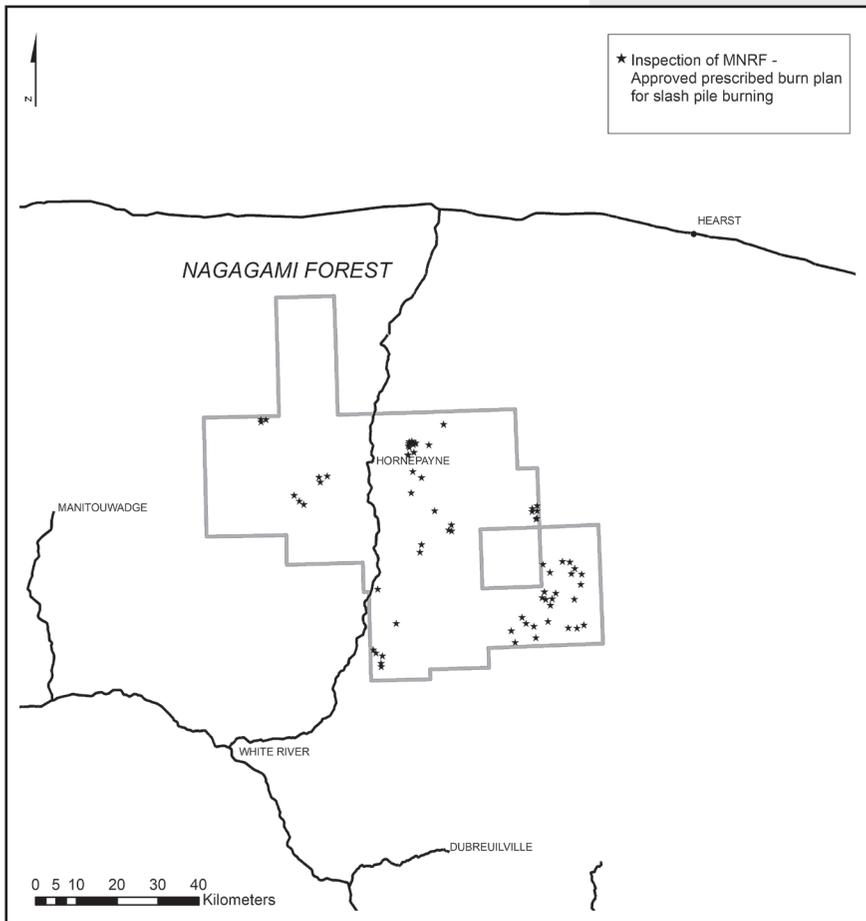
Jack McClinchey, F.P.I.
Aménagiste en sylviculture
First Resource Management Group
22, rue Paget Nord
New Liskeard (Ontario) P0J 1P0
tél.: 705 622-8826, poste 118
courriel : jack.mcclinchey@fmg.ca

Information in English : Adam Solomon at 249-622-2915.

INSPECTION

Inspection of MNRF-Approved Prescribed Burn Plan for Slash Pile Burning for Nagagami Forest

The Ontario **Ministry of Natural Resources and Forestry (MNRF)** invites you to inspect the MNRF-approved prescribed burn plan for slash pile burning that will be carried out in the **Nagagami Forest** (see map).



As part of our ongoing efforts to regenerate and protect Ontario's forests, some recently harvested areas have been selected to be burned under the guidelines of the MNRF's *Prescribed Burn Manual*. The prescribed burn will reduce the area covered in slash piles while increasing the area available for regeneration and reducing the fire hazard. The burn is scheduled for ignition between **October 14, 2023** and **December 24, 2023**.

The approved prescribed burn plan for slash pile burning, including specific locations and maps, is available for public inspection by contacting First Resource Management Group and on the Natural Resources Information Portal at <https://nrip.mnr.gov.on.ca/s/fmp-online> until **March 31, 2024**, when the Annual Work Schedule expires.

Interested and affected persons and organizations can arrange a virtual meeting with MNRF staff to discuss the prescribed burn plan. For more information, please contact:

Adam Solomon
Assistant Management Forester
Ministry of Natural Resources and Forestry
Wawa Work Centre
48 Mission Road
Wawa, ON P0S 1K0
tel: 249-622-2915
e-mail: adam.solomon@ontario.ca

Jack McClinchey, R.P.F.
Silviculture Forester
First Resource Management Group
22 Paget Street North
New Liskeard, ON P0J 1P0
tel: 705-992-2582 ext. 118
e-mail: jack.mcclinchey@frmg.ca

Renseignements en français: Lynne Lafreniere au 705 465-0937



The Corporation of the Municipality of Wawa

REGULAR COUNCIL MEETING

RESOLUTION

Tuesday, September 5, 2023

Resolution # RC23212	Meeting Order: 8
Moved by: <i>[Signature]</i>	Seconded by: <i>Cathy Cannon</i>

WHEREAS the Rural and Northern Immigration Pilot Project (RNIP) allows newcomers to apply for permanent residency after two full years of employment with any scope of permit, and alleviates certain restrictions related to the immigration process; and,

WHEREAS most of the cities that participate in RNIP have widened their catchment area to include smaller municipalities in this program; and,

WHEREAS the Township of Hornepayne is not part of the RNIP program; and,

WHEREAS the inability to participate in the RNIP program significantly deters newcomers from settling within the community; and,

WHEREAS the Sault Ste. Marie RNIP catchment area may be expanded to include the Townships of Hornepayne, Chapleau, Dubreuilville, and White River, and the Municipality of Wawa;

THEREFORE BE IT RESOLVED that the Council of the Corporation of the Municipality of Wawa does hereby support the Township of Hornepayne in requesting that the City of Sault Ste. Marie expand their catchment area to include the Townships of Hornepayne, Chapleau, Dubreuilville, White River, and the Municipality of Wawa and;

BE IT FURTHER RESOLVED that this resolution be forwarded to the Honourable Sean Fraser, Minister of Immigration, Refugees and Citizenship, Carol Hughes, MP Algoma-Manitoulin-Kapuskasing, and the City of Sault Ste. Marie, with a copy to the Townships of Chapleau, Dubreuilville, and White River.

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

Disclosure of Pecuniary Interest and the general nature thereof.

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

Clerk: _____

MAYOR – MELANIE PILON	CLERK – MAURY O'NEILL
<i>M. Pilon</i>	<i>Maury O'Neill</i>



OFFICE OF THE MAYOR
CITY OF HAMILTON

VIA: Mail

The Honourable Paul Calandra
Ministry of Municipal Affairs and Housing
777 Bay Street, 17th Floor
Toronto, ON M7A 2J3

September 11, 2023

Dear Minister Calandra:

On August 18, 2023, Hamilton City Council approved Item 7.5 which reads as follows:

7.5 City of Hamilton – Request to Abandon Greenbelt Development

WHEREAS, the City of Hamilton is committed to reducing the cost of housing and has pledged to facilitate the construction of 47,000 housing units by 2031;

WHEREAS, City of Hamilton staff have concluded that residential housing development within the former Greenbelt lands is unnecessary to facilitate construction of the pledged housing units;

WHEREAS, on February 8, 2023, Hamilton City Council declared “The Minister’s decision to remove 795 hectares of land from the Greenbelt Plan is unnecessary and is not supported by the City of Hamilton”;

WHEREAS, the Auditor General for the Province of Ontario has confirmed Hamilton’s conclusion that “Greenbelt land was not needed to meet the current housing targets assigned to them by the Housing Ministry”;

WHEREAS, development of the Greenbelt would be a significant financial liability to Hamilton taxpayers;

WHEREAS, the Auditor General for the Province of Ontario stated: “Land sites removed from the Greenbelt in December 2022 were largely not serviced, were not in their servicing plans, and that many of the sites would be challenging to prioritize and service in the near future...” and “Some of these sites would require considerable infrastructure to prepare them for housing development”; and

WHEREAS, the Greenbelt should be protected as a vital element of Hamilton's environmental and agricultural resources.

THEREFORE, BE IT RESOLVED:

- (a) That the City of Hamilton requests the Province of Ontario abandon its plan to develop the Greenbelt and that all lands within the City of Hamilton removed from the Greenbelt be reinstated; and
- (b) That this resolution be circulated to all Ontario municipalities where Greenbelt lands were slated for development for support and a similar declaration to the Province of Ontario.

Your consideration of Council's request is appreciated. We would ask that you reference File #C23-015 when responding to this correspondence.

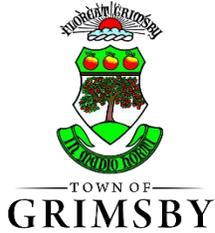
Sincerely,



Mayor Andrea Horwath

File #C23-015

c.c. Association of Municipalities Ontario (AMO)
Federation of Canadian Municipalities
Rural Ontario Municipal Association
All Ontario Municipalities (by email)



**The Corporation of the Town of Grimsby
Administration**

Office of the Town Clerk

160 Livingston Avenue, Grimsby, ON L3M 0J5

Phone: 905-945-9634 Ext. 2171 | **Fax:** 905-945-5010

Email: bdunk@grimsby.ca

September 8, 2023

SENT VIA E-MAIL

Office of the Prime Minister
80 Wellington St.
Ottawa, ON, K1A

Attention: The Right Honourable Justin Trudeau

RE: Establishing a Guaranteed Livable Income

Please be advised that the Council of the Corporation of the Town of Grimsby at its meeting held on September 5, 2023 passed the following resolution:

Moved by: Councillor Korstanje

Seconded by: Councillor Freake

Whereas the Canadian livable wage for Niagara Region, two years ago was determined to be \$19.80. This was \$6000 below the annual income of a minimum wage employee; and

Whereas our residents on programs such as Ontario Works, receive targeted fixed monthly incomes of \$733, and ODSP recipients receive \$1376; and

Whereas at the current Ontario minimum wage rate, a person working 37.5 hours per week will earn approximately \$2,500 monthly (before tax); and

Whereas the median rent for one bedroom in Grimsby as of August 2023 is now \$2000 a month; and

Whereas rent is considered affordable, when it is less than 30% of income. In Niagara west, rent is approximately 272% of Ontario Works, 145% of Ontario Disability Support Services, 75% of minimum wage full-time, and 150% of minimum wage part time; and

Whereas an annual 2.5% allowable rent increase can be combined with an additional 3-6.5% capital investment increase, raising the cost of rental housing another minimum of \$110 monthly; and

Whereas there are no housing units under Niagara Regional Housing for single adults or families with dependents, including 2,3,4 or five bedrooms in our community; and

Whereas the Grimsby Benevolent Fund reported that in 2022:

- 70+ households received monthly rental supplement totaling \$237,744
- \$79,500 was invested into one time emergency housing support as of June 7, 2023
- 78 households are receiving monthly financial benefits to make rental housing more affordable; and

Whereas food inflation was 8.3% and groceries rose by 9.1%; and

Whereas the Grimsby Food Bank numbers from June 2023 reported:

- 19 new households
- 447 served households
- 1055 served individuals
- 7 emergency visits; and

Whereas the Grimsby Economic Strategic Plan identified the general high cost of living and housing affordability as primary obstacles in our workforce attraction.

Therefore be it resolved that The Corporation of the Town of Grimsby circulate correspondence to Ontario municipalities encouraging them not only to collect data of their housing and poverty statistics, but also to examine their pending economic vulnerability as a result.

Be it further resolved that The Corporation of the Town of Grimsby encourage these same municipalities to join us in advocating on behalf of our communities with this data, and by writing a letter to the Prime Minister, Premier, and local politicians calling for a united effort in establishing a Guaranteed Livable Income program.

Be it further resolved the Town of Grimsby Clerks Department circulates this resolution to Niagara West MP Dean Allison and Niagara West MPP Sam Oosterhoff, requesting a response on this matter within 30 days of receipt.

Be it further resolved that The Corporation of the Town of Grimsby, through its Finance and Human Resources departments, undertake a comprehensive assessment to explore the feasibility and implementation of a living wage policy for all Town of Grimsby employees, with the aim of ensuring that all municipal workers receive fair compensation that aligns with the principles of a living wage and that staff be directed to explore becoming a living wage employer.

If you require any additional information, please let me know.

Regards,

A handwritten signature in cursive script, appearing to read "Bonnie Nistico-Dunk".

Bonnie Nistico-Dunk
Town Clerk

cc. Hon. Doug Ford, Premier of Ontario
Ontario Municipalities
Dean Allison, MP Niagara West
Sam Oosterhoff, MPP Niagara West

September _____, 2023

Hon. Doug Ford
Premier of Ontario
Legislative Building, Room 28, Queen's Park
Toronto, Ontario
M7A 1A1
Sent Via Email: Premier@ontario.ca

Dear Premier Ford,

In 2002 the Conservative Government created the Northern Ontario School of Medicine (NOSM) to address the health needs of the region, improve access to quality care, and contribute to the economic development of Northern Ontario. On April 1, 2022, we celebrated as your Government proclaimed NOSM a standalone university, becoming Canada's only independent Medical University.

NOSM University is one of the greatest successes in Canada as it relates to addressing health workforce supply, with over 50% of graduates choosing family medicine as a career and over 90% of combined MD and postgraduate learners staying in Northern Ontario. Today, over 400,000 northerners receive primary and acute care from a NOSM University-trained doctor. Furthermore, many specialists have been created by NOSM University, providing care closer to home and reducing the need for patients to travel south to decrease the cost of the Northern Health Travel Grant.

We attribute much of this success to a "distributed community engaged learning" model that places its learners in 90 communities (135 organizations) across Northern Ontario throughout the academic year. NOSM University's economic impact in our region is immeasurable, but the institution is in jeopardy.

Northern Ontario remains in a healthcare crisis. More than 350 physicians are currently needed to fill shortages, which does not account for anticipated retirements. Areas of the North that are still in dire need of healthcare services are rural, remote, and Indigenous communities. NOSM University is the only Northern solution to meeting our physician workforce needs.

We are grateful for your Government's decision to increase medical school spaces at NOSM University. Still, the momentum gained in addressing the health inequities in the North will be considerably impacted by the lack of financial sustainability for this newly created University.

While the creation of NOSM University gives it the autonomy to yield tremendous success in Northern physician recruitment and retention, the costs associated with

becoming a university, undertaking an unprecedented expansion, and continuing to offer world-class community-based education are significant. The University's current base funding rates have not been increased sufficiently, and cost reductions are no longer attainable or feasible.

As such, we respectfully support NOSM University's request to the Province of Ontario for a permanent increase in annual base funding of \$4.0 million before the end of this fiscal year so it can continue to deliver on the mandate that the Conservative Government established initially in response to the needs of Northern municipalities.

We thank you in advance for your consideration of our request.

Sincerely,

Mayor

WHEREAS the _____ name of Municipality_____ recognized the urgent need for physicians in Northern Ontario as it is experiencing a shortage of trained physicians and specialist physicians

WHEREAS life expectancy of Northern residents is more than two years lower than the Ontario average, and mental health and addictions are at a four-times higher rate

WHEREAS one in eight Northern residents does not have access to a family doctor, and many must travel long distances to access healthcare services representing the failure of healthcare in Northern Ontario

WHEREAS communities in Northern Ontario require access to equitable health care, especially underserved rural, Indigenous, and Francophone communities

WHEREAS in April of 2022, the Government announced an unprecedented medical expansion for NOSM University's medical programs

AND WHEREAS the current base funding rates for the Northern School of Medicine University (NOSM) have not been increased sufficiently to accommodate growth and expansion

THEREFORE, BE IT RESOLVED THAT _____ name of Municipality_____ strongly requests the Provincial Government grant NOSM University's request for a permanent increase in annual base funding by \$4.0 million before the end of this fiscal year so it can continue to deliver on the mandate that the Conservative Government initially established in response to the needs of Northern municipalities.

FURTHER BE IT RESOLVED THAT a copy of this motion be forwarded to Premier Doug Ford, Minister of Health and Deputy Premier Sylvia Jones, Minister of Colleges and Universities Jill Dunlop, MPPs Greg Rickford, Vic Fedeli, George Pirie, Ross Romano, Kevin Holland, Association of Municipalities of Ontario, Northern Ontario School of Medicine University, Federation of Northern Ontario Municipalities, Northern Ontario Academic Medicine Association and the leaders of the opposition parties of Ontario.



By-Law No. 2023-50

BEING A BY-LAW TO REGULATE PARKING AND TRAFFIC ON MUNICIPAL ROADWAYS UNDER THE JURISDICTION OF THE CORPORATION OF THE TOWNSHIP OF DUBREUILVILLE.

WHEREAS *Section 8 of the Municipal Act, 2001, S.O. 2001, c.25* (hereinafter referred to as the "Act") provides that the powers of a municipality under the Municipal Act or any other Act shall be interpreted broadly so as to confer broad authority on the municipality to enable the municipality to govern its affairs as it considers appropriate and to enhance the municipality's ability to respond to municipal issues; and

WHEREAS pursuant to *Section 23.1 of the Act*, without limiting Sections 9, 10, and 11, those sections authorize a municipality to delegate its powers and duties under this or any other Act to a person or body subject to restrictions set out in the *Part. 2006, c.32, Sch. A, s. 15*; and

WHEREAS pursuant to *Section 63 of the Act*, a municipality may provide for the removal and impound or restrain and immobilize of any object or vehicle placed, stopped, standing, or parked on or near a highway in contravention of the by-law; and

WHEREAS pursuant to *Section 100 of the Act* provides that a municipality may, in respect of land and parking lots not owned or occupied by the municipality, regulate, or prohibit the parking or leaving of motor vehicles on that land without the consent of the owner of the land; and

WHEREAS pursuant to *Section 101 of the Act* provides for the removal and impounding or restraining and immobilizing of any vehicle, at the vehicle owner's expense, parked or left in contravention of the by-law and *subsection 170(15) of the Highway Traffic Act* applies to the by-law; and

WHEREAS pursuant to *Section 426 of the Act* prohibits a person from hindering or obstructing, or attempt to hinder or obstruct, any person who is exercising a power or performing a duty under the Act or a by-law under the Act; and

WHEREAS pursuant to *Section 428 of the Act* reads, "A by-law may provide that, where a vehicle has been left parked, stopped or standing in contravention of a by-law passed under this Act, the owner of the vehicle is guilty of an offence, even though the owner was not the driver of the vehicle at the time of the contravention of the by-law, and is liable to the applicable fine unless, at the time of the offence, the vehicle was in the possession of another person without the owner's consent". *2006, c. 32, Sch. A, s. 184*; and

WHEREAS pursuant to *Section 429 of the Act*, a municipality may establish a system of fines for offences under a by-law of the municipality passed under this Act; and

WHEREAS pursuant to *Section 432 of the Act*, a by-law may establish a procedure for the voluntary payment of penalties out of court where it is alleged that any by-law related to the parking, standing or stopping of vehicles has been contravened; and

WHEREAS pursuant to *Section 436(1) of the Act* authorizes a municipality to enter upon land at any reasonable time for the purposes of conducting an inspection to determine by-law compliance; and

WHEREAS pursuant to the *Highway Traffic Act R.S.O. 1990, c.H.8, section 170 (15)* reads, "a police officer, police cadet, municipal law enforcement officer or an officer appointed for carrying out of the provisions of this Act, upon discovery of any vehicle parked or standing in contravention of subsection (12), of a regulation made under subsection 26(3) of the Public Transportation and Highway Improvement Act or a municipal by-law, may cause it to be moved or taken to and placed or stored in a suitable place and all costs and charges for the removal, care and storage of the vehicle,

if any, are a lien upon the vehicle, which may be enforced in the manner provided by the Repair and Storage Liens Act". 2002. c. 17, Sch. F, s.1; 2005, c.26, Sch.A,s.28; and

WHEREAS the Council of the Corporation of the Township of Dubreuilville deems it expedient to provide for a single by-law to regulate parking within the limits of the Township;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the Township of Dubreuilville enacts as follows:

1. In this by-law;

"Accessible Parking Space" means a parking space designated under his By-law for the exclusive use of a vehicle displaying an accessible parking permit;

"Administrative Monetary Penalty System By-Law (AMPS By-law)" means any by-law passed by the Township to implement administrative penalties related to parking, stopping and general by--law enforcement;

"Administrative Penalty" means monetary penalties defined under the AMPS By-law and set out in Schedules of the AMPS By-law, as amended from time to time;

"Authorized Sign" means any of the following that have been installed, posted, or painted onto a surface, in accordance with applicable provincial legislation and under the authority of the Township, for the purpose of regulating or prohibiting parking and traffic:

a) Sign(s) or signage defining parking provisions or prohibitions, including:

i) Time of day or length of time during a day;

ii) Number of hours or minutes;

iii) Day or days of the week;

iv) Month or months of the year;

v) Specific types or classes of vehicle, trailer or vessel; or

vi) Any other conditions under which the sign applies;

b) Sign(s) or signage defining parking prohibitions;

c) Lines or markings painted on the highway surface or shoulder;

d) Traffic control device(s) and/or signal(s); or

e) Construction or Emergency Road work sign(s);

"Commercial Motor Vehicle" means a motor vehicle having permanently attached thereto a truck or delivery body and includes an ambulance, hearse, casket wagon, fire apparatus, buses and tractor used for hauling purposes on the highways;

"Council means" the Council of the Corporation of the Township of Dubreuilville;

"Cul-de-sac" means a highway terminating in a turnaround;

"Drive" means to drive, move or operate a vehicle;

"Driveway" means that part of a highway that provides vehicular access to and from the roadway and an adjacent property;

"Heavy Vehicle" means a motor vehicle having permanently attached thereto a truck or delivery body having:

- a) A gross weight or registered gross weight of more than 4,500 kilograms (about 9920.79 lb.), but does not include an ambulance, hearse, fire apparatus, bus, mobile crane, motor home or road service vehicle;
- b) Which exceeds 21 feet in length;
- c) Which is equipped with dual rear wheels or tandem rear axles, provided that this shall not apply to a pickup truck having a Registered Gross Vehicle Weight of 4,500 kilograms (about 9920.79 lb.) or less;
- d) Which is a tow truck; or
- e) Which is a bus, or a bus converted into a mobile home or otherwise used for a commercial or non-commercial purpose;

“Holiday means” New Years Day, day after New Year, Family Day, Good Friday, Easter Monday, Victoria Day, Canada Day, Civic Holiday, Labour Day, Thanksgiving, Christmas Day, Boxing Day, or any day appointed by proclamation of the Governor General or Lieutenant Governor-in-Council as a public holiday;

“Motorized Snow Vehicle” means a self-propelled vehicle designed to be driven primarily on snow;

“Municipal Act” means the *Municipal Act, 2001, S.O. 2001, c. 25*, as amended;

“Municipal Law Enforcement Officer” means the Municipal By-Law Enforcement Officer appointed by the Township of Dubreuilville or their agent, other staff appointed as an Officer for the Township;

“No Parking Zone” means an area on a street or highway where properly worded signs are on display indicating that parking is prohibited as designated in Schedule “A” and “B” to this by-law;

“Officer” means the Director of Building and By-law Services for the Township, or his or her designate;

“Off-road Vehicle” means a vehicle referred to in the *Highway Traffic Act, RSO 1990* and within the *Off-Road Vehicles Act*, as amended from time to time;

“One-Way Street” means a highway upon which vehicular traffic is limited to movement in one direction;

“O. Reg 333/07” means Ontario Regulation 333/07, made under the *Municipal Act, 2001, S.O. 2001, c. 25*, as amended from time to time or any other successor thereof;

“Park, Parked or Parking” means the standing of a vehicle, whether occupied or not, except when parked temporarily for the purpose of and while actually engaged in loading or unloading according to the By-law;

“Parking Space” means that part of a roadway that is designated by the Township for the purposes of parking one vehicle;

“Pedestrian” means any person afoot, any person in a wheelchair, any child in a wheeled carriage, and any person riding a non-motorized bicycle with wheels less than 50 centimetres in diameter.

“Penalty Notice” means a document or notice of violation of an alleged offence under a by-law, issued and administered according to the AMPS By-law;

“Permit” means a permit that is displayed when required is not expired, and takes the form prescribed by the issuer, whether it be under the authority of the Province or pursuant to Township approval or given under an exemption;

“Police Officer” means an employee of the Ontario Provincial Police who is appointed as a peace officer pursuant to the *Police Services Act, R.S.O. 1990, c. P. 15*;

“School Crossing” means:

- a) Any portion of a highway, or highway at or near an intersection where authorized signs have been erected to indicate pedestrian crossing(s); or,
- b) Any portion of a highway, or highway at or near an intersection where lines of other markings on the surface of the roadway indicated pedestrian crossing(s).

“Shoulder” means that part of the highway lying adjacent to the roadway that is improved with granular or paved surfaces and is not intended for the passage of motor vehicles or pedestrians;

“Sidewalk” means that portion of a highway between the curb line and the property line of the lot abutting the highway improved for the use of pedestrians;

“Stop or Stopped” means the halting of a vehicle, even momentarily, whether occupied or not, except when necessary to avoid conflict with other traffic, or to comply with the directions of a police officer or a traffic control device or signal;

“Street or Highway” includes a common and public highway, street, avenue, driveway or bridge designed and intended for or used by the public for the passage of vehicles.

“Traffic Control Device” means a sign, marking or other device on a highway for the purpose of controlling, guiding or directing traffic;

“Traffic Control Signal” means any device, manually, electrically or mechanically operated for the regulation of traffic;

“Unlicensed Vehicle” means a motor vehicle that does not have a number plate displayed or does not have current validation of a vehicle permit affixed to the number plate, in the manner prescribed in the Highway Traffic Act; and

“Vehicle” includes an automobile, commercial motor vehicle, trailer, motorized snow vehicle, off-road vehicle, horse-drawn vehicle, traction engine, farm tractor, road-building machine, bicycle and any vehicle drawn, propelled or driven by any kind of power, including muscular power.

GENERAL PROVISIONS

2. Fire Routes:

- a) A fire route may be on a highway, public parking lot or private property where properly worded signs are erected.
- b) A fire route may be located upon private property that is subject to a municipally approved site plan agreement that designates such private property to be a fire route.
- c) A fire route may be located upon private property where the property owner has requested the designation of a fire route and that request has received municipal approval.

3. Enforcement of Penalty Provisions:

- a) The provisions of this by-law shall be enforced pursuant to the provisions set out in Part II of the *Provincial Offences Act, R.S.O. 1990, c. P.33*.
- b) Any person violating any of the provisions of this by-law is guilty of an offence and upon conviction is liable to a fine as provided for in *Section 61 of the Provincial Offences Act, R.S.O. 1990, c. P.33*.

- c) Where a vehicle is found parked in contravention of the parking provisions of this by-law, the Municipal Law Enforcement Officer or an Officer of the Corporation of the Township of Dubreuilville so finding the vehicle shall attach to the vehicle a parking ticket in the form of a serial numbered notice stating:
 - That the vehicle is unlawfully parked;
 - That the owner or operator thereof may report to the front desk of the office of the Corporation of the Township of Dubreuilville within five (5) days, exclusive of Saturdays, Sundays and holidays, after the day when the ticket is attached to make a voluntary payment of the penalty.
- d) If voluntary payment is not made within the allowable time limit, the penalty notice issued alleging commission of an offence under this by-law will be officially fined under the Provincial Offences Act Ontario Court of Justice.
- e) Any person who contravenes a designated provision of this by-law, is guilty of an offence, and, when given a penalty notice, in accordance with the Administrative Monetary Penalty System (herein after, "AMPS By-law"), be liable to pay to the Township an administrative penalty as set out in the schedules attached to the AMPS By-law (as amended from time to time).
- f) Any person who contravenes any of the provisions of this by-law, except a designated provision, is guilty of an offence and upon conviction is liable to a penalty as provided for in the *Provincial Offences Act, R.S.O. 1990, c.p 33*(as amended from time to time) or any successor thereof.

4. Deemed Offence by Vehicle Owner

Where a vehicle has been left parking in contravention of this by-law, the owner of the vehicle, even though the owner was not the driver of the vehicle at the time of the contravention of the by-law, is guilty of an offence and is liable to the fine prescribed for the offence, unless at the time of the offence, the vehicle was in the possession of some person other than the owner without the owner's consent.

5. Towing of Illegally Parked Vehicles

Where a vehicle is found parked in contravention of any of the parking provisions of this by-law, an officer of the Corporation of the Township of Dubreuilville, in addition to any other penalties provided by this by-law, cause such vehicle to be moved or taken and placed or stored in a suitable place and all costs and charges for the removing, care and storage thereof, if any, at the vehicle owner's expense, shall be a lien upon the vehicle which may be enforced in the manner provided in *Part III of the Repair and Storage Liens Act, R.S.O. 1990, c. R.25*.

6. Exemptions

The provisions of this by-law shall not, if compliance therewith were impractical, apply to:

- a) An emergency vehicle, or
- b) A vehicle registered to a municipal corporation or registered to a utility, while performing work on behalf of the municipal corporation; or while responding to an emergency, or
- c) When the driver or operator of a vehicle is following the direction of a police officer or of a traffic control device.

PARKING OFFENCES

7. Within the Township of Dubreuilville

7.1 No person shall park a vehicle upon a street or a highway or on a municipal parking lot in a no-parking zone.

- 7.2 No person shall park a vehicle upon a street or a highway less than one (1) meter from edge of a driveway.
- 7.3 No person shall park a vehicle upon a street or a highway in front of the entrance to a driveway to prevent ingress to or egress from such driveway.
- 7.4 No person shall park a vehicle upon a street or a highway or on a municipal parking lot or on private property, in a fire route.
- 7.5 No person shall park a vehicle upon a street or a highway within three (3) meters of a point on the curb or edge of a street or a highway nearest to a fire hydrant.
- 7.6 No person shall park a vehicle on a street or highway between 6:00 a.m. and 4:00 p.m. of any day during November, December, January, February, March and April in any year.
- 7.7 No person shall park a vehicle on a sidewalk.
- 7.8 No person shall park a vehicle upon a street or a highway within an intersection.
- 7.9 No person shall park a vehicle upon a street or a highway within nine (9) meters of an intersection.
- 7.10 No person shall park a vehicle upon a street or a highway in a pedestrian crossover.
- 7.11 No person shall park a vehicle upon a street or a highway within nine (9) meters of a pedestrian crossover.
- 7.12 No person shall park a vehicle upon a street or a highway for the purpose of repairing, washing or maintenance of the vehicle other than in an emergency.
- 7.13 No person shall park a vehicle upon a street or a highway or on a municipal parking lot or on private property in a disabled person parking space unless that vehicle is transporting a disabled person or persons and displays a valid disabled person parking permit issued by the Ontario Ministry of Transportation (Service Ontario).
- 7.14 No person shall park a vehicle on a highway or portions thereof, including property in the care and control of the Township in the manner that obstructs the flow of traffic.
- 7.15 No person shall park a vehicle within three (3) meters of a fire hydrant.
- 7.16 No person shall park a vehicle within ten (10) meters of a stop sign.
- 7.17 No person shall park a vehicle in, on, or within ten (10) meters of an intersection.
- 7.18 No person shall park a vehicle in a manner that blocks more than one designated parking space if the vehicle size normally allowed to fit within the designated space.
- 7.19 No person shall park a vehicle facing in the opposite direction of the flow of traffic that would normally occur on the side of the road where the vehicle is parked.

STOPPING OFFENCES

8. No person shall stop a vehicle on a highway or portion thereof, including property in the care and control of the Township;
- 8.1 To load or unload a vehicle in contravention of this by-law;
- 8.2 Where authorized signed, devices, signals, or markings are posted;
- 8.3 Within an area designated as a Fire route or Accessible Parking space;
- 8.4 On a curve, hill, or anywhere the person does not have a clear view of at least 125 meters (about 410.1 ft) of an intersection;

8.5 In, On, Or within ten (10) meters of an intersection.

OBSTRUCTION

9. Within the Township of Dubreuilville;

9.1 No person shall hinder or obstruct a Municipal By-law Enforcement Officer, person appointed by Council, or their designate, who is lawfully carrying out enforcement or performing a duty under this by-law.

9.2 No person shall fail to identify themselves to the Municipal By-law Enforcement officer, person appointed by Council, or their designate, if they have been alleged to have contravened any of the provisions of this by-law.

10. Severability

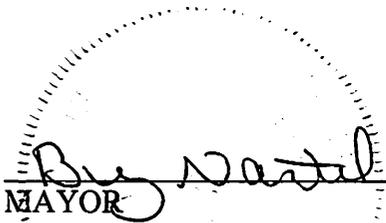
If a court of competent jurisdiction should declare any section or part of a section of this by-law to be invalid, such section or part of a section shall not be construed as having persuaded or influenced Council to pass the remainder of the by-law and it is hereby declared that the remainder of the by-law shall be valid and shall remain in force.

11. That this by-Law shall come into force and take effect upon its reading and being passed.

12. That By-Law No. ^{2014-30 RC} ~~2007-41~~ be and is hereby repealed.

READ a first and second time this 5th day of July 2023.

READ a third time and be finally passed this 9th day of August, 2023.


MAYOR


CAO- CLERK

SCHEDULE "A"

PARKING PROHIBITED IN THE VICINITY OF WHERE PROPER WORDED SIGNS ARE DISPLAYED

IN THE FOLLOWING DESIGNATED NO PARKING ZONES:

- 1- Pins Street (North/West side of the Municipal Complex at 23 Pins Street) (South/East side of road) from "Épinettes Street" to "Magpie Road" (5 min max ex: ATM, delivery); and
- 2- Parc Avenue (South-West side of École St-Joseph) (North/East side of road) from "St-Joseph Street" to the end of the property of "149 Parc Avenue" going both directions, Monday to Friday, 8:00 a.m. to 5:00 p.m., September to June (school year); and
- 3- Parc Avenue (South/West side of l'Orée des Bois) (North/East side of road) from beginning to end of "159 Parc Avenue" property along curbside (at all times); and
- 4- Parc Avenue (South/West side of road) from "St-Joseph Street" to "154 Parc Avenue" and/or directly aligned with the end of the property line of "149 Parc Avenue", Monday to Friday, 8:00a.m. to 5:00 p.m., September to June (school year);
- 5- Parc Avenue (South/West side of road) from "St-Joseph Street" to the community centre parking lot at "148 Parc Avenue", Monday to Friday, 8:00 a.m. to 5:00 p.m., September to June (school year); and
- 6- St-Joseph Street (South/East & North/West side of road) from "Bouleaux Street" to "Parc Avenue", Monday to Friday, 8 :00 a.m. to 5:00 p.m., September to June (school year).

SCHEDULE "C"

**PARKING AND TRAFFIC BY-LAW
ADMINISTRATIVE PENALTY AMOUNT**

Item	Column 1 Short Form Wording	Column 2 Provision creating or defining offence	Column 3 Penalty Amount
1	No parking zone, fire route	Section 7.1 / 7.4	\$150
2	Driveway- no parking less than 1 meter from the edge of driveway	Section 7.2	\$50
3	Driveway – no parking in front of entrance	Section 7.3	\$50
4	No parking – within 3 meters of a point on the curb or edge of a street nearest to a fire hydrant / No person shall park a vehicle within three (3) meters of a fire hydrant	Section 7.5/7.15	\$150
5	No parking- all streets between 6 a.m. and 4 p.m. during November to April each year. (snow removal)	Section 7.6	\$50
6	No parking- on a sidewalk	Section 7.7	\$50
7	No parking-upon a street within an intersection or within 9 meters of an intersection	Section 7.8 / 7.9	\$50
8	No parking-upon a street in a pedestrian crossover	Section 7.10 / 7.11	\$50
9	No-parking upon a street for repairs, washing or maintenance of the vehicle	Section 7.12	\$50
10	No parking-disable person parking space	Section 7.13	\$150
11	No parking on highway or portions, in care and control of the Township that may obstruct flow of traffic	Section 7.14	\$50
12	No parking – within 10 meters of a stop sign or an intersection	Section 7.16 / 7.17	\$50
13	No parking – in a manner that blocks more than one designated parking space	Section 7.18	\$50
14	No parking – facing the opposite direction of the flow of traffic	Section 7.19	\$50
15	Hinder or Obstructed an Officer	Section 9.1	\$300
16	Fail to identify themselves to an Officer	Section 9.2	\$200

Schedule "D", ADMINISTRATIVE PENALTY, is considered part of this by-law. Administrative Penalty takes effect on the date of ORDER attached to this by-law.

COUNCIL RESOLUTION

Moved By: *Hélène*
 Seconded By: *Krystel*

DATE: August 9, 2023
 Resolution No. 23-231

Whereas that By-Law No. 2023-50, being a By-law to regulate parking and traffic on municipal roadways under the jurisdiction of the Corporation of the Township of Dubreuilville, be read a third time and be finally adopted, as presented.

✓

Carried	Defeated	Deferred
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RECORDED VOTE:	YES	NO
Councillor Hélène Perth	_____	_____
Councillor Luc Lévesque	_____	_____
Councillor Julila Hemphill	_____	_____
Councillor Krystel Lévesque	_____	_____
Mayor Beverly Nantel	_____	_____

Declaration of Pecuniary Interest and General Nature Thereof:



COUNCIL RESOLUTION

Moved By: *Helene*

DATE: July 5, 2023

Seconded By: *Julia*

Resolution No. 23-210

Whereas that By-Law No. 2023-50, being a by-law to regulate parking and traffic on municipal roadways under the jurisdiction of the Corporation of the Township of Dubreuilville, be read a first and second time, as presented.

✓ Carried	Defeated	Deferred
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RECORDED VOTE:	YES	NO
Councillor Chantal Croft	_____	_____
Councillor Hélène Perth	_____	_____
Councillor Luc Lévesque	_____	_____
Councillor Gérard Lévesque	_____	_____
Mayor Beverly Nantel	_____	_____

Declaration of Pecuniary Interest and General Nature Thereof:

Inter-office memo

To: Council
From: Treasurer / Tax Collector, Brigitte Tremblay
CAO/Clerk, Shelley B. Casey
CC:
Date: September 21, 2023
Re: Municipal Insurance Proposal

We have recently received our Renewal document for our Municipal Insurance program under Marsh Canada Limited, from Northern Insurance Brokers covering the period October 1st 2023, to September 30th 2024.

Total proposed premium for 2023-2024 is \$75,959.00. With an increase of \$7,026 from last year.

As noted by our Broker

Due to Market Inflation, the following folders have increased;

- *Municipal General Liability increased by 10%;*
- *Environmental Impairment Liability increased by 10%;*
- *Umbrella Primary Layer increased by 15%;*
- *The Property has a 10% increase as per standard inflation;*
- *Automobile has a 3% increase as per market inflation and removal of 1 vehicle;*
- *The overall policy premium increases by 11%*

It is recommended to accept this proposal Premium for the Municipal Insurance for the 2023-2024 periods.

Thank you,

Brigitte Tremblay
Treasurer / Tax Collector

Shelley B. Casey
CAO/Clerk



Corporation of the Township of Dubreuilville

Insurance Proposal

Policy Period

01 October 2023 - 01 October 2024

07 September 2023

1

Important – Please Note The Following

Duty of Disclosure

In addition to providing all basic information necessary to enable us to place the risk, you must ensure that you are complying with your legal duty of disclosure of all material matters relating to the risk. In particular, you must satisfy yourself as to the accuracy and completeness of the information you provide to insurers. In this respect, you must provide all information relating to the risk, whether favourable or not, which would influence the judgement of a prudent insurer in determining whether he will take the risk, and, if so, for what premium and on what terms. If all such information is not disclosed by you, insurers have the right to void the policy from its inception which may lead to claims not being paid.

Payment Terms

Premiums are due and payable on receipt of a Marsh invoice. Payment should be made immediately to avoid any possible cancellation for non-payment of premium.

Period of Validity of Quote

This offer remains open for acceptance by the Insured until the expiry of the current Municipal Insurance program policy(ies).

Breach of Warranty or Subjectivity

If any of the terms and conditions contained in this proposal are identified as a “warranty” or as a subjectivity to binding or continuing cover, you should be aware that if the terms of the warranty as stated are breached or the subjectivity is not met, insurers may have the right to void the applicable coverage and deny any resulting or subsequent losses as a result.

Underinsurance

It is important that all policy limits and amounts insured be reviewed carefully and at least annually to be certain they are adequate to provide full recovery in event of a loss.

Underwriting / Binding Authority

Certain portions of this quotation of cover have been provided by Marsh Canada Limited acting in an underwriting capacity on behalf of the Insurer who, under a binding authority agreement, has given us authority to quote and confirm insuring terms, conditions and premiums. Marsh Canada Limited is not acting as an insurance broker in this instance and is not providing alternative terms or markets for the cover other than as quoted. For covers where Marsh Canada Limited does not act in an underwriting capacity nor has a binding authority agreement **with the Insurer,**

coverage cannot be bound with those Insurers unless a request is made to the Insurer and confirmation of coverage is subsequently received by Marsh Canada Limited from the Insurer.

Material Changes From Expiring Policy

You should carefully note any items identified in the “Changes from Expiry” section under each coverage as they represent material changes in cover from your previous policy.

Risk and Claims Information

This proposal has been based on the risk and claims information provided and/or verified by you to Marsh Canada Limited. If any of this information is not correct or has changed in the interim, you must advise us immediately as the terms quoted may therefore be invalid and cover cannot be bound as quoted.

Taxes Payable By Insureds

The following taxes as prescribed by federal and/or local laws and regulations will apply to all or certain portions of the premiums quoted and will be charged by Marsh Canada Limited in addition to the premiums quoted:

Provincial Sales Tax

Canadian Councils Liability

Limits of Liability:	\$	5,000,000	General Liability, including Sudden and Accidental Pollution any one Occurrence
	\$	5,000,000	and in the Annual Aggregate for Products and Completed Operations during the Policy Period
Extensions of Coverages:	\$	5,000,000	Employers' Liability; any one Claim
	\$	5,000,000	Tenant Legal Liability; any one Occurrence
	\$	5,000,000	Employee Benefit Liability; any one Claim
	\$	5,000,000	*Incidental Medical Malpractice; any one Claim Retroactive Date: November 15, 1993
	\$	50,000	Voluntary Medical Payments; any one Claim and in the Annual Aggregate during the Policy Period
	\$	2,000,000	Forest Fire Fighting Expense; any one Occurrence and in the Annual Aggregate during the Policy Period
	\$	50,000	Voluntary Payment for Property Damage; any one Occurrence and in the Annual Aggregate during the Policy Period
	\$	250,000	Incidental Garage Operations; any one Occurrence and in the Annual Aggregate during the Policy Period
	\$	100,000	Municipal Marina Legal Liability; any one Pleasure Craft
	\$	1,000,000	Municipal Marina Legal Liability; in the Annual Aggregate for Legal Liability for Property Damage during the Policy Period
	\$	500,000	Wrongful Dismissal (Legal Expense); any one Claim and in the Annual Aggregate during the Policy Period
	\$	100,000	Conflict of Interest Reimbursement Expenses; any one Claim
	\$	100,000	Legal Expense, Reimbursement Expenses; any one Claim and
	\$	500,000	Legal Expense, Reimbursement Expenses; in the Annual Aggregate during the Policy Period
	\$	5,000,000	Non-Owned Automobile (including Contractual Liability for Hired Automobiles); any one Occurrence
	\$	250,000	Legal Liability for Damage to Hired Automobiles; any one Occurrence
	\$	5,000,000	Wrap-Up Liability – Difference in Conditions and Difference in Limits; any one Occurrence
	Endorsements:	\$	5,000,000
\$		5,000,000	*Environmental Impairment Liability; any one Claim and

	<p>\$ 5,000,000 Environmental Impairment Liability; in the Annual Aggregate during the Policy Period Retroactive Date: Unlimited</p> <p>\$ 250,000 *Abuse / Molestation Liability; any one Claim and \$ 500,000 Abuse / Molestation Liability; in the Annual Aggregate during the Policy Period Retroactive Date: August 1, 2008</p> <p>Voluntary Compensation; As per Endorsement No. 4 – Schedule of Benefits \$ 5,000,000 Police Officer Assault; any one Occurrence</p>
Deductible(s):	<p>\$ 50,000 Public Entity General Liability; any one Occurrence including Products and Completed Operations, per Claimant in respect of Sewer Back-up</p> <p>\$ 50,000 Extensions of Coverage; per Occurrence / per Claimant for all Extensions of Coverage except; NIL Extensions of Coverage; any one Occurrence with respect to Non-Owned Automobile Liability, Conflict of Interest and Legal Expense Reimbursement As per Endorsement No. 4 – Schedule of Benefits for Voluntary Compensation</p> <p>\$ 1,000 Extensions of Coverage; with respect to Legal Liability for Damage to Hired Autos</p> <p>\$ 50,000 Extensions of Coverage; with respect to Wrongful Dismissal (Legal Expense)</p> <p>\$ 50,000 Municipal Errors and Omissions Liability; any one Occurrence</p> <p>\$ 50,000 Environmental Impairment Liability; any one Claim</p> <p>\$ 50,000 Abuse / Molestation Liability; any one Claim</p> <p>\$ 50,000 Police Officer Assault; any one Occurrence</p>
* Claims Made Coverage Note:	<p>Certain sections of this policy are written on a CLAIMS MADE basis. In order to trigger coverage, a claim must first be made against the insured during the Policy Period or the Extended Reporting Period of 90 days (or longer if purchased) and the act(s), which lead to the claim, must have occurred on or after the Retroactive Date. Furthermore, such claims must also be reported to the insurer during the policy period for coverage to apply. Be aware that late reporting could result in a disclaimer of coverage from the insurer.</p>
Endorsements:	<p>*Communicable Disease Exclusion Endorsement including \$1,000,000 write-back, subject to \$50,000 deductible per claimant.</p> <p>Excluding Cyber, as per LMA5529.</p> <p>PERFLUORINATED COMPOUNDS, PERFLUOROALKYL AND POLYFLUOROALKYL SUBSTANCES (PFAS) EXCLUSION (For use on liability (re)insurance policies)</p> <p>The following exclusion applies only to the Insured's water treatment, water supply and firefighting operations:</p> <ol style="list-style-type: none"> This POLICY does not cover any claim for actual or alleged loss, liability, damage, compensation, injury, sickness, disease, death, medical payment, defence cost, cost, expense or any other amount, directly or indirectly and regardless of any other cause contributing concurrently or in any sequence, originating from, caused by, arising out of, contributed to by, resulting from, or otherwise in connection with any PFAS. For the purposes of this Exclusion, loss, liability, damage, compensation, injury, sickness,

	<p>disease, death, medical payment, defence cost, cost, expense or any other amount, includes, but is not limited to, any cost to clean-up, detoxify, remove, monitor, contain, test for or in any way respond to or assess the effect of any PFAS.</p> <p>3. PFAS means any organic molecule, salt, free radical or ion, the composition of which includes at least one:</p> <p>a. perfluorinated methyl group (-CF₃); or</p> <p>b. perfluorinated methylene group (-CF₂-).</p> <p>LMA5595 amended 29 July 2022</p>
Policy Form:	EK2004502 B0509BOWCI2251075
Insurer(s) and Proportion of Participation(s):	Certain Lloyd's Underwriters (Syndicate 1886) – 100%
Subject To:	Terms are subject to review and approval by Insurer.

Canadian Councils Excess Umbrella Liability (1st Layer)

Limit of Coverage:	\$ 20,000,000	any one Occurrence General Liability including Sudden and Accidental Pollution and Police Officer Assault Endorsement
	\$ 20,000,000	any one Occurrence in the Annual Aggregate in respect of Products & Completed Operations
	\$ 20,000,000	*any one Occurrence in the Annual Aggregate in respect of Municipal Errors and Omissions Liability
	\$ 20,000,000	any one Occurrence in the Annual Aggregate in respect of Employee Benefits Liability
Excess of Underlying Coverage(s) and Limit(s):	\$ 5,000,000	any one Occurrence General Liability including Sudden and Accidental Pollution and Police Officer Assault Endorsement
	\$ 5,000,000	any one Occurrence and in the Aggregate in respect of Products and Completed Operations during the Policy Period
	\$ 5,000,000	*Incidental Medical Malpractice; any one Claim
	\$ 5,000,000	Municipal Errors and Omissions; in the Annual Aggregate
	\$ 5,000,000	Employer's Liability and Tenant's Legal Liability; any one Occurrence
	\$ 5,000,000	Employee Benefits Liability; any one Claim
	\$ 5,000,000	Non-Owned Automobile Liability including Contractual Liability for Hired Automobiles; any one Occurrence
	\$ 5,000,000	Owned Automobile Liability (Aviva Insurance Company of Canada); any one Occurrence
* Claims Made Coverage Note:	Certain sections of this policy are written on a CLAIMS MADE basis. In order to trigger coverage, a claim must first be made against the insured during the Policy Period or the Extended Reporting Period of 90 days (or longer if purchased) and the act(s), which lead to the claim, must have occurred on or after the Retroactive Date. Furthermore, such claims must also be reported to the insurer during the policy period for coverage to apply. Be aware that late reporting could result in a disclaimer of coverage from the insurer.	
Retained Limit:	\$ NIL	
Endorsements:	Standard Excess Automobile Liability Policy Follow Form Named Insured, SPF No. 7 Excluding Cyber, as per LMA5529. Excluding Communicable Disease Absolutely. Excluding PFAS, as per LMA5595 amended, 29 July 2022.	
Policy Form:	EK2004502 B0509BOWCI2251076	
Insurer(s) and Proportion of Participations(s):	Certain Lloyd's Underwriters (Syndicate 1886) – 100%	
Subject To:	Terms are subject to review and approval by Insurer.	

Combined Physical Damage & Machinery Breakdown

Coverage:	Property Of Every Description – All Risks of Direct Physical Loss or Direct Physical Damage (Subject to Policy Exclusions)	
Limits of Liability:	\$ 19,236,090	Blanket Limit of Loss on Property of Every Description
	\$ 16,686,090	Total Insured Value (Included in Blanket Limit)
	\$ 25,000	Computer/Electronic Data Processing (Included in Blanket Limit)
	\$ 522,360	Contractors Equipment (Not Included in Blanket Limit)
Physical Damage Extensions of Coverage:	The limits for the following extensions of coverage are included in the Blanket Limit shown above:	
	\$ 500,000	Valuable Papers;
	\$ 500,000	Extra Expense;
	\$ 500,000	Accounts Receivable;
	\$ 500,000	Gross Rentals;
	\$ 500,000	Computer Media;
	\$ 25,000	Fine Arts (Agreed Value);
	The limits for the following extensions of coverage are in addition to the Blanket Limit shown above:	
	\$ 1,000,000	Newly Acquired Property;
	\$ 1,000,000	Building in the Course of Construction; Contractors and Consultants
	\$ 500,000	Property in Transit;
	\$ 1,000,000	Unnamed Locations;
	\$ 500,000	Expediting Expense;
	\$ 300,000	Business Interruption – Profits; Subject to maximum of \$25,000 per
	\$ 1,000,000	Contingent Business Interruption;
	\$ 100,000	Fire Extinguishing Material and Fire Fighting Expense;
	\$ 500,000	Professional Fees;
	\$ 10,000	Master Key;
	\$ 100,000	Land and Water Pollution Clean Up Expense;
	\$ 100,000	Stock Spoilage;
	\$ 100,000	Commercial Property Floater;
	\$ 1,000,000	Off Premises Service Interruption;
	\$ 100,000	Exhibition Floater;
	\$ 100,000 or 10%	Environmental Upgrade;
	\$ 15,000	Money, Cash Cards and Securities;
	\$ 15,000	Preservation of Property;
	\$ 25,000	Technological Advancement;
	\$ 1,000,000	Demolition and Increased Cost of Construction;
\$ 50,000 / \$ 100,000	Prevention of Ingress / Egress; 4 weeks	
\$ 100,000 or 25%	Debris Removal;	
\$ 15,000	Property of Councillors, Board Members and Employees; any one loss (\$25,000 maximum annual policy limit)	

Insurance Proposal

Machinery Breakdown:	\$ 1,000,000 Newly Acquired Property; \$ 500,000 Expediting Expense; \$ 500,000 Professional Fees; \$ 100,000 Consequential Damage; \$ 500,000 Hazardous Substance; \$ 10,000 Data and Media; \$ 500,000 Ammonia Contamination; \$ 500,000 Water Escape; \$ 10,000 Reproduction Costs; \$50,000 / \$100,000 Interruption by Civil Authority; 4 weeks
Endorsements:	Automobile Replacement Cost Deficiency Endorsement
Deductible(s):	\$ 50,000 each occurrence for all losses except \$ 1,000 each Computer/Electronic Data Processing loss \$ 1,000 each Fine Arts loss \$ 100,000 each Flood loss, except: \$ 250,000 each Flood loss at 148A Avenue du Parc location 5 % of total insured value or 100,000 minimum, whichever is greater, each Earthquake occurrence.
Policy Form:	Municipal Insurance Program - Master Policy (January 1, 2022)
Insurer(s) and Proportion of Participations(s):	Physical Damage: Aviva Insurance Company of Canada -70% Zurich Canada - 30% Machinery Breakdown: Aviva Insurance Company of Canada - 100%
Subject To:	1. A Schedule of Property including Construction, Occupancy, Protection, Exposure, civic address including postal codes for all locations. 2. Schedule of Miscellaneous Tools and Contractors Unlicensed Equipment. 3. All cooking facilities are ULC wet chemical compliant with semi-annual maintenance contract and Class K portable extinguisher. 4. Unless specifically agreed, all heritage properties are covered for Replacement Cost only. For Heritage Replacement Cost, a professional appraisal must be provided for approval by the insurer. 5. All locations may be subject to Engineering Inspection. 6. Terms will remain as indicated subject to no claims deterioration as of October 1, 2022 .

Comprehensive Crime

Limits:	\$ 1,000,000	Employee Dishonesty – Form A
	\$ 200,000	Broad Form Loss of Money (Inside Premises)
	\$ 200,000	Broad Form Loss of Money (Outside Premises)
	\$ 200,000	Money Orders & Counterfeit Paper Currency
	\$ 1,000,000	Depositors Forgery
	\$ 200,000	Professional Fees / Audit Expenses
	\$ 200,000	Computer Fraud or Funds Transfer Fraud
Deductible(s):	\$ NIL	per Loss
Policy Form:	Master Crime Wording (April 2012)	
Insurer(s) and Proportion of Participations(s):	Aviva Insurance Company of Canada – 100%	
Subject To:	<p>Bank Accounts NOT being reconciled by the same person(s) authorized to deposit and withdraw funds.</p> <p>All cheque requisitions and issued cheques containing dual signatures.</p> <p>If the above is not part of your internal Financial controls, please provide explanation(s).</p> <p>Terms will remain as indicated subject to no claims deterioration as of October 1, 2022</p>	

Automobile Insurance (Ontario)

Limits:	\$ 5,000,000	Liability – Bodily Injury / Property Damage Accident Benefits – Basic Benefits; Limits as stated in Policy Accident Benefits – Options; None Selected; Limits as stated in Policy Uninsured Automobile: Limits as stated in Policy Direct Compensation – Property Damage: Limits as stated in Policy Loss or Damage – All Perils Deductible: \$50,000
Endorsements:	OPCF 3 OPCF 4A OPCF 4B OPCF 5 OPCF 20 OPCF 21B OPCF 24 OPCF 31 OPCF 32 OPCF 43R OPCF 44	Drive Government Automobiles Endorsement Permission to Carry Explosives Permission to Carry Radioactive Material Permission to Rent or Lease Loss of Use Endorsement - Applicable to Light Units per occurrence (Applicable only to Private Passenger Vehicles and Light Commercial Vehicles) Blanket Fleet Endorsement – No Annual Adjustment Freezing of Fire-Fighting Apparatus Non-Owned Equipment Use of Recreational Vehicles by Unlicensed Drivers Removing Depreciation Deduction – 24 Months New Family Protection Endorsement Applicable to Private Passenger Vehicles, Light Commercial Vehicles, Skidoos and All Terrain Vehicles, and Police Vehicles Notice of Cancellation Ninety (90) Days Tarmac Exclusion
Deductible(s):	\$ 50,000	Loss or Damage – All Perils
Policy Form:	Provincial Statutory Owners Policy	
Insurer(s) and Proportion of Participations(s):	Aviva Insurance Company of Canada – 100%	
Subject To:	Terms are subject to review and approval by Insurer.	

Councillors' Accident Coverage

Limits of Coverage:	\$100,000 Principal Sum
Included Coverage:	Number of Councillors: 5 While on Duty Only Coverage
Policy Form:	Insurers Standard Form
Insurer(s) and Proportion of Participations(s):	AIG Insurance Company of Canada – 100%
Subject To:	\$2,500,000 Aggregate Limit of Indemnity Per Accident Terms will remain as indicated subject to no claims deterioration as of October 1, 2022

Volunteer Fire Fighters' Accident Coverage

Limits of Coverage:	\$ 100,000	Principal Sum
	\$ 300	Disability Benefit 1st 4 weeks
	\$ 300	Disability Benefit after 4 weeks
		While on Duty Only Coverage
Policy Form:	Insurers Standard Form	
Insurer(s) and Proportion of Participations(s):	AIG Insurance Company of Canada – 100%	
Subject To:	Terms will remain as indicated subject to no claims deterioration as of October 1, 2022	

Cyber Liability

Cyber Incident Response:	\$1,000,000	Incident Response Costs each and every claim
	\$1,000,000	Legal and Regulatory Costs each and every claim
	\$1,000,000	IT Security and Forensic Costs each and every claim
	\$1,000,000	Crisis Communication Costs each and every claim
	\$1,000,000	Privacy Breach Management Costs each and every claim
	\$1,000,000	Third Party Privacy Breach Management Costs each and every claim
	\$50,000	Post Breach Remediation Costs each and every claim (maximum 10% of all sums CFC has paid as a direct result of the cyber event)
Cyber Crime:	\$250,000	Funds Transfer Fraud each and every claim
	\$250,000	Theft of Funds Held in Escrow each and every claim
	\$250,000	Theft of Personal Funds each and every claim
	\$1,000,000	Extortion each and every claim
	\$250,000	Corporate Identity Theft each and every claim
	\$250,000	Telephone Hacking each and every claim
	\$50,000	Push Payment Fraud each and every claim
System Damage and Business Interruption:	\$250,000	Unauthorized Use of Computer Resources each and every claim
	\$1,000,000	System Damage and Rectification Costs each and every claim
	\$1,000,000	Income Loss and Extra Expense each and every claim (sub-limited to \$1,000,000 in respect of System Failure)
	\$100,000	Additional Extra Expense each and every claim
	\$1,000,000	Dependent Business Interruption each and every claim (sub-limited to \$1,000,000 in respect of System Failure)
	\$1,000,000	Consequential Reputational Harm each and every claim
	\$25,000	Claim Preparation Costs each and every claim
Network Security and Privacy Liability:	\$1,000,000	Hardware Replacement Costs each and every claim
	\$1,000,000	Network Security Liability Aggregate, including Costs and Expenses
	\$1,000,000	Privacy Liability Aggregate, including Costs and Expenses
	\$1,000,000	Management Liability Aggregate, including Costs and Expenses
	\$1,000,000	Regulatory Fines Aggregate, including Costs and Expenses
Media Liability:	\$1,000,000	PCI Fines, Penalties and Assessments Aggregate, including Costs and Expenses
	\$1,000,000	Defamation Aggregate, including Costs and Expenses
Court Attendance Costs:	\$1,000,000	Intellectual Property Rights Infringement Aggregate, including Costs and Expenses
	\$100,000	in the Aggregate (sub-limited to \$2,000 per day)
Deductible:	\$5,000	each Claim for All Losses, except:
	\$5,000	each Claim, including costs and expenses, for Network Security & Privacy Liability and Media Liability Losses

	\$5,000	each Claim for System Damage and Rectification Costs Losses
	NIL	each Claim for Incident Response Costs Losses
	NIL	each Claim for Claim Preparation Costs Losses
	NIL	each Claim for Court Attendance Costs Losses
	NIL	each Claim for Post Breach Remediation Costs Losses
Policy Form:	Cyber, Private Enterprise (CAN) v3.0	
Insurer(s) and Proportion of Participations(s):	CFC Underwriting Ltd. – 100%	
Subject To:	Terms will remain as indicated subject to no claims deterioration as of October 1, 2022	



Acceptance of Municipal Insurance Program Proposal

To: Marsh Canada Limited
Public Sector Division
120 Bremner Boulevard, Suite 800
Toronto, Ontario Canada M5J 0A8
Telephone: 416 868 2600

Policy Term (mm/dd/yy): 10/01/22 - 10/01/23

Annual Premium: \$75,959.00

We agree with the underwriting and claims information submitted and to the terms quoted in the Municipal Insurance Program proposal. This is your authority to proceed with binding cover(s) as outlined in the Municipal Insurance Proposal effective the date(s) noted above. We have also noted below our choice of any optional items in the Insurance Proposal as well as any specific instructions.

Indicated below are our instructions regarding any optional coverages shown in the insurance proposal.

Optional Coverages / Specific Instructions:

Signed on Behalf of Corporation of the Township of Dubreuilville

Authorized Signature

Date

Please print the name of the person signing above

Implementation of Limit of Liability:

In no event shall either party be liable for any indirect, special, incidental, consequential or punitive damages or for any lost profits arising out of or relating to any services provided by Marsh or its affiliates. The aggregate liability of Marsh, its affiliates and its and their employees to you or your affiliates arising out of or relating to the provision of services by Marsh or its affiliates shall not exceed \$10 million. This provision applies to the fullest extent permitted by applicable law.



Marsh Canada Limited
120 Bremner Boulevard, Suite 800
Toronto, Ontario M5J 0A8
+1 416 868 2600

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**CORPORATION DU DÉVELOPPEMENT ÉCONOMIQUE
ET COMMUNAUTAIRE DE DUBREUILVILLE**

PROCÈS-VERBAL / MINUTES

Rencontre du 20 juin 2023 / *June 20, 2023 Meeting*
Salle du conseil municipal / *Council Chambers*

PRÉSENTS: Austin Hemphill

Roger Lemoyne, Président

Shelley B. Casey, Secrétaire-trésorière

Patrice Dubreuil – (via Teams)

Daniel Eggert – (via Teams)

John Febbraro, EDO (N1 Strategy)

Chantal Croft, Agente de Développement Économique / *EDO*

GUESTS: None

ABSENT: Andrew Nutt – with notice

Beverly Nantel – with notice

Steve Lévesque, Vice-Président – with notice

INVITÉ: Aucun / None

1. Ouverture de la réunion / Called to order

Roger Lemoyne ouvre la séance à 20h10/ *Roger Lemoyne called the meeting to order at 8:10 p.m.*

2. Adoption de l'ordre du jour tel que présenté / Approval of the agenda as presented

Proposé par / *Moved by:* Shelley Casey

Appuyé par / *Seconded by:* Austin Hemphill

Carried

3. Appel et déclaration d'intérêt pécuniaire – Declaration of pecuniary interest

Aucun / None

4. Adoption du procès-verbal de : / Approval of the minutes of:

Procès-verbal de la rencontre régulière du 18 avril 2023 / *April 18, 2023 Regular Meeting Minutes*

Proposé par / *Moved by:* Austin Hemphill

Appuyé par / *Seconded by:* Daniel Eggert

Carried

5. Rapport(s) - Report(s)

5.1. Mise à jour verbale du réseau à large bande / Verbal update on Broadband Network Update*

- Conformément à l'AGA 2023 / *As per 2023 AGM*

- 5.2. Mise à jour verbale du projet de développement des appartements multi-familiaux (RideOut) / *Verbal update on Multi-family apartment development project (RideOut)***
- Conformément à l'AGA 2023 / *As per 2023 AGM*
- 5.3. Mise à jour verbale du projet de développement des appartements multi-familiaux (Action Group) / *Verbal update on Multi-family apartment development project (Action Group)***
- Conformément à l'AGA 2023 / *As per 2023 AGM*
- 5.4. Mise à jour verbale au sujet du projet de développement de subdivision de Maisons Jackpine-Gold Homes / *Verbal update regarding Maisons Jackpine-Gold Homes subdivision project***
- Conformément à l'AGA 2023 / *As per 2023 AGM*
- 5.5. Mise à jour verbale au sujet du projet de développement de subdivision - Andrew / *Verbal update regarding subdivision project - Andrew***
- Conformément à l'AGA 2023 / *As per 2023 AGM*
- 5.6. Mise à jour verbale concernant l'entente avec le Centre francophone de Sudbury - Soutien à l'immigration Francophone / *Verbal update regarding the agreement with the Centre Francophone de Sudbury - Support for Francophone Immigration***
- Conformément à l'AGA 2023 / *As per 2023 AGM*
- 5.7. Mise à jour concernant le programme du PACCE / *Update regarding the CIPEG program***
- Conformément à l'AGA 2023 / *As per 2023 AGM*
- 5.8. Mise à jour concernant le projet Northern Works / *Verbal update regarding the Northern Works project***
- Conformément à l'AGA 2023 / *As per 2023 AGM*
- 5.9. Mise à jour concernant le projet Aventure Nord / *Verbal update regarding the Aventure Nord project***
- Conformément à l'AGA 2023 / *As per 2023 AGM*
- 5.10. Mise à jour concernant le projet du site Web / *Verbal update regarding the website development***
- Conformément à l'AGA 2023 / *As per 2023 AGM*
- 6. Rapport financier / *Financial Statements***
- 6.1. État de compte à partir du 6 mars 2023 au 6 juin 2023 / *Bank Statements as of March 6, 2023 to June 6, 2023***
- Proposé par / *Moved by*: Austin Hemphill
Appuyé par / *Seconded by*: Daniel Eggert
Carried
- 6.2. Bilan au 6 juin 2023 / *June 6, 2023 Balance Sheet Statement***
- Proposé par / *Moved by*: Austin Hemphill
Appuyé par / *Seconded by*: Daniel Eggert
Carried

7. Correspondance – *Correspondance*

Aucune / *None*

8. Ajout / *Addendum*

Aucune / *None*

9. Huis-clos - *Closed meeting*

N/A

10. Date de la prochaine réunion / *Date of the Next Meeting*

Mardi le 19 septembre 2023 / *Tuesday, September 19, 2023*

11. Clôture de séance / *Adjournment*

Qu'il soit entendu que cette séance régulière du 18 avril 2023 soit levée à 20:20.

Whereas that this regular meeting dated April 18, 2023 adjourned at 8:20 p.m.

Proposé par / *Moved by*: Austin Hemphill

Appuyé par / *Seconded by*: Daniel Eggert

Carried



September 15, 2023

Dear Head of Council,

**Subject: Responding to the Housing Affordability Task Force's
Recommendations**

As you know, in February 2022, the Housing Affordability Task Force delivered [its final report](#) with recommendations to help Ontario tackle the housing supply crisis and build at least 1.5 million homes by 2031. Including sub-items and appendices, the Task Force made 74 unique recommendations, some of which apply to all communities in Ontario, with others more specific to large and urban municipalities. While Ontario has made progress in acting on these recommendations — with 23 implemented to date helping to achieve the highest level of housing starts in over three decades — as the province grows at incredible speed, all levels of government need to do more.

To bring the dream of home ownership into reach for more people, I have asked my ministry to renew its efforts to review and, where possible, implement the Task Force's remaining recommendations with minimal delay. As part of that review, I am asking for you, as head of council, to prioritize your top five recommendations for future consideration. For these top five priorities, this could include your advice to revisit the way a recommendation has been implemented up to this point, as well as how some of the recommendations could or should be implemented with amendments.

Accompanying this letter, you will find a chart with space to rank the top five Task Force recommendations. While I know that some of the recommendations may not be applicable to all small, rural, and Northern communities, I ask that you rank those recommendations that you feel would be, or have been, the most useful in increasing housing supply in your community.

As we look to do more to solve the housing supply and affordability crisis together, it's important for the province to have a full understanding of our municipal partners' positions on these recommendations as quickly as possible. I ask that you **please return the completed chart to housingsupply@ontario.ca no later than October 16, 2023.**

I look forward to continuing our work together to ensure that more people can afford a place to call home.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Paul Calandra', with a large, stylized initial 'P' and 'C'.

The Hon. Paul Calandra
Minister of Municipal Affairs and Housing

- c: Hon. Rob Flack, Associate Minister of Housing
- Kirstin Jensen, Interim Chief of Staff, Minister's Office
- Martha Greenberg, Deputy Minister
- Joshua Paul, Assistant Deputy Minister, Market Housing Division
- Sean Fraser, Assistant Deputy Minister, Planning and Growth Division
- Caspar Hall, Assistant Deputy Minister, Local Government Division

Attachment:

Top Five Housing Affordability Task Force (HATF) Recommendations for Response

Attachment: Top Five Housing Affordability Task Force (HATF) Recommendations for Response

Please identify the top 5 HATF recommendations that you support, and rationale / comments	
1.	
2.	
3.	
4.	
5.	

Pièce jointe : Cinq principales recommandations du Groupe d'étude sur le logement abordable pour réponse

Veillez indiquer les cinq principales recommandations du GELA que vous soutenez, ainsi que les raisons et commentaires.	
1.	
2.	
3.	
4.	
5.	



Le 18 septembre 2023

Monsieur le président du conseil / Madame la présidente du conseil,

Objet : Réponse aux recommandations du Groupe d'étude sur le logement abordable

Comme vous le savez, en février 2022, le Groupe d'étude sur le logement abordable a publié [son rapport final](#) contenant des recommandations visant à aider l'Ontario à résoudre la crise du logement et à construire au moins 1,5 million de logements d'ici 2031. En incluant les sous-points et les annexes, le Groupe d'étude a formulé 74 recommandations uniques, dont certaines s'appliquent à toutes les collectivités de l'Ontario, tandis que d'autres s'appliquent davantage aux grandes municipalités et aux municipalités urbaines. L'Ontario a réalisé des progrès dans la mise en œuvre de ces recommandations : 23 d'entre elles ont été mises en œuvre à ce jour, ce qui a permis d'atteindre le niveau le plus élevé de mises en chantier depuis plus de trente ans. Cependant, comme la province se développe à une vitesse incroyable, tous les niveaux de gouvernement doivent en faire plus.

Pour que le rêve de l'accession à la propriété soit accessible à un plus grand nombre de personnes, j'ai demandé à mon ministère de redoubler d'efforts pour examiner et, dans la mesure du possible, mettre en œuvre les recommandations restantes du Groupe d'étude dans les meilleurs délais. Dans le cadre de cet examen, je vous demande, en tant que président du conseil, de classer par ordre de priorité les cinq recommandations les plus importantes pour considération ultérieure. Pour ces cinq priorités, vous pourriez conseiller de revoir la manière dont une recommandation a été mise en œuvre jusqu'à présent, ainsi que la manière dont certaines recommandations pourraient ou devraient être mises en œuvre avec des modifications.

Cette lettre est accompagnée d'un tableau dans lequel vous pouvez classer les cinq principales recommandations du Groupe d'étude. Même si je sais que certaines des recommandations ne s'appliquent pas à toutes les petites collectivités rurales et du Nord, je vous demande de classer les recommandations qui, selon vous, seraient ou ont été les plus utiles pour augmenter l'offre de logements dans votre collectivité.

Alors que nous cherchons à faire davantage pour résoudre ensemble la crise de l'offre et de l'accessibilité du logement, il est important que la province comprenne parfaitement les positions de nos partenaires municipaux sur ces recommandations, et ce, le plus rapidement possible.

Je vous demande de **bien vouloir renvoyer le tableau dûment rempli à l'adresse housingsupply@ontario.ca au plus tard le 16 octobre 2023.**

Je me réjouis de poursuivre notre collaboration afin que davantage de personnes puissent s'offrir un chez-soi.

Cordialement,

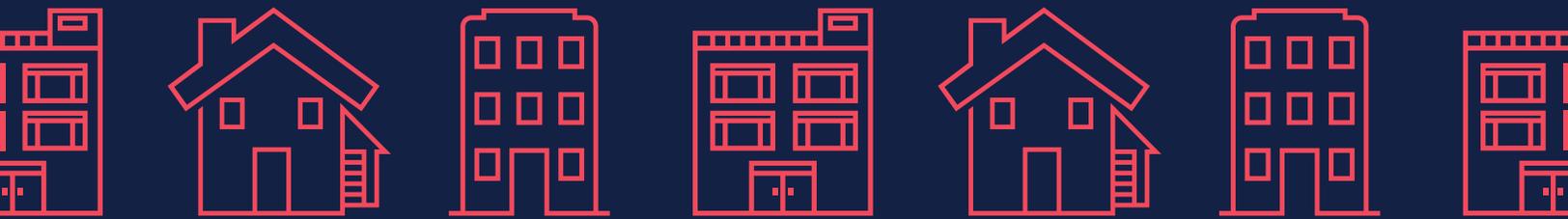


L'hon. Paul Calandra
Ministre des Affaires municipales et du Logement

c : L'hon. Rob Flack, ministre associé du Logement
Kirstin Jensen, chef de cabinet intérimaire, Bureau du ministre
Martha Greenberg, sous-ministre
Joshua Paul, sous-ministre adjoint, Division du logement à but lucratif
Sean Fraser, sous-ministre adjoint, Division de l'aménagement et de la croissance
Caspar Hall, sous-ministre adjoint, Division des administrations locales

Pièce jointe :

Cinq principales recommandations du Groupe d'étude sur le logement abordable pour réponse



Report of the
**Ontario Housing
Affordability Task Force**

February 8, 2022



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Letter to Minister Clark

Dear Minister Clark,

Hard-working Ontarians are facing a housing crisis. For many years, the province has not built enough housing to meet the needs of our growing population. While the affordability crisis began in our large cities, it has now spread to smaller towns and rural communities.

Efforts to cool the housing market have only provided temporary relief to home buyers. The long-term trend is clear: house prices are increasing much faster than Ontarian's incomes. The time for action is now.

When striking the Housing Affordability Task Force, you and Premier Ford were clear: you wanted actionable, concrete solutions to help Ontarians and there was no time to waste. You asked us to be bold and gave us the freedom and independence to develop our recommendations.

In the past two months, we have met municipal leaders, planners, unions, developers and builders, the financial sector, academics, think tanks and housing advocates. Time was short, but solutions emerged consistently around these themes:

- More housing density across the province
- End exclusionary municipal rules that block or delay new housing
- Depoliticize the housing approvals process
- Prevent abuse of the housing appeals system
- Financial support to municipalities that build more housing

We present this report to you not as an “all or nothing” proposal, but rather as a list of options that the government has at its disposal to help address housing affordability for Ontarians and get more homes built. We propose an ambitious but achievable target: 1.5 million new homes built in the next ten years.

Parents and grandparents are worried that their children will not be able to afford a home when they start working or decide to start a family. Too many Ontarians are unable to live in their preferred city or town because they cannot afford to buy or rent.

The way housing is approved and built was designed for a different era when the province was less constrained by space and had fewer people. But it no longer meets the needs of Ontarians. The balance has swung too far in favour of lengthy consultations, bureaucratic red tape, and costly appeals. It is too easy to oppose new housing and too costly to build. We are in a housing crisis and that demands immediate and sweeping reforms.

It has been an honour to serve as Chair, and I am proud to submit this report on behalf of the entire Task Force.



A handwritten signature in black ink, appearing to read 'Jake Lawrence', with a horizontal line underneath.

Jake Lawrence

Chair, Housing Affordability Task Force

Chief Executive Officer and Group Head, Global Banking and Markets, Scotiabank

Executive summary and recommendations

House prices in Ontario have almost tripled in the past 10 years, growing much faster than incomes. This has home ownership beyond the reach of most first-time buyers across the province, even those with well-paying jobs. Housing has become too expensive for rental units and it has become too expensive in rural communities and small towns. The system is not working as it should.

For too long, we have focused on solutions to “cool” the housing market. It is now clear that we do not have enough homes to meet the needs of Ontarians today, and we are not building enough to meet the needs of our growing population. If this problem is not fixed – by creating more housing to meet the growing demand – housing prices will continue to rise. We need to build more housing in Ontario.

This report sets out recommendations that would set a bold goal and clear direction for the province, increase density, remove exclusionary rules that prevent housing growth, prevent abuse of the appeals process, and make sure municipalities are treated as partners in this process by incentivizing success.

Setting bold targets and making new housing the planning priority

Recommendations 1 and 2 urge Ontario to set a bold goal of adding 1.5 million homes over the next 10 years and update planning guidance to make this a priority.

The task force then recommends actions in five main areas to increase supply:

Require greater density

Land is not being used efficiently across Ontario. In too many neighbourhoods, municipal rules only allow single-family homes – not even a granny suite. Taxpayers have invested heavily in subway, light rail, bus and rail lines and highways, and the streets nearby are ideally suited for more mid- and high-rise housing. Underused or redundant commercial and industrial buildings are ripe to be redeveloped into housing or mixed commercial and residential use. New housing on undeveloped land should also be higher density than traditional suburbs, especially close to highways.

Adding density in all these locations makes better use of infrastructure and helps to save land outside urban boundaries. Implementing these recommendations will provide Ontarians with many more options for housing.

Recommendations 3 through 11 address how Ontario can quickly create more housing supply by allowing more housing in more locations “as of right” (without the need for municipal approval) and make better use of transportation investments.

Reduce and streamline urban design rules

Municipalities require numerous studies and set all kinds of rules for adding housing, many of which go well beyond the requirements of the provincial Planning Act. While some of this guidance has value for urban design, some rules appear to be arbitrary and not supported by evidence – for example, requiring condo buildings to include costly parking stalls even though many go unsold. These rules and requirements result in delays and extra costs that make housing either impossible to build or very expensive for the eventual home buyer or renter.

Recommendation 12 would set uniform provincial standards for urban design, including building shadows and setbacks, do away with rules that prioritize preservation of neighbourhood physical character over new housing, no longer require municipal approval of design matters like a building’s colour, texture, type of material or window details, and remove or reduce parking requirements.

Depoliticize the process and cut red tape

NIMBYism (not in my backyard) is a major obstacle to building housing. It drags out the approval process, pushes up costs, and keeps out new residents. Because local councillors depend on the votes of residents who want to keep the status quo, the planning process has become politicized. Municipalities allow far more public consultation than is required, often using formats that make it hard for working people and families with young children to take part. Too few technical decisions are delegated to municipal staff. Pressure to designate buildings with little or no heritage value as “heritage” if development is proposed and bulk listings of properties with “heritage potential” are also standing in the way of getting homes built. Dysfunction throughout the system, risk aversion and needless bureaucracy have resulted in a situation where Ontario lags the rest of Canada and the developed world in approval times. Ontarians have waited long enough.

Recommendations 13 through 25 would require municipalities to limit consultations to the legislated maximum, ensure people can take part digitally, mandate the delegation of technical decisions, prevent abuse of the heritage process and see property owners compensated for financial loss resulting from designation, restore the right of developers to appeal Official Plans and Municipal Comprehensive Reviews, legislate timelines for approvals and enact several other common sense changes that would allow housing to be built more quickly and affordably.

Fix the Ontario Land Tribunal

Largely because of the politicization of the planning process, many proponents look to the Tribunal, a quasi-judicial body, to give the go-ahead to projects that should have been approved by the municipality. Even when there is municipal approval, however, opponents appeal to the Tribunal – paying only a \$400 fee – knowing that this may well succeed in delaying a project to the point where it might no longer make economic sense. As a result, the Tribunal faces a backlog of more than 1,000 cases and is seriously under-resourced.

Recommendations 26 through 31 seek to weed out or prevent appeals aimed purely at delaying projects, allow adjudicators to award costs to proponents in more cases, including instances where a municipality has refused an approval to avoid missing a legislated deadline, reduce the time to issue decisions, increase funding, and encourage the Tribunal to prioritize cases that would increase housing supply quickly as it tackles the backlog.

Support municipalities that commit to transforming the system

Fixing the housing crisis needs everyone working together. Delivering 1.5 million homes will require the provincial and federal governments to invest in change. Municipalities that make the difficult but necessary choices to grow housing supply should be rewarded, and those that resist new housing should see funding reductions.

Recommendations 49 and 50 call for Ontario government to create a large “Ontario Housing Delivery Fund” and encourage the federal government to match funding, and suggest how the province should reward municipalities that support change and reduce funding for municipalities that do not.

This executive summary focuses on the actions that will get the most housing units approved and built in the shortest time. Other recommendations in the report deal with issues that are important but may take more time to resolve or may not directly increase supply (recommendation numbers are indicated in brackets): improving tax and municipal financing (**32-37, 39, 42-44**); encouraging new pathways to home ownership (**38, 40, 41**); and addressing labour shortages in the construction industry (**45-47**).

This is not the first attempt to “fix the housing system”. There have been efforts for years to tackle increasing housing prices and find solutions. This time must be different. **Recommendations 50-55** set out ways of helping to ensure real and concrete progress on providing the homes Ontarians need.

Introduction

Ontario is in a housing crisis. Prices are skyrocketing: the average price for a house across Ontario was \$923,000 at the end of 2021.^[1] Ten years ago, the average price was \$329,000.^[2] Over that period, average house prices have climbed 180% while average incomes have grown roughly 38%.^{[3][4]}

Not long ago, hard-working Ontarians – teachers, construction workers, small business owners – could afford the home they wanted. In small towns, it was reasonable to expect that you could afford a home in the neighbourhood you grew up in. Today, home ownership or finding a quality rental is now out of reach for too many Ontarians. The system is not working as it should be.

Housing has become too expensive for rental units and it has become too expensive in rural communities and small towns.

While people who were able to buy a home a decade or more ago have built considerable personal equity, the benefits of having a home aren't just financial. Having a place to call home connects people to their community, creates a gathering place for friends and family, and becomes a source of pride.

Today, the reality for an ever-increasing number of Ontarians is quite different. Everyone in Ontario knows people who are living with the personal and financial stress of not being able to find housing they can afford. The young family who can't buy a house within two hours of where they work. The tenant with a good job who worries about

where she'll find a new apartment she can afford if the owner decides to sell. The recent graduate who will have to stay at home for a few more years before he can afford to rent or buy.

While the crisis is widespread, it weighs more heavily on some groups than on others. Young people starting a family who need a larger home find themselves priced out of the market. Black, Indigenous and marginalized people face even greater challenges. As Ontarians, we have only recently begun to understand and address the reality of decades of systemic racism that has resulted in lower household incomes, making the housing affordability gap wider than average.

The high cost of housing has pushed minorities and lower income Ontarians further and further away from job markets. Black and Indigenous homeownership rates are less than half of the provincial average.^[5] And homelessness rates among Indigenous Peoples are 11 times the national average. When housing prevents an individual from reaching their full potential, this represents a loss to every Ontarian: lost creativity, productivity, and revenue. Lost prosperity for individuals and for the entire Ontario economy.



As much as we read about housing affordability being a challenge in major cities around the world, the depth of the challenge has become greater in Ontario and Canada than almost anywhere in the developed world.



Canada has the lowest amount of housing per population of any G7 country.

How did we get here? Why do we have this problem?

A major factor is that there just isn't enough housing. A 2021 Scotiabank study showed that Canada has the fewest housing units per population of any G7 country – and, our per capita housing supply has *dropped* in the past five years.^[6] An update to that study released in January 2022 found that two thirds of Canada's housing shortage is in Ontario.^[7] Today, Ontario is 1.2 million homes – rental or owned – short of the G7 average. With projected population growth, that huge gap is widening, and bridging it will take immediate, bold and purposeful effort. And to support population growth in the next decade, we will need one million more homes.

While governments across Canada have taken steps to “cool down” the housing market or provide help to first-time buyers, these demand-side solutions only work if there is enough supply. Shortages of supply in any market have a direct impact on affordability. Scarcity breeds price increases. Simply put, if we want more Ontarians to have housing, we need to build more housing in Ontario.

Ontario must build 1.5 million homes over the next 10 years to address the supply shortage

The housing crisis impacts all Ontarians. The ripple effect of the crisis also holds back Ontario reaching its full potential.

Economy

Businesses of all sizes are facing problems finding and retaining workers. Even high-paying jobs in technology and manufacturing are hard to fill because there's not enough housing nearby. This doesn't just dampen the economic growth of cities, it makes them less vibrant, diverse, and creative, and strains their ability to provide essential services.

Public services

Hospitals, school boards and other public service providers across Ontario report challenges attracting and retaining staff because of housing costs. One town told us that it

could no longer maintain a volunteer fire department, because volunteers couldn't afford to live within 10 minutes drive of the firehall.

Environment

Long commutes contribute to air pollution and carbon emissions. An international survey of 74 cities in 16 countries found that Toronto, at 96 minutes both ways, had the longest commute times in North America and was essentially tied with Bogota, Colombia, for the longest commute time worldwide.^[8] Increasing density in our cities and around major transit hubs helps reduce emissions to the benefit of everyone.

Ontario must build

1.5M

homes over the next 10 years
to address the supply shortage.



Our mandate and approach

Ontario's Minister of Municipal Affairs and Housing tasked us with recommending ways to accelerate our progress in closing the housing supply gap to improve housing affordability.

Time is of the essence. Building housing now is exactly what our post-pandemic economy needs. Housing construction creates good-paying jobs that cannot be outsourced to other countries. Moreover, the pandemic gave rise to unprecedented levels of available capital that can be invested in housing – if we can just put it to work.

We represent a wide range of experience and perspectives that includes developing, financing and building homes, delivering affordable housing, and researching housing market trends, challenges and solutions. Our detailed biographies appear as [Appendix A](#).



We acknowledge that every house in Ontario is built on the traditional territory of Indigenous Peoples.



People in households that spend 30% or more of total household income on shelter expenses are defined as having a “housing affordability” problem. Shelter expenses include electricity, oil, gas, coal, wood or other fuels, water and other municipal services, monthly mortgage payments, property taxes, condominium fees, and rent.

Our mandate was to focus on how to increase market housing supply and affordability. By market housing, we are referring to homes that can be purchased or rented without government support.

Affordable housing (units provided at below-market rates with government support) was not part of our mandate.

The Minister and his cabinet colleagues are working on that issue. Nonetheless, almost every stakeholder we spoke with had ideas that will help deliver market housing and also make it easier to deliver affordable housing. However, affordable housing is a societal responsibility and will require intentional investments and strategies to bridge the significant affordable housing gap in this province. We have included a number of recommendations aimed at affordable housing in the body of this report, but have also included further thoughts in [Appendix B](#).

We note that government-owned land was also outside our mandate. Many stakeholders, however, stressed the value of surplus or underused public land and land associated with major transit investments in finding housing solutions. We agree and have set out some thoughts on that issue in [Appendix C](#).

How we did our work

Our Task Force was struck in December 2021 and mandated to deliver a final report to the Minister by the end of January 2022. We were able to work to that tight timeline because, in almost all cases, viewpoints and feasible solutions are well known. In addition, we benefited from insights gleaned from recent work to solve the problem in other jurisdictions.

During our deliberations, we met with and talked to over 140 organizations and individuals, including industry associations representing builders and developers, planners, architects, realtors and others; labour unions; social justice advocates; elected officials at the municipal level; academics and research groups; and municipal planners. We also received written submissions from many of these participants. In addition, we drew on the myriad public reports and papers listed in the [References](#).

We thank everyone who took part in sessions that were uniformly helpful in giving us a deeper understanding of the housing crisis and the way out of it. We also thank the staff of the Ministry of Municipal Affairs and Housing who provided logistical and other support, including technical briefings and background.

The way forward

The single unifying theme across all participants over the course of the Task Force’s work has been the urgency to take decisive action. Today’s housing challenges are incredibly complex. Moreover, developing land, obtaining approvals, and building homes takes years.

Some recommendations will produce immediate benefits, others will take years for the full impact.

This is why there is no time to waste. We urge the Minister of Municipal Affairs and Housing and his cabinet colleagues to continue measures they have already taken to accelerate housing supply and to move quickly in turning the recommendations in this report into decisive new actions.

The province must set an ambitious and bold goal to build 1.5 million homes over the next 10 years. If we build 1.5 million new homes over the next ten years, Ontario can fill the housing gap with more affordable choices, catch up to the rest of Canada and keep up with population growth.

By working together, we can resolve Ontario’s housing crisis. In so doing, we can build a more prosperous future for everyone.

The balance of this report lays out our recommendations.

Focus on getting more homes built

Resolving a crisis requires intense focus and a clear goal. The province is responsible for the legislation and policy that establishes the planning, land use, and home building goals, which guide municipalities, land tribunals, and courts. Municipalities are then responsible for implementing provincial policy in a way that works for their communities. The province is uniquely positioned to lead by shining a spotlight on this issue, setting the tone, and creating a single, galvanizing goal around which federal support, provincial legislation, municipal policy, and the housing market can be aligned.

In 2020, Ontario built about 75,000 housing units.^[9] For this report, we define a housing unit (home) as a single dwelling (detached, semi-detached, or attached), apartment, suite, condominium or mobile home. Since 2018, housing completions have grown every year as a result of positive measures that the province and some municipalities have implemented to encourage more home building. But we are still 1.2 million homes short when compared to other G7 countries and our population is growing. The goal of 1.5 million homes feels daunting – but reflects both the need and what is possible. In fact, throughout the 1970s Ontario built more housing units each year than we do today.^[10]

The second recommendation is designed to address the growing complexity and volume of rules in the legislation, policy, plans and by-laws, and their competing priorities, by providing clear direction to provincial agencies, municipalities, tribunals, and courts on the overriding priorities for housing.

- 1. Set a goal of building 1.5 million new homes in ten years.**
- 2. Amend the Planning Act, Provincial Policy Statement, and Growth Plans to set “growth in the full spectrum of housing supply” and “intensification within existing built-up areas” of municipalities as the most important residential housing priorities in the mandate and purpose.**



The “missing middle” is often cited as an important part of the housing solution. We define the missing middle as mid-rise condo or rental housing, smaller houses on subdivided lots or in laneways and other additional units in existing houses.

Making land available to build

The Greater Toronto Area is bordered on one side by Lake Ontario and on the other by the protected Greenbelt. Similarly, the Ottawa River and another Greenbelt constrain land supply in Ottawa, the province's second-largest city.

But a shortage of land isn't the cause of the problem. Land is available, both inside the existing built-up areas and on undeveloped land outside greenbelts.

We need to make better use of land. Zoning defines what we can build and where we can build. If we want to make better use of land to create more housing, then we need to modernize our zoning rules. We heard from planners, municipal councillors, and developers that "as of right" zoning – the ability to by-pass long, drawn out consultations and zoning by-law amendments – is the most effective tool in the provincial toolkit. We agree.

Stop using exclusionary zoning that restricts more housing

Too much land inside cities is tied up by outdated rules. For example, it's estimated that 70% of land zoned for housing in Toronto is restricted to single-detached or semi-detached homes.^[11] This type of zoning prevents homeowners from adding additional suites to create housing for Ontarians and income for themselves. As one person said, "my neighbour can tear down what was there to build a monster home, but I'm not allowed to add a basement suite to my home."

It's estimated that

70%

of land zoned for housing in Toronto is restricted to **single-detached** or **semi-detached** homes.



While less analysis has been done in other Ontario communities, it's estimated that about half of all residential land in Ottawa is zoned for single-detached housing, meaning nothing else may be built on a lot without public consultation and an amendment to the zoning by-law. In some suburbs around Toronto, single unit zoning dominates residential land use, even close to GO Transit stations and major highways.

One result is that more growth is pushing past urban boundaries and turning farmland into housing. Undeveloped land inside and outside existing municipal boundaries must be part of the solution, particularly in northern and rural communities, but isn't nearly enough on its own. Most of the solution must come from densification. Greenbelts and other environmentally sensitive areas must be protected, and farms provide food and food security. Relying too heavily on undeveloped land would whittle away too much of the already small share of land devoted to agriculture.

Modernizing zoning would also open the door to more rental housing, which in turn would make communities more inclusive.

Allowing more gentle density also makes better use of roads, water and wastewater systems, transit and other public services that are already in place and have capacity, instead of having to be built in new areas.

The Ontario government took a positive step by allowing secondary suites (e.g., basement apartments) across the province in 2019. However, too many municipalities still place too many restrictions on implementation. For the last three years, the total number of secondary suites in Toronto has actually declined each year, as few units get permitted and owners convert two units into one.^[12]

These are the types of renovations and home construction performed by small businesses and local trades, providing them with a boost.

Underused and vacant commercial and industrial properties are another potential source of land for housing. It was suggested to us that one area ripe for redevelopment into a mix of commercial and residential uses is the strip mall, a leftover from the 1950s that runs along major suburban streets in most large Ontario cities.

“As of right” zoning allows more kinds of housing that are accessible to more kinds of people. It makes neighbourhoods stronger, richer, and fairer. And it will get more housing built in existing neighbourhoods more quickly than any other measure.

3. Limit exclusionary zoning in municipalities through binding provincial action:

- a) Allow “as of right” residential housing up to four units and up to four storeys on a single residential lot.
- b) Modernize the Building Code and other policies to remove any barriers to affordable construction and to ensure meaningful implementation (e.g., allow single-staircase construction for up to four storeys, allow single egress, etc.).

4. Permit “as of right” conversion of underutilized or redundant commercial properties to residential or mixed residential and commercial use.

5. Permit “as of right” secondary suites, garden suites, and laneway houses province-wide.

6. Permit “as of right” multi-tenant housing (renting rooms within a dwelling) province-wide.

7. Encourage and incentivize municipalities to increase density in areas with excess school capacity to benefit families with children.

Align investments in roads and transit with growth

Governments have invested billions of dollars in highways, light rail, buses, subways and trains in Ontario. But without ensuring more people can live close to those transit routes, we’re not getting the best return on those infrastructure investments.

Access to transit is linked to making housing more affordable: when reliable transit options are nearby, people can get to work more easily. They can live further from the centre of the city in less expensive areas without the added cost of car ownership.

The impacts of expanding public transit go far beyond serving riders. These investments also spur economic growth and reduce traffic congestion and emissions. We all pay for the cost of transit spending, and we should all share in the benefits.

If municipalities achieve the right development near transit – a mix of housing at high- and medium-density, office space and retail – this would open the door to better ways of funding the costs. Other cities, like London, UK and Hong Kong, have captured the impacts of increased land value and business activity along new transit routes to help with their financing.

Ontario recently created requirements (residents/hectare) for municipalities to zone for higher density in transit corridors and “major transit station areas”,^[13a] ^[13b] These are areas surrounding subway and other rapid transit stations and hubs. However, we heard troubling reports that local opposition is blocking access to these neighbourhoods and to critical public transit stations. City staff, councillors, and the province need to stand up to these tactics and speak up for the Ontarians who need housing.

The Province is also building new highways in the Greater Golden Horseshoe, and it’s important to plan thoughtfully for the communities that will follow from these investments, to make sure they are compact and liveable.

8. Allow “as of right” zoning up to unlimited height and unlimited density in the immediate proximity of individual major transit stations within two years if municipal zoning remains insufficient to meet provincial density targets.
9. Allow “as of right” zoning of six to 11 storeys with no minimum parking requirements on any streets utilized by public transit (including streets on bus and streetcar routes).
10. Designate or rezone as mixed commercial and residential use all land along transit corridors and redesignate all Residential Apartment to mixed commercial and residential zoning in Toronto.
11. Support responsible housing growth on undeveloped land, including outside existing municipal boundaries, by building necessary infrastructure to support higher density housing and complete communities and applying the recommendations of this report to all undeveloped land.

Start saying “yes in my backyard”

Even where higher density is allowed in theory, the official plans of most cities in Ontario contain conflicting goals like maintaining “prevailing neighbourhood character”. This bias is reinforced by detailed guidance that often follows from the official plan. Although requirements are presented as “guidelines”, they are often treated as rules.

Examples include:

- Angular plane rules that require successively higher floors to be stepped further back, cutting the number of units that can be built by up to half and making many projects uneconomic
- Detailed rules around the shadows a building casts
- Guidelines around finishes, colours and other design details

One resident’s desire to prevent a shadow being cast in their backyard or a local park frequently prevails over concrete proposals to build more housing for multiple families. By-laws and guidelines that preserve “neighbourhood character” often prevent simple renovations to add new suites to existing homes. The people who suffer are mostly young, visible minorities, and marginalized people. It is the perfect

example of a policy that appears neutral on its surface but is discriminatory in its application.^[14]

Far too much time and money are spent reviewing and holding consultations for large projects which conform with the official plan or zoning by-law and small projects which would cause minimal disruption. The cost of needless delays is passed on to new home buyers and tenants.

Minimum parking requirements for each new unit are another example of outdated municipal requirements that increase the cost of housing and are increasingly less relevant with public transit and ride share services. Minimum parking requirements add as much as \$165,000 to the cost of a new housing unit, even as demand for parking spaces is falling: data from the Residential Construction Council of Ontario shows that in new condo projects, one in three parking stalls goes unsold. We applaud the recent vote by Toronto City Council to scrap most minimum parking requirements. We believe other cities should follow suit.

While true heritage sites are important, heritage preservation has also become a tool to block more housing. For example, some municipalities add thousands of properties at a time to a heritage register because they have “potential” heritage value. Even where a building isn’t heritage designated or registered, neighbours increasingly demand it be as soon as a development is proposed.

This brings us to the role of the “not in my backyard” or NIMBY sentiment in delaying or stopping more homes from being built.



New housing is often the last priority

A proposed building with market and affordable housing units would have increased the midday shadow by 6.5% on a nearby park at the fall and spring equinox, with no impact during the summer months. To conform to a policy that does not permit “new net shadow on specific parks”, seven floors of housing, including 26 affordable housing units, were sacrificed.

Multiple dry cleaners along a transit route were designated as heritage sites to prevent new housing being built. It is hard not to feel outrage when our laws are being used to prevent families from moving into neighbourhoods and into homes they can afford along transit routes.

NIMBY versus YIMBY

NIMBYism (not in my backyard) is a large and constant obstacle to providing housing everywhere. Neighbourhood pushback drags out the approval process, pushes up costs and discourages investment in housing. It also keeps out new residents. While building housing is very costly, opposing new housing costs almost nothing.

Unfortunately, there is a strong incentive for individual municipal councillors to fall in behind community opposition – it's existing residents who elect them, not future ones. The outcry of even a handful of constituents (helped by the rise of social media) has been enough, in far too many cases, to persuade their local councillor to vote against development even while admitting its merits in private. There is a sense among some that it's better to let the Ontario Land Tribunal approve the development on appeal, even if it causes long delays and large cost increases, then to take the political heat.

Mayors and councillors across the province are fed up and many have called for limits on public consultations and more “as of right” zoning. In fact, some have created a new term for NIMBYism: BANANAs – Build Absolutely Nothing Anywhere Near Anything, causing one mayor to comment “NIMBYism has gone BANANAs”. We agree. In a growing, thriving society, that approach is not just bad policy, it is exclusionary and wrong.

As a result, technical planning decisions have become politicized. One major city has delegated many decisions to senior staff, but an individual councillor can withdraw the delegation when there is local opposition and force a vote at Council. We heard that this situation is common across the province, creating an electoral incentive for a councillor to delay or stop a housing proposal, or forcing a councillor to pay the electoral cost of supporting it. Approvals of individual housing applications should be the role of professional staff, free from political interference.

The pressure to stop any development is now so intense that it has given rise to a counter-movement – YIMBYism, or “yes in my backyard,” led by millennials who recognize entrenched opposition to change as a huge obstacle to finding a home. They provide a voice at public consultations for young people, new immigrants and refugees, minority groups, and Ontarians struggling to access housing by connecting our ideals to the reality of housing. People who welcome immigrants to Canada should welcome them to the neighbourhood, fighting climate change means supporting higher-density housing, and “keeping the neighbourhood the way it is” means keeping it off-limits. While anti-housing voices can be loud,

a member of More Neighbours Toronto, a YIMBY group that regularly attends public consultations, has said that the most vocal opponents usually don't represent the majority in a neighbourhood. Survey data from the Ontario Real Estate Association backs that up, with almost 80% of Ontarians saying they are in favour of zoning in urban areas that would encourage more homes.

Ontarians want a solution to the housing crisis. We cannot allow opposition and politicization of individual housing projects to prevent us from meeting the needs of all Ontarians.

12. Create a more permissive land use, planning, and approvals system:

- a) Repeal or override municipal policies, zoning, or plans that prioritize the preservation of physical character of neighbourhood
- b) Exempt from site plan approval and public consultation all projects of 10 units or less that conform to the Official Plan and require only minor variances
- c) Establish province-wide zoning standards, or prohibitions, for minimum lot sizes, maximum building setbacks, minimum heights, angular planes, shadow rules, front doors, building depth, landscaping, floor space index, and heritage view cones, and planes; restore pre-2006 site plan exclusions (colour, texture, and type of materials, window details, etc.) to the Planning Act and reduce or eliminate minimum parking requirements; and
- d) Remove any floorplate restrictions to allow larger, more efficient high-density towers.

13. Limit municipalities from requesting or hosting additional public meetings beyond those that are required under the Planning Act.

14. Require that public consultations provide digital participation options.

15. Require mandatory delegation of site plan approvals and minor variances to staff or pre-approved qualified third-party technical consultants through a simplified review and approval process, without the ability to withdraw Council's delegation.

- 16.** Prevent abuse of the heritage preservation and designation process by:
 - a) Prohibiting the use of bulk listing on municipal heritage registers
 - b) Prohibiting reactive heritage designations after a Planning Act development application has been filed
- 17.** Requiring municipalities to compensate property owners for loss of property value as a result of heritage designations, based on the principle of best economic use of land.
- 18.** Restore the right of developers to appeal Official Plans and Municipal Comprehensive Reviews.

We have heard mixed feedback on Committees of Adjustment. While they are seen to be working well in some cities, in others they are seen to simply add another lengthy step in the process. We would urge the government to first implement our recommendation to delegate minor variances and site plan approvals to municipal staff and then assess whether Committees of Adjustment are necessary and an improvement over staff-level decision making.

Cut the red tape so we can build faster and reduce costs

One of the strongest signs that our approval process is not working: of 35 OECD countries, only the Slovak Republic takes longer than Canada to approve a building project. The UK and the US approve projects three times faster without sacrificing quality or safety. And they save home buyers and tenants money as a result, making housing more affordable.^[15]

A 2020 survey of development approval times in 23 Canadian cities shows Ontario seriously lagging: Hamilton (15th), Toronto (17th), Ottawa (21st) with approval times averaging between 20-24 months. These timelines do not include building permits, which take about two years for an apartment building in Toronto. Nor did they count the time it takes for undeveloped land to be designated for housing, which the study notes can take five to ten years.^[16]

Despite the good intentions of many people involved in the approvals and home-building process, decades of dysfunction in the system and needless bureaucracy have made it too difficult for housing approvals to keep up with the needs of Ontarians. There appear to be numerous reasons why Ontario performs so poorly against other Canadian cities and the rest of the developed world. We believe that the major problems can be summed up as:

- Too much complexity in the planning process, with the page count in legislation, regulation, policies, plans, and by-laws growing every year
- Too many studies, guidelines, meetings and other requirements of the type we outlined in the previous section, including many that go well beyond the scope of Ontario's Planning Act
- Reviews within municipalities and with outside agencies that are piecemeal, duplicative (although often with conflicting outcomes) and poorly coordinated
- Process flaws that include reliance on paper
- Some provincial policies that are more relevant to urban development but result in burdensome, irrelevant requirements when applied in some rural and northern communities.



All of this has contributed to widespread failure on the part of municipalities to meet required timelines. The provincial Planning Act sets out deadlines of 90 days for decisions on zoning by-law amendments, 120 days for plans of subdivision, and 30 days for site plan approval, but municipalities routinely miss these without penalty. For other processes, like site plan approval or provincial approvals, there are no timelines and delays drag on. The cost of delay falls on the ultimate homeowner or tenant.

The consequences for homeowners and renters are enormous. Ultimately, whatever cost a builder pays gets passed on to the buyer or renter. As one person said: "Process is the biggest project killer in Toronto because developers have to carry timeline risk."

Site plan control was often brought up as a frustration. Under the Planning Act, this is meant to be a technical review of the external features of a building. In practice, municipalities often expand on what is required and take too long to respond.

Then: In 1966, a draft plan of subdivision in a town in southwestern Ontario to provide 529 low-rise and mid-rise housing units, a school site, a shopping centre and parks was approved by way of a two-page letter setting out 10 conditions. It took seven months to clear conditions for final approval.

And now: In 2013, a builder started the approval process to build on a piece of serviced residential land in a seasonal resort town. Over the next seven years, 18 professional consultant reports were required, culminating in draft plan approval containing 50 clearance conditions. The second approval, issued by the Local Planning Appeals Board in 2020, ran to 23 pages. The developer estimates it will be almost 10 years before final approval is received.

An Ontario Association of Architects study calculating the cost of delays between site plan application and approval concluded that for a 100-unit condominium apartment building, each additional month of delay costs the applicant an estimated \$193,000, or \$1,930 a month for each unit.^[17]

A 2020 study done for the Building Industry and Land Development Association (BILD) looked at impacts of delay on low-rise construction, including single-detached homes. It estimated that every month an approval is delayed adds, on average, \$1.46 per square foot to the cost of a single home. A two-year delay, which is not unusual for this housing type, adds more than \$70,000 to the cost of a 2,000-square-foot house in the GTA.^[16]

Getting rid of so much unnecessary and unproductive additional work would significantly reduce the burden on staff.^[16b] It would help address the widespread shortages of planners and building officials. It would also bring a stronger sense among municipal staff that they are part of the housing solution and can take pride in helping cut approval times and lower the costs of delivering homes.

Adopt common sense approaches that save construction costs

Wood using “mass timber” – an engineer compressed wood, made for strength and weight-bearing – can provide a lower-cost alternative to reinforced concrete in many mid-rise projects, but Ontario’s Building Code is hampering its use. Building taller with wood offers advantages beyond cost:

- Wood is a renewable resource that naturally sequesters carbon, helping us reach our climate change goals

- Using wood supports Ontario’s forestry sector and creates jobs, including for Indigenous people

British Columbia’s and Quebec’s building codes allow woodframe construction up to 12 storeys, but Ontario limits it to six. By amending the Building Code to allow 12-storey woodframe construction, Ontario would encourage increased use of forestry products and reduce building costs.

Finally, we were told that a shift in how builders are required to guarantee their performance would free up billions of dollars to build more housing. Pay on demand surety bonds are a much less onerous option than letters of credit, and are already accepted in Hamilton, Pickering, Innisfil, Whitchurch-Stouffville and other Ontario municipalities. We outline the technical details in [Appendix D](#).

- 19.** Legislate timelines at each stage of the provincial and municipal review process, including site plan, minor variance, and provincial reviews, and deem an application approved if the legislated response time is exceeded.
- 20.** Fund the creation of “approvals facilitators” with the authority to quickly resolve conflicts among municipal and/or provincial authorities and ensure timelines are met.
- 21.** Require a pre-consultation with all relevant parties at which the municipality sets out a binding list that defines what constitutes a complete application; confirms the number of consultations established in the previous recommendations; and clarifies that if a member of a regulated profession such as a professional engineer has stamped an application, the municipality has no liability and no additional stamp is needed.
- 22.** Simplify planning legislation and policy documents.
- 23.** Create a common, province-wide definition of plan of subdivision and standard set of conditions which clarify which may be included; require the use of standard province-wide legal agreements and, where feasible, plans of subdivision.
- 24.** Allow wood construction of up to 12 storeys.
- 25.** Require municipalities to provide the option of pay on demand surety bonds and letters of credit.

Prevent abuse of the appeal process

Part of the challenge with housing approvals is that, by the time a project has been appealed to the Ontario Land Tribunal (the Tribunal), it has usually already faced delay and compromises have been made to reduce the size and scope of the proposal. When an approved project is appealed, the appellant – which could just be a single individual – may pay \$400 and tie up new housing for years.

The most recent published report showed 1,300 unresolved cases.^[18] While under-resourcing does contribute to delays, this caseload also reflects the low barrier to launching an appeal and the minimal risks if an appeal is unsuccessful:

- After a builder has spent time and money to ensure a proposal conforms with a municipality's requirements, the municipal council can still reject it – even if its own planning staff has given its support. Very often this is to appease local opponents.
- Unlike a court, costs are not automatically awarded to the successful party at the Tribunal. The winning side must bring a motion and prove that the party bringing the appeal was unreasonable, clearly trying to delay the project, and/or being vexatious or frivolous. Because the bar is set so high, the winning side seldom asks for costs in residential cases.

This has resulted in abuse of the Tribunal to delay new housing. Throughout our consultations, we heard from municipalities, not-for-profits, and developers that affordable housing was a particular target for appeals which, even if unsuccessful, can make projects too costly to build.

Clearly the Tribunal needs more resources to clear its backlog. But the bigger issue is the need for so many appeals: we believe it would better to have well-defined goals and rules for municipalities and builders to avoid this costly and time-consuming quasi-judicial process. Those who bring appeals aimed at stopping development that meets established criteria should pay the legal costs of the successful party and face the risk of a larger project being approved.

The solution is not more appeals, it's fixing the system. We have proposed a series of reforms that would ensure only meritorious appeals proceeded, that every participant faces some risk and cost of losing, and that abuse of the Tribunal will be penalized. We believe that if Ontario accepts our recommendations, the Tribunal will not face the same volume of appeals. But getting to that point will take time, and the Tribunal needs more resources and better tools now.

Recommendation 1 will provide legislative direction to adjudicators that they must prioritize housing growth and intensification over competing priorities contained in provincial and municipal policies. We further recommend the following:

- 26.** Require appellants to promptly seek permission (“leave to appeal”) of the Tribunal and demonstrate that an appeal has merit, relying on evidence and expert reports, before it is accepted.
- 27.** Prevent abuse of process:
 - a) Remove right of appeal for projects with at least 30% affordable housing in which units are guaranteed affordable for at least 40 years.
 - b) Require a \$10,000 filing fee for third-party appeals.
 - c) Provide discretion to adjudicators to award full costs to the successful party in any appeal brought by a third party or by a municipality where its council has overridden a recommended staff approval.
- 28.** Encourage greater use of oral decisions issued the day of the hearing, with written reasons to follow, and allow those decisions to become binding the day that they are issued.
- 29.** Where it is found that a municipality has refused an application simply to avoid a deemed approval for lack of decision, allow the Tribunal to award punitive damages.
- 30.** Provide funding to increase staffing (adjudicators and case managers), provide market-competitive salaries, outsource more matters to mediators, and set shorter time targets.
- 31.** In clearing the existing backlog, encourage the Tribunal to prioritize projects close to the finish line that will support housing growth and intensification, as well as regional water or utility infrastructure decisions that will unlock significant housing capacity.

Reduce the costs to build, buy and rent

The price you pay to buy or rent a home is driven directly by how much it costs to build a home. In Ontario, costs to build homes have dramatically increased at an unprecedented pace over the past decade. In most of our cities and towns, materials and labour only account for about half of the costs. The rest comes from land, which we have addressed in the previous section, and government fees.

A careful balance is required on government fees because, as much as we would like to see them lowered, governments need revenues from fees and taxes to build critically needed infrastructure and pay for all the other services that make Ontario work. So, it is a question of balance and of ensuring that our approach to government fees encourages rather than discourages developers to build the full range of housing we need in our Ontario communities.

Align government fees and charges with the goal of building more housing

Improve the municipal funding model

Housing requires more than just the land it is built on. It requires roads, sewers, parks, utilities and other infrastructure. The provincial government provides municipalities with a way to secure funding for this infrastructure through development charges, community benefit charges and parkland dedication (providing 5% of land for public parks or the cash equivalent).

These charges are founded on the belief that growth – not current taxpayers – should pay for growth. As a concept, it is compelling. In practice, it means that new home buyers pay the entire cost of sewers, parks, affordable housing, or colleges that will be around for generations and may not be located in their neighbourhood. And, although building

affordable housing is a societal responsibility, because affordable units pay all the same charges as a market unit, the cost is passed to new home buyers in the same building or the not-for-profit organization supporting the project. We do not believe that government fees should create a disincentive to affordable housing.

If you ask any developer of homes – whether they are for-profit or non-profit – they will tell you that development charges are a special pain point. In Ontario, they can be as much as \$135,000 per home. In some municipalities, development charges have increased as much as 900% in less than 20 years.^[20] As development charges go up, the prices of homes go up. And development charges on a modest semi-detached home are the same as on a luxury 6,000 square foot home, resulting in a disincentive to build housing that is more affordable. Timing is also a challenge as development charges have to be paid up front, before a shovel even goes into the ground.

To help relieve the pressure, the Ontario government passed recent legislation allowing builders to determine development charges earlier in the building process. But they must pay interest on the assessed development charge to the municipality until a building permit is issued, and there is no cap on the rate, which in one major city is 13% annually.

Cash payments to satisfy parkland dedication also significantly boost the costs of higher-density projects, adding on average \$17,000 to the cost of a high-rise condo across the GTA.^[21] We heard concerns not just about the amount of cash collected, but also about the money not being spent in the neighbourhood or possibly not being spent on parks at all. As an example, in 2019 the City of Toronto held \$644 million in parkland cash-in-lieu payments.^[22] Everyone can agree that we need to invest in parks as our communities grow, but if the funds are not being spent, perhaps it means that more money is being collected for parklands than is needed and we could lower the cost of housing if we adjusted these parkland fees.



A 2019 study carried out for BILD showed that in the Greater Toronto Area, development charges for low-rise housing are on average more than three times higher per unit than in six comparable US metropolitan areas, and roughly 1.75-times higher than in the other Canadian cities.

For high-rise developments the average per unit charges in the GTA are roughly 50% higher than in the US areas, and roughly 30% higher than in the other Canadian urban areas.^[19]

Modernizing HST Thresholds

Harmonized sales tax (HST) applies to all new housing – including purpose-built rental. Today, the federal component is 5% and provincial component is 8%. The federal and provincial government provide a partial HST rebate. Two decades ago, the maximum home price eligible for a rebate was set at \$450,000 federally and \$400,000 provincially, resulting in a maximum rebate of \$6,300 federally and \$24,000 provincially, less than half of today’s average home price. Buyers of new homes above this ceiling face a significant clawback. Indexing the rebate would immediately reduce the cost of building new homes, savings that can be passed on to Ontarians. When both levels of government agree that we are facing a housing crisis, they should not be adding over 10% to the cost of almost all new homes.

- 32.** Waive development charges and parkland cash-in-lieu and charge only modest connection fees for all infill residential projects up to 10 units or for any development where no new material infrastructure will be required.
- 33.** Waive development charges on all forms of affordable housing guaranteed to be affordable for 40 years.
- 34.** Prohibit interest rates on development charges higher than a municipality’s borrowing rate.
- 35.** Regarding cash in lieu of parkland, s.37, Community Benefit Charges, and development charges:
 - a) Provincial review of reserve levels, collections and drawdowns annually to ensure funds are being used in a timely fashion and for the intended purpose, and, where review points to a significant concern, do not allow further collection until the situation has been corrected.
 - b) Except where allocated towards municipality-wide infrastructure projects, require municipalities to spend funds in the neighbourhoods where they were collected. However, where there’s a significant community need in a priority area of the City, allow for specific ward-to-ward allocation of unspent and unallocated reserves.
- 36.** Recommend that the federal government and provincial governments update HST rebate to reflect current home prices and begin indexing the thresholds to housing prices, and that the federal government match the provincial 75% rebate and remove any clawback.

Government charges on a new single-detached home averaged roughly \$186,300, or almost 22% of the price, across six municipalities in southcentral Ontario. For a new condominium apartment, the average was almost \$123,000, or roughly 24% of a unit’s price.

Make it easier to build rental

In cities and towns across Ontario, it is increasingly hard to find a vacant rental unit, let alone a vacant rental unit at an affordable price. Today, 66% of all purpose-built rental units in the City of Toronto were built between 1960 and 1979. Less than 15% of Toronto’s purpose-built rentals were constructed over the ensuing 40 years in spite of the significant population growth during that time. In fact, between 2006 and 2016, growth in condo apartments increased by 186% while purpose-built rental only grew by 0.6%.^[22] In 2018, the Ontario government introduced positive changes that have created growth in purpose-built rental units – with last year seeing 18,000 units under construction and 93,000 proposed against a 5-year average prior to 2020 of 3,400 annually.^[23]

Long-term renters often now feel trapped in apartments that don’t make sense for them as their needs change. And because they can’t or don’t want to move up the housing ladder, many of the people coming up behind them who would gladly take those apartments are instead living in crowded spaces with family members or roommates. Others feel forced to commit to rental units at prices way beyond what they can afford. Others are trying their luck in getting on the wait list for an affordable unit or housing co-op – wait lists that are years long. Others are leaving Ontario altogether.

66%

of all purpose-built rental units
in the City of Toronto were
built between **1960** and **1979**.



A pattern in every community, and particularly large cities, is that the apartments and rented rooms that we do have are disappearing. Apartment buildings are being converted to condos or upgraded to much more expensive rental units. Duplexes get purchased and turned into larger single-family homes.

A major challenge in bridging the gap of rental supply is that, more often than not, purpose-built rental projects don't make economic sense for builders and investors. Ironically, there is no shortage of Canadian investor capital seeking housing investments, particularly large pension funds – but the economics of investing in purpose-built rental in Ontario just don't make sense. So, investments get made in apartment projects in other provinces or countries, or in condo projects that have a better and safer return-on-investment. What can governments do to get that investor capital pointed in the right direction so we can create jobs and get more of the housing we need built?

Some of our earlier recommendations will help, particularly indexing the HST rebate. So will actions by government to require purpose-built rental on surplus government land that is made available for sale. ([Appendix C](#))

Municipal property taxes on purpose-built rental can be as much as 2.5 times greater than property taxes for condominium or other ownership housing.^[24]

The Task Force recommends:

37. Align property taxes for purpose-built rental with those of condos and low-rise homes.

Make homeownership possible for hardworking Ontarians who want it

Home ownership has always been part of the Canadian dream. You don't have to look far back to find a time when the housing landscape was very different. The norm was for young people to rent an apartment in their twenties, work hard and save for a down payment, then buy their first home in their late twenties or early thirties. It was the same for many new Canadians: arrive, rent, work hard and buy. The house might be modest, but it brought a sense of ownership, stability and security. And after that first step onto the ownership ladder, there was always the possibility of selling and moving up. Home ownership felt like a real possibility for anyone who wanted it.

That's not how it works now. Too many young people who would like their own place are living with one or both parents well into adulthood.

The escalation of housing prices over the last decade has put the dream of homeownership out of reach of a growing number of aspiring first-time home buyers. While 73% of Canadians are homeowners, that drops to 48% for Black people, 47% for LGBTQ people^[5] (StatsCan is studying rates for other populations, including Indigenous People who are severely underhoused). This is also an issue for younger adults: a 2021 study showed only 24% of Torontonians aged 30 to 39 are homeowners.^[25]

In Canada, responsibility for Indigenous housing programs has historically been a shared between the federal and provincial governments. The federal government works closely with its provincial and territorial counterparts to improve access to housing for Indigenous peoples both on and off reserve. More than 85% of Indigenous people live in urban and rural areas, are 11 times more likely to experience homelessness and have incidence of housing need that is 52% greater than all Canadians. The Murdered and Missing Indigenous Women and Girls report mentions housing 299 times – the lack of which being a significant, contributing cause to violence and the provision of which as a significant, contributing solution. The Province of Ontario has made significant investments in Urban Indigenous Housing, but we need the Federal Government to re-engage as an active partner.

While measures to address supply will have an impact on housing prices, many aspiring homeowners will continue to face a gap that is simply too great to bridge through traditional methods.

The Task Force recognizes the need for caution about measures that would spur demand for housing before the supply bottleneck is fixed. At the same time, a growing number of organizations – both non-profit and for-profit are proposing a range of unique home equity models. Some of these organizations are aiming at households who have sufficient income to pay the mortgage but lack a sufficient down payment. Others are aiming at households who fall short in both income and down payment requirements for current market housing.

The Task Force heard about a range of models to help aspiring first-time home buyers, including:

- Shared equity models with a government, non-profit or for-profit lender holding a second “shared equity mortgage” payable at time of sale of the home
- Land lease models that allow residents to own their home but lease the land, reducing costs
- Rent-to-own approaches in which a portion of an occupant’s rent is used to build equity, which can be used as a down payment on their current unit or another market unit in the future
- Models where the equity gain is shared between the homeowner and the non-profit provider, such that the non-profit will always be able to buy the home back and sell it to another qualified buyer, thus retaining the home’s affordability from one homeowner to the next.

Proponents of these models identified barriers that thwart progress in implementing new solutions.

- The Planning Act limits land leases to a maximum of 21 years. This provision prevents home buyers from accessing the same type of mortgages from a bank or credit union that are available to them when they buy through traditional homeownership.
- The Perpetuities Act has a similar 21-year limit on any options placed on land. This limits innovative non-profit models from using equity formulas for re-sale and repurchase of homes.
- Land Transfer Tax (LTT) is charged each time a home is sold and is collected by the province; and in Toronto, this tax is also collected by the City. This creates a double-tax in rent-to-own/equity building models where LTT ends up being paid first by the home equity organization and then by the occupant when they are able to buy the unit.
- HST is charged based on the market value of the home. In shared equity models where the homeowner neither owns nor gains from the shared equity portion of their home, HST on the shared equity portion of the home simply reduces affordability.
- Residential mortgages are highly regulated by the federal government and reflective of traditional homeownership. Modifications in regulations may be required to adapt to new co-ownership and other models.

The Task Force encourages the Ontario government to devote further attention to avenues to support new homeownership options. As a starting point, the Task Force offers the following recommendations:

- 38.** Amend the Planning Act and Perpetuities Act to extend the maximum period for land leases and restrictive covenants on land to 40 or more years.
- 39.** Eliminate or reduce tax disincentives to housing growth.
- 40.** Call on the Federal Government to implement an Urban, Rural and Northern Indigenous Housing Strategy.
- 41.** Funding for pilot projects that create innovative pathways to homeownership, for Black, Indigenous, and marginalized people and first-generation homeowners.
- 42.** Provide provincial and federal loan guarantees for purpose-built rental, affordable rental and affordable ownership projects.

Support and incentivize scaling up housing supply

Our goal of building 1.5 million homes in ten years means doubling how many homes Ontario creates each year. As much as the Task Force’s recommendations will remove barriers to realizing this ambitious goal, we also need to ensure we have the capacity across Ontario’s communities to deliver this new housing supply. This includes capacity of our housing infrastructure, capacity within our municipal planning teams, and boots on the ground with the skills to build new homes.

There is much to be done and the price of failure for the people of Ontario is high. This is why the provincial government must make an unwavering commitment to keeping the spotlight on housing supply. This is also why the province must be dogged in its determination to galvanize and align efforts and incentives across all levels of government so that working together, we all can get the job done.

Our final set of recommendations turns to these issues of capacity to deliver, and the role the provincial government can play in putting the incentives and alignment in place to achieve the 1.5 million home goal.

Invest in municipal infrastructure

Housing can’t get built without water, sewage, and other infrastructure

When the Task Force met with municipal leaders, they emphasized how much future housing supply relies on having the water, storm water and wastewater systems, roads, sidewalks, fire stations, and all the other parts of community infrastructure to support new homes and new residents.

Infrastructure is essential where housing is being built for the first time. And, it can be a factor in intensification when added density exceeds the capacity of existing infrastructure, one of the reasons we urge new infrastructure in new developments to be designed for future capacity. In Ontario, there are multiple municipalities where the number one barrier to approving new housing projects is a lack of infrastructure to support them.

Municipalities face a myriad of challenges in getting this infrastructure in place. Often, infrastructure investments are required long before new projects are approved and funding must be secured. Notwithstanding the burden development charges place on the price of new housing, most municipalities report that development charges are still not enough to fully cover the costs of building new infrastructure and retrofitting existing infrastructure in neighbourhoods that are intensifying. Often infrastructure crosses municipal boundaries creating complicated and time-consuming “who pays?” questions. Municipal leaders also shared their frustrations with situations where new housing projects are approved and water, sewage and other infrastructure capacity is allocated to the project – only to have the developer land bank the project and put off building. Environmental considerations with new infrastructure add further cost and complexity. The Task Force recommends:

- 43. Enable municipalities, subject to adverse external economic events, to withdraw infrastructure allocations from any permitted projects where construction has not been initiated within three years of build permits being issued.**
- 44. Work with municipalities to develop and implement a municipal services corporation utility model for water and wastewater under which the municipal corporation would borrow and amortize costs among customers instead of using development charges.**

Create the Labour Force to meet the housing supply need

The labour force is shrinking in many segments of the market

You can't start to build housing without infrastructure. You can't build it without people – skilled trades people in every community who can build the homes we need.

The concern that we are already facing a shortage in skilled trades came through loud and clear in our consultations. We heard from many sources that our education system funnels young people to university rather than colleges or apprenticeships and creates the perception that careers in the skilled trades are of less value. Unions and builders are working to fill the pipeline domestically and recruit internationally, but mass retirements are making it challenging to maintain the workforce at its current level, let alone increase it.

Increased economic immigration could ease this bottleneck, but it appears difficult for a skilled labourer with no Canadian work experience to qualify under Ontario's rules. Moreover, Canada's immigration policies also favour university education over skills our economy and society desperately need. We ought to be welcoming immigrants with the skills needed to build roads and houses that will accommodate our growing population.

The shortage may be less acute, however, among smaller developers and contractors that could renovate and build new "missing middle" homes arising from the changes in neighbourhood zoning described earlier. These smaller companies tap into a different workforce from the one needed to build high rises and new subdivisions. Nonetheless, 1.5 million more homes will require a major investment in attracting and developing the skilled trades workforce to deliver this critically needed housing supply. We recommend:

45. Improve funding for colleges, trade schools, and apprenticeships; encourage and incentivize municipalities, unions and employers to provide more on-the-job training.
46. Undertake multi-stakeholder education program to promote skilled trades.
47. Recommend that the federal and provincial government prioritize skilled trades and adjust the immigration points system to strongly favour needed trades and expedite immigration status for these workers, and encourage the federal government to increase from 9,000 to 20,000 the number of immigrants admitted through Ontario's program.

Create a large Ontario Housing Delivery Fund to align efforts and incent new housing supply

Build alignment between governments to enable builders to deliver more homes than ever before

All levels of government play a role in housing.

The federal government sets immigration policy, which has a major impact on population growth and many tax policies. The province sets the framework for planning, approvals, and growth that municipalities rely upon, and is responsible for many other areas that touch on housing supply, like investing in highways and transit, training workers, the building code and protecting the environment. Municipalities are on the front lines, expected to translate the impacts of federal immigration policy, provincial guidance and other factors, some very localized, into official plans and the overall process through which homes are approved to be built.

The efficiency with which home builders can build, whether for-profit or non-profit, is influenced by policies and decisions at every level of government. In turn, how many home developers can deliver, and at what cost, translates directly into the availability of homes that Ontarians can afford.

Collectively, governments have not been sufficiently aligned in their efforts to provide the frameworks and incentives that meet the broad spectrum of housing needs in Ontario. Much action, though, has been taken in recent years.

- The Ontario government has taken several steps to make it easier to build additional suites in your own home: reduced disincentives to building rental housing, improved the appeal process, focused on density around transit stations, made upfront development charges more predictable, and provided options for municipalities to create community benefits through development.
- The federal government has launched the National Housing Strategy and committed over \$70 billion in funding.^[26] Most recently, it has announced a \$4 billion Housing Accelerator Fund aimed at helping municipalities remove barriers to building housing more quickly.^[27]
- Municipalities have been looking at ways to change outdated processes, rules, and ways of thinking that create delays and increases costs of delivering homes. Several municipalities have taken initial steps towards eliminating exclusionary zoning and addressing other barriers described in this report.

All governments agree that we are facing a housing crisis. Now we must turn the sense of urgency into action and alignment across governments.

Mirror policy changes with financial incentives aligned across governments

The policy recommendations in this report will go a long way to align efforts and position builders to deliver more homes.

Having the capacity in our communities to build these homes will take more than policy. It will take money. Rewarding municipalities that meet housing growth and approval timelines will help them to invest in system upgrades, hire additional staff, and invest in their communities. Similarly, municipalities that resist new housing, succumb to NIMBY pressure, and close off their neighbourhoods should see funding reductions. Fixing the housing crisis is a societal responsibility, and our limited tax dollars should be directed to those municipalities making the difficult but necessary choices to grow housing supply.

In late January 2022, the provincial government announced \$45 million for a new *Streamline Development Approval Fund* to “unlock housing supply by cutting red tape and improving processes for residential and industrial developments”.^[28] This is encouraging. More is needed.

Ontario should also receive its fair share of federal funding but today faces a shortfall of almost \$500 million,^[29] despite two thirds of the Canadian housing shortage being in Ontario. We call on the federal government to address this funding gap.

- 48.** The Ontario government should establish a large “Ontario Housing Delivery Fund” and encourage the federal government to match funding. This fund should reward:
 - a) Annual housing growth that meets or exceeds provincial targets
 - b) Reductions in total approval times for new housing
 - c) The speedy removal of exclusionary zoning practices
- 49.** Reductions in funding to municipalities that fail to meet provincial housing growth and approval timeline targets.

We believe that the province should consider partial grants to subsidize municipalities that waive development charges for affordable housing and for purpose-built rental.

Sustain focus, measure, monitor, improve

Digitize and modernize the approvals and planning process

Some large municipalities have moved to electronic tracking of development applications and/or electronic building permits (“e-permits”) and report promising results, but there is no consistency and many smaller places don’t have the capacity to make the change.

Municipalities, the provincial government and agencies use different systems to collect data and information relevant to housing approvals, which slows down processes and leaves much of the “big picture” blank. This could be addressed by ensuring uniform data architecture standards.

Improve the quality of our housing data to inform decision making

Having accurate data is key to understanding any challenge and making the best decisions in response. The Task Force heard from multiple housing experts that we are not always using the best data, and we do not always have the data we need.

Having good population forecasts is essential in each municipality as they develop plans to meet future land and housing needs. Yet, we heard many concerns about inconsistent approaches to population forecasts. In the Greater Golden Horseshoe, the forecast provided to municipalities by the province is updated only when the Growth Plan is updated, generally every seven years; but federal immigration policy, which is a key driver of growth, changes much more frequently. The provincial Ministry of Finance produces a population forecast on a more regular basis than the Growth Plan, but these are not used consistently across municipalities or even by other provincial ministries.

Population forecasts get translated into housing need in different ways across the province, and there is a lack of data about how (or whether) the need will be met. Others pointed to the inconsistent availability of land inventories. Another challenge is the lack of information on how much land is permitted and how much housing is actually getting built once permitted, and how fast. The Task Force also heard that, although the Provincial Policy Statement requires municipalities to maintain a three-year supply of short-term (build-ready) land and report it each year to the province, many municipalities are not meeting that requirement.^[30]

At a provincial and municipal level, we need better data on the housing we have today, housing needed to close the gap, consistent projections of what we need in the future, and data on how we are doing at keeping up. Improved data will help anticipate local and provincial supply bottlenecks and constraints, making it easier to determine the appropriate level and degree of response.

It will also be important to have better data to assess how much new housing stock is becoming available to groups that have been disproportionately excluded from home ownership and rental housing.

Put eyes on the crisis and change the conversation around housing

Ours is not the first attempt to “fix the housing system”. There have been efforts for years to tackle increasing housing prices and find solutions so everyone in Ontario can find and afford the housing they need. This time must be different.

The recommendations in this report must receive sustained attention, results must be monitored, significant financial investment by all levels of government must be made. And, the people of Ontario must embrace a housing landscape in which the housing needs of tomorrow’s citizens and those who have been left behind are given equal weight to the housing advantages of those who are already well established in homes that they own.

- 50.** Fund the adoption of consistent municipal e-permitting systems and encourage the federal government to match funding. Fund the development of common data architecture standards across municipalities and provincial agencies and require municipalities to provide their zoning bylaws with open data standards. Set an implementation goal of 2025 and make funding conditional on established targets.
- 51.** Require municipalities and the provincial government to use the Ministry of Finance population projections as the basis for housing need analysis and related land use requirements.
- 52.** Resume reporting on housing data and require consistent municipal reporting, enforcing compliance as a requirement for accessing programs under the Ontario Housing Delivery Fund.
- 53.** Report each year at the municipal and provincial level on any gap between demand and supply by housing type and location, and make underlying data freely available to the public.
- 54.** Empower the Deputy Minister of Municipal Affairs and Housing to lead an all-of-government committee, including key provincial ministries and agencies, that meets weekly to ensure our remaining recommendations and any other productive ideas are implemented.
- 55.** Commit to evaluate these recommendations for the next three years with public reporting on progress.

Conclusion

We have set a bold goal for Ontario: building 1.5 million homes in the next 10 years.

We believe this can be done. What struck us was that everyone we talked to – builders, housing advocates, elected officials, planners – understands the need to act now. As one long-time industry participant said, “for the first time in memory, everyone is aligned, and we need to take advantage of that.”

Such unity of purpose is rare, but powerful.

To leverage that power, we offer solutions that are bold but workable, backed by evidence, and that position Ontario for the future.

Our recommendations focus on ramping up the supply of housing. Measures are already in place to try to cool demand, but they will not fill Ontario’s housing need. More supply is key. Building more homes will reduce the competition for our scarce supply of homes and will give Ontarians more housing choices. It will improve housing affordability across the board.

Everyone wants more Ontarians to have housing. So let’s get to work to build more housing in Ontario.

APPENDIX A:

Biographies of Task Force Members

Lalit Aggarwal is President of Manor Park Holdings, a real estate development and operating company active in Eastern Ontario. Previously, Lalit was an investor for institutional fund management firms, such as H.I.G. European Capital Partners, Soros Fund Management, and Goldman Sachs. He is a past fellow of the C.D. Howe Institute and a former Director of both Bridgepoint Health and the Centre for the Commercialization of Regenerative Medicine. Lalit holds degrees from the University of Oxford and the University of Pennsylvania. He is also a current Director of the Hospital for Sick Children Foundation, the Sterling Hall School and the Chair of the Alcohol & Gaming Commission of Ontario.

David Amborski is a professional Urban Planner, Professor at Ryerson University's School of Urban and Regional Planning and the founding Director of the Centre for Urban Research and Land Development (CUR). His research and consulting work explore topics where urban planning interfaces with economics, including land and housing markets. He is an academic advisor to the National Executive Forum on Public Property, and he is a member of Lambda Alpha (Honorary Land Economics Society). He has undertaken consulting for the Federal, Provincial and a range of municipal governments. Internationally, he has undertaken work for the Canadian International Development Agency (CIDA), the World Bank, the Inter-American Development Bank, the Lincoln Institute of Land Policy, and several other organizations in Eastern Europe, Latin America, South Africa, and Asia. He also serves on the editorial boards of several international academic journals.

Andrew Garrett is a real estate executive responsible for growing IMCO's \$11+ Billion Global Real Estate portfolio to secure public pensions and insurance for Ontario families. IMCO is the only Ontario fund manager purpose built to onboard public clients such as pensions, insurance, municipal reserve funds, and endowments. Andrew has significant non-profit sector experience founding a B Corp certified social enterprise called WeBuild to help incubate social purpose real estate projects. He currently volunteers on non-profit boards supporting social purpose real estate projects, youth programs and the visual arts at Art Gallery

of Ontario. Andrew sits on board advisory committees for private equity firms and holds a Global Executive MBA from Kellogg School Management and a Real Estate Development Certification from MIT Centre for Real Estate.

Tim Hudak is the CEO of the Ontario Real Estate Association (OREA). With a passion and voice for championing the dream of home ownership, Tim came to OREA following a distinguished 21-year career in politics, including five years as Leader of the Progressive Conservative Party of Ontario.

In his role, Tim has focused on transforming OREA into Ontario's most cutting-edge professional association at the forefront of advocacy on behalf of REALTORS® and consumers, and providing world-class conferences, standard forms, leadership training and professional guidance to its Members. As part of his work at OREA, Tim was named one of the most powerful people in North American residential real estate by Swanepoel Power 200 for the last five years. Tim is married to Deb Hutton, and together they have two daughters, Miller and Maitland. In his spare time, Tim enjoys trails less taken on his mountain bike or hiking shoes as well as grilling outdoors.

Jake Lawrence was appointed Chief Executive Officer and Group Head, Global Banking and Markets in January 2021. In this role, Jake is responsible for the Bank's Global Banking and Markets business line and strategy across its global footprint. Jake joined Scotiabank in 2002 and has held progressively senior roles in Finance, Group Treasury and Global Banking and Markets. From December 2018 to January 2021, Jake was Co-Group Head of Global Banking and Markets with specific responsibility for its Capital Markets businesses, focused on building alignment across product groups and priority markets to best serve our clients throughout our global footprint. Previously, Jake was Executive Vice President and Head of Global Banking and Markets in the U.S., providing overall strategic direction and execution of Scotiabank's U.S. businesses. Prior to moving into GBM, Jake served as Senior Vice President and Deputy Treasurer, responsible for Scotiabank's wholesale funding activities and liquidity management as well as Senior Vice President, Investor Relations.

Julie Di Lorenzo (GPLLM, University of Toronto 2020), is self-employed since 1982, operates one of the largest female-run Real Estate Development Companies in North America. She was instrumental in the Daniel Burnham award-winning Ontario Growth Management Plan (2004) as President of BILD. Julie served as the first female-owner President of GTHBA (BILD) and on the boards of the Ontario Science Centre, Harbourfront Toronto, Tarion (ONHWP), St. Michael's Hospital, NEXT36, Waterfront Toronto, Chair of IREC Committee WT, Havergal College (Co-Chair of Facilities), York School (interim Vice-Chair), and Canadian Civil Liberties Association Board. Julie has served various governments in advisory capacity on Women's issues, Economic Development, Innovation and Entrepreneurship. Awards include Lifetime Achievement BILD 2017, ICCO Business Excellence 2005 & ICCO Businesswoman of the Year 2021.

Justin Marchand (CIHCM, CPA, CMA, BComm) is Métis and was appointed Chief Executive Officer of Ontario Aboriginal Housing Services (OAHS) in 2018. Justin has over 20 years of progressive experience in a broad range of sectors, including two publicly listed corporations, a large accounting and consulting firm, and a major crown corporation, and holds numerous designations across financial, operations, and housing disciplines. He was most recently selected as Chair of the Canadian Housing and Renewal Association's (CHRA's) Indigenous Caucus Working Group and is also board member for CHRA. Justin is also an active board member for both the Coalition of Hamilton Indigenous Leadership (CHIL) as well as Shingwauk Kinoomaage Gamig, located in Bawaating. Justin believes that Housing is a fundamental human right and that when Indigenous people have access to safe, affordable, and culture-based Housing this provides the opportunity to improve other areas of their lives.

Ene Underwood is CEO of Habitat for Humanity Greater Toronto Area), a non-profit housing developer that helps working, lower income families build strength, stability and self-reliance through affordable homeownership. Homes are delivered through a combination of volunteer builds, contractor builds, and partnerships with non-profit and for-profit developers. Ene's career began in the private sector as a strategy consultant with McKinsey & Company before transitioning to not-for-profit sector leadership. Ene holds a Bachelor of Arts (Honours) from the University of Waterloo and a Master of Business Administration from Ivey Business School.

Dave Wilkes is the President and CEO of the Building Industry and Land Development Association of the GTA (BILD). The Association has 1,300 members and proudly represents builders, developers, professional renovators and those who support the industry.

Dave is committed to supporting volunteer boards and organizations. He has previously served on the George Brown College Board of Directors, Ontario Curling Association, and is currently engaged with Black North Initiative (Housing Committee) and R-Labs I+T Council.

Dave received his Bachelor of Arts (Applied Geography) from Ryerson.

APPENDIX B:

Affordable Housing

Ontario's affordable housing shortfall was raised in almost every conversation. With rapidly rising prices, more lower-priced market rental units are being converted into housing far out of reach of lower-income households. In parallel, higher costs to deliver housing and limited government funding have resulted in a net decrease in the number of affordable housing units run by non-profits. The result is untenable: more people need affordable housing after being displaced from the market at the very time that affordable supply is shrinking.

Throughout our consultations, we were reminded of the housing inequities experienced by Black, Indigenous and marginalized people. We also received submissions describing the unique challenges faced by off-reserve Indigenous Peoples both in the province's urban centres and in the north.

While many of the changes that will help deliver market housing will also help make it easier to deliver affordable housing, affordable housing is a societal responsibility. We cannot rely exclusively on for-profit developers nor on increases in the supply of market housing to fully solve the problem.

The non-profit housing sector faces all the same barriers, fees, risks and complexities outlined in this report as for-profit builders. Several participants from the non-profit sector referred to current or future partnerships with for-profit developers that tap into the development and construction expertise and efficiencies of the private sector. Successful examples of leveraging such partnerships were cited with Indigenous housing, supportive housing, and affordable homeownership.

We were also reminded by program participants that, while partnerships with for-profit developers can be very impactful, non-profit providers have unique competencies in the actual delivery of affordable housing. This includes confirming eligibility of affordable housing applicants, supporting independence of occupants of affordable housing, and ensuring affordable housing units remain affordable from one occupant to the next.

One avenue for delivering more affordable housing that has received much recent attention is inclusionary zoning. In simple terms, inclusionary zoning (IZ) requires developers to deliver a share of affordable units in new

housing developments in prescribed areas. The previous Ontario government passed legislation in April 2018 providing a framework within which municipalities could enact Inclusionary Zoning bylaws.

Ontario's first inclusionary zoning policy was introduced in fall 2021 by the City of Toronto and applies to major transit station areas. Internationally, inclusionary zoning has been used successfully to incentivize developers to create new affordable housing by providing density bonuses (more units than they would normally be allowed, if some are affordable) or reductions in government fees. Unfortunately, the City's approach did not include any incentives or bonuses. Instead, Toronto requires market-rate fees and charges for below-market affordable units. This absence of incentives together with lack of clarity on the overall density that will be approved for projects has led developers and some housing advocates to claim that these projects may be uneconomic and thus will not get financed or built. Municipalities shared with us their concerns regarding the restriction in the provincial IZ legislation that prohibits "cash in lieu" payments. Municipalities advised that having the option of accepting the equivalent value of IZ units in cash from the developer would enable even greater impact in some circumstances (for example, a luxury building in an expensive neighbourhood, where the cost of living is too high for a low-income resident).

Funding for affordable housing is the responsibility of all levels of government. The federal government has committed to large funding transfers to the provinces to support affordable housing. The Task Force heard, however, that Ontario's share of this funding does not reflect our proportionate affordable housing needs. This, in turn, creates further financial pressure on both the province and municipalities, which further exacerbates the affordable housing shortages in Ontario's communities.

Finally, many participants in Task Force consultations pointed to surplus government lands as an avenue for building more affordable housing and this is discussed in [Appendix C](#).

We have made recommendations throughout the report intended to have a positive impact on new affordable housing supply. We offer these additional recommendations specific to affordable housing:

- Call upon the federal government to provide equitable affordable housing funding to Ontario.
 - Develop and legislate a clear, province-wide definition of “affordable housing” to create certainty and predictability.
 - Create an Affordable Housing Trust from a portion of Land Transfer Tax Revenue (i.e., the windfall resulting from property price appreciation) to be used in partnership with developers, non-profits, and municipalities in the creation of more affordable housing units. This Trust should create incentives for projects serving and brought forward by Black- and Indigenous-led developers and marginalized groups.
- Amend legislation to:
 - Allow cash-in-lieu payments for Inclusive Zoning units at the discretion of the municipality.
 - Require that municipalities utilize density bonusing or other incentives in all Inclusionary Zoning and Affordable Housing policies that apply to market housing.
 - Permit municipalities that have not passed Inclusionary Zoning policies to offer incentives and bonuses for affordable housing units.
 - Encourage government to closely monitor the effectiveness of Inclusionary Zoning policy in creating new affordable housing and to explore alternative funding methods that are predictable, consistent and transparent as a more viable alternative option to Inclusionary Zoning policies in the provision of affordable housing.
 - Rebate MPAC market rate property tax assessment on below-market affordable homes.

APPENDIX C:

Government Surplus Land

Surplus government lands fell outside the mandate of the Task Force. However, this question came up repeatedly as a solution to housing supply. While we take no view on the disposition of specific parcels of land, several stakeholders raised issues that we believe merit consideration:

- Review surplus lands and accelerate the sale and development through RFP of surplus government land and surrounding land by provincially pre-zoning for density, affordable housing, and mixed or residential use.
- All future government land sales, whether commercial or residential, should have an affordable housing component of at least 20%.
- Purposefully upzone underdeveloped or underutilized Crown property (e.g., LCBO).
- Sell Crown land and reoccupy as a tenant in a higher density building or relocate services outside of major population centres where land is considerably less expensive.
- The policy priority of adding to the housing supply, including affordable units, should be reflected in the way surplus land is offered for sale, allowing bidders to structure their proposals accordingly.

APPENDIX D:

Surety Bonds

Moving to surety bonds would free up billions of dollars for building

When a development proposal goes ahead, the developer typically needs to make site improvements, such as installing common services. The development agreement details how the developer must perform to the municipality's satisfaction.

Up until the 1980s, it was common practice for Ontario municipalities to accept bonds as financial security for subdivision agreements and site plans. Today, however, they almost exclusively require letters of credit from a chartered bank. The problem with letters of credit is that developers are often required to collateralize the letter of credit dollar-for-dollar against the value of the municipal works they are performing.

Often this means developers can only afford to finance one or two housing projects at a time, constraining housing supply. The Ontario Home Builders' Association estimates that across Ontario, billions of dollars are tied up in collateral or borrowing capacity that could be used to advance more projects.

Modern "pay on demand surety bonds" are proven to provide the same benefits and security as a letter of credit, while not tying up private capital the way letters of credit do. Moving to this option would give municipalities across Ontario access to all the features of a letter of credit with the added benefit of professional underwriting, carried out by licensed bonding companies, ensuring that the developer is qualified to fulfill its obligations under the municipal agreement.

Most important from a municipal perspective, the financial obligation is secured. If a problem arises, the secure bond is fully payable by the bond company on demand. Surety companies, similar to banks, are regulated by Ontario's Office of the Superintendent of Financial Institutions to ensure they have sufficient funds in place to pay out bond claims.

More widespread use of this instrument could unlock billions of dollars of private sector financial liquidity that could be used to build new infrastructure and housing projects, provide for more units in each development and accelerate the delivery of housing of all types.

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Council Board Report



Vendor : 1372101 to ZOOM01
 Fund : 1 GENERAL FUND
 Include all Payment Types : No

Date Range: 19-Sep-2023 to 27-Sep-2023
 Sequence by: Cheque/EFT#
 Fund No. Masked: No

Vendor Name	Chq./EFT#	Chq./EFT Date	Purpose	Amount Allocated to Fund
Town of/Canton de Dubreuilville	6845	19-Sep-2023	Petty Cash Expenses - Street Hard Top - 2 Steel	350.00
Algoma Public Health	6846	27-Sep-2023	3rd Quarter - Levy 2023 - July to September 2023	5,823.25
Andy's Machine Shop	6847	27-Sep-2023	Street Loose Top - Supplies - Hoses	279.17
Association of Mun. of Ontario	6848	27-Sep-2023	Councillor Perth - Travelling Expenses - Registra	1,779.75
BDO Canada LLP	6849	27-Sep-2023	Admin - Professional Service - 2022 Year End Au	15,960.12
Belisle, Daniel	6850	27-Sep-2023	Recreation Department - Cell Phone Usage - Jul	75.00
Blais, René	6851	27-Sep-2023	Public Work Department - Cell Phone Usage - Ju	75.00
Bouchard, Suzanne	6852	27-Sep-2023	Admin - Cell Phone Usage - Jul to Sept 2023	135.00
B. Casey, Shelley	6853	27-Sep-2023	Admin - Cell Phone Usage - Jul to Sept 2023	150.00
Croft, Chantal	6854	27-Sep-2023	Economic Development - Cell Phone Usage - Ju	135.00
DECHAMPLAIN, FRANCIS	6855	27-Sep-2023	Public Work Department - Cell Phone Usage - Ju	135.00
DG Excavating	6856	27-Sep-2023	Street Loose Top - Labour - Unblock Culvert	113.00
Pascale Gamache,	6857	27-Sep-2023	Admin - Cell Phone Usage - Jul to Sept 2023	75.00
Gendron, Dario	6858	27-Sep-2023	Admin - CIPEG Payment - Facade Improvement	2,000.00
Hemphill, Julila	6859	27-Sep-2023	Councillor Hemphill - Cell Phone Usage - Jul to S	75.00
J. Provost Contracting Ltd.	6860	27-Sep-2023	Beach - Rental of Portable Toilet - August 2023	2,593.35
Lacroix Enterprises Ltd.	6861	27-Sep-2023	Complexe - Supplies - Concrete Mix	3,568.09
Laird Signs	6862	27-Sep-2023	Beach - Supplies - Dog Signs	317.18
Levesque, Luc	6863	27-Sep-2023	Councillor Levesque - Cell Phone Usage - Jul to	75.00
Lévesque, Casandra	6864	27-Sep-2023	Admin - Cell Phone Usage - Jul to Sept 2023	90.00
Levesque, Krystal	6865	27-Sep-2023	Councillor Levesque - Cell Phone Usage - Jul to	75.00
Nantel Beverly,	6866	27-Sep-2023	Mayor - Cell Phone Usage - Jul to Sept 2023	195.00
Nolan, Amanda	6867	27-Sep-2023	Municipal Law Enforcement Officer - Cell Phone	135.00
Northern Light Ford Mercury	6868	27-Sep-2023	A/R - Recreation Truck - Labour - Towing	465.14
Ontario Clean Water Agency	6869	27-Sep-2023	Water Well Supply & Wastewater - September 21	14,066.33
Perth, Hélène	6870	27-Sep-2023	Councillor Perth - Cell Phone Usage - Jul to Sept	75.00
Pinel, Steeve	6871	27-Sep-2023	Fire Department - Captain Service - July to Septe	125.00
Gendron, Nathalie	6872	27-Sep-2023	Admin - Cell Phone Usage - Jul to Sept 2023	75.00
Robin, Bélanger	6873	27-Sep-2023	Fire Department - Captain Service - Jul to Sep 21	125.00
Sigouin, Patrick	6874	27-Sep-2023	Fire Chief - Cell Phone Usage - Jul to Sept 2023	105.00
Sonier, Stéphanie	6875	27-Sep-2023	Prevention Officer Service - July to Sept 2023	500.00
Toromont Cat	6876	27-Sep-2023	Case Loader - Labour - Replace Drive Shaft Sup	10,626.66
Trans Canada Safety	6877	27-Sep-2023	Fire Department - Buying - New Fire Helmet	1,355.48
TREMBLAY, BRIGITTE	6878	27-Sep-2023	Admin - Cell Phone Usage - Jul to Sept 2023	135.00
Troy Life & Fire Safety Ltd.	6879	27-Sep-2023	Complexe - Smoke Detector Replacement & Exti	445.22
Total:				62,307.74

Council Board Report



Handwritten note: Visa & E-Transfer

Vendor : 1372101 to ZOOM01
 Fund : 1 GENERAL FUND
 Include all Payment Types : No

Date Range: 28-Sep-2023 to 28-Sep-2023
 Sequence by: Cheque/EFT#
 Fund No. Masked: No

Vendor Name	Chq./EFT#	Chq./EFT Date	Purpose	Amount Allocated to Fund
Air Canada	2131	28-Sep-2023	Admin & Eco. Development - Tra. - Exp. - Plane	1,358.82
AJ's Pizza & Wholesale	2132	28-Sep-2023	Economic Development - Supplies P/R - Lunch -	253.25
Algoma Office Equipment	2133	28-Sep-2023	Admin - Photocopies - August 16/2023 to Septen	99.72
Algoma Power Inc.	2134	28-Sep-2023	Hydro - August 2023 - Water Treatment - Well	4,746.33
AMCTO	2135	28-Sep-2023	Admin - Travelling Expenses - Registration - Virtu	394.37
BEST WESTERN PLUS Walkerton	2136	28-Sep-2023	Water Treatment - Travelling Expenses - Rooms	451.98
Canadian Tire Store	2137	28-Sep-2023	Fire Department - Buying - Pressure Washer Hos	124.29
Chelsea Hotel	2138	28-Sep-2023	Prepays & Economic Development - Tra. - Exp.	634.84
Firehall Bookstore a Division of Annex Business Media	2139	28-Sep-2023	Fire Department - Supplies - Ontario Building Co	113.39
Hampton Inn	2140	28-Sep-2023	Water Treatment - Travelling Expenses - Rooms	222.11
Jet Ice Limited	2141	28-Sep-2023	Arena - Supplies - White Paint & Red & Blue Lin	1,853.11
J.R. Brisson Equipment	2142	28-Sep-2023	Case Loader - Supplies - Drive Shaft	4,087.04
Lacroix Enterprises Ltd.	2143	28-Sep-2023	Food Bank - Gift Certificate	2,000.00
LOL Resto Bar	2144	28-Sep-2023	Economic Development - Supplies P/R - Lunch -	281.41
Mac's Gas	2145	28-Sep-2023	Kubota Tractor Pick-up - Supplies Gas - Sault - \$	93.81
NORTHROUTE FUELS	2146	28-Sep-2023	Public Work Truck - Supplies Gas - September 1	2,615.03
ONTERA	2147	28-Sep-2023	Library - Internet Service - September 2023	79.04
Pizza Hut	2148	28-Sep-2023	Kubota Tractor Pick-up - Travelling Expenses - M	29.50
Porter Air	2149	28-Sep-2023	Admin & Eco. Development - Tra. - Exp. - Plane	1,034.56
Princess Auto	2150	28-Sep-2023	Multi Trail - Supplies - Wire & Clips for Lights	162.58
Staples Business Depot	2151	28-Sep-2023	Admin - Supplies Office - Scissors & Binder Clips	49.40
TBAYtel	2152	28-Sep-2023	Cell Phone Usage - September 10 to October 9/2	22.60
Valhalla Inn Valbay Hotel Limited	2153	28-Sep-2023	Fire Department - Tra. Exp. - Rooms - Fire Con 2	1,137.17
White River Pub and Grill	2154	28-Sep-2023	Economic Development - Supplies P/R - Lunch -	346.63
Total:				22,190.98



By-Law No. 2023-64

Being a By-law to confirm the proceedings of the Council of the Corporation of the Township of Dubreuilville at its regular meeting held on September 27, 2023.

WHEREAS Section 9 of the Municipal Act, 2001, S.O. 2001, Chapter 25, provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under this or any other Act; and

WHEREAS Section 5(1) of the Municipal Act, 2001, S.O. 2001, Chapter 25, provides that the powers of a municipal corporation are to be exercised by its Council; and

WHEREAS Section 5(3) of the said Municipal Act provides that the powers of every Council are to be exercised by by-law; and

WHEREAS it is deemed expedient that the proceedings of the Council of the Corporation of the Township of Dubreuilville at the September 27, 2023, meeting be confirmed and adopted through a confirmatory by-law;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the Township of Dubreuilville enacts the following as a By-Law:

1. The actions of the Council of the Corporation of the Township of Dubreuilville in respect of each recommendation and in respect of each motion and resolution passed, and other action taken by Council at the September 27, 2023, meeting is hereby adopted, ratified and confirmed as if all such proceedings were expressly embodied in this By-Law.
2. That where no individual by-law has been or is passed with respect to the taking of any action authorized in or by the above-mentioned minutes or with respect to the exercise of any powers by the Council in the above-mentioned minutes, then this by-law shall be deemed for all purposes to be the by-law required for approving and authorizing and taking of any action authorized therein or thereby, or required for the exercise of any powers therein by the Council.
3. That the Mayor and the CAO-Clerk of the Corporation of the Township of Dubreuilville are hereby authorized and directed to do all things necessary to give effect to the said action of the Council or to obtain approvals where required and, except where otherwise provided, the Mayor and the CAO-Clerk are hereby directed to execute all documents necessary on behalf of the Corporation of the Township of Dubreuilville and to affix the Corporate Seal thereto.

4. That this By-law shall come into force and take effect upon the passing thereof.

READ a first, second and third time and be finally passed this 27th day of September 2023.

MAYOR

CAO-CLERK



By-Law No. 2023-65

Being a By-law to deem a part of a subdivision not to be a registered plan of subdivision against the lots originally being PINs 31128-0017 (LT) and 31128-0064 (LT)

Hereinafter, these Parcels and PINs are collectively referred to as the “Properties”

Whereas Section 50 (4) of the *Planning Act, R.S.O. 1990*, Chapter 13, as amended, provides that the Council of the Corporation of the Township of Dubreuilville may, by By-Law, designate any plan of subdivision, or part thereof, that has been registered for eight (8) years or more, as deemed not to be a Registered Plan of Subdivision for the subdivision control provisions of Section 50 (3) of the *Act*; and

Whereas Registered Plan M468 was registered in the Land Registry Office for the Registry Division of Algoma on September 2, 1980, and an application has been submitted by Yves Demers and Danielle Demers to deem that the Registered Plan of Subdivision M468 be deemed not to be a Registered Plan of Subdivision as against the Properties; and

Whereas Registered Plan M528 was registered in the Land Registry Office for the Registry Division of Algoma on August 15, 1996, and an application has been submitted by Yves Demers and Danielle Demers to deem that the Registered Plan of Subdivision M528 be deemed not to be a Registered Plan of Subdivision as against the Properties; and

Whereas the Council of the Corporation of the Township of Dubreuilville deems it to be in the best interests of the Corporation and its residents and the proper development of the Properties be so designated;

Now therefore be it resolved that the Council of the Corporation of the Township of Dubreuilville hereby enacts as follows:

1. That a By-Law be passed to deem M468 and M528 not to be a Registered Plan of Subdivision, for Section 50 (3) of the *Planning Act* as against the Properties and supporting documents attached hereto as Schedule “A” to the By-Law; and
2. That the CAO-Clerk of the Township shall lodge a certified copy of the Deeming By-Law in the office of the Ministry of Municipal Affairs and Housing; and
3. That the CAO-Clerk of the Township shall register, at the cost of the applicant, a certified copy of the Deeming By-Law against the title to the lands described in Schedule “A”, and this by-law shall not take effect until this requirement has been complied with; and
4. That notice of the passing of the Deeming By-Law shall be given within thirty (30) days of the date

of passing to each person appearing on the last revised assessment roll to be the owner of any of the land described in Schedule "A", which Notice shall be sent to the last known address of each such person; and

5. That this By-Law shall come into force and take effect when registered in the Land Registry Office by the CAO-Clerk of the Township.

GIVEN ALL THREE READINGS and passed on this 27th day of September 2023.

MAYOR

CAO-CLERK

SCHEDULE "A"

THIS WOULD BE A MAP SETTING OUT THE PROPERTIES AFFECTED BY THE DEEMING BY-LAW

SEE NEXT PAGE



SCHEDULE "B"

KEY MAP

THIS WOULD BE A LARGER MAP NOTING THE AREA IN QUESTION (FOR EXAMPLE A PIN MAP)

SEE NEXT PAGE

SCHEDULE "C"

Existing Service Plan for 885 rue St-Joseph and 887 rue St-Joseph



ServiceOntario

PRINTED ON 05 SEP, 2023 AT 13:28:02
FOR JCASSAN1



PROPERTY INDEX MAP

ALGOMA(No. 01)

LEGEND

FREEHOLD PROPERTY	
LEASEHOLD PROPERTY	
LIMITED INTEREST PROPERTY	
CONDOMINIUM PROPERTY	
RETIRED PIN (MAP UPDATE PENDING)	
PROPERTY NUMBER	0449
BLOCK NUMBER	08050
GEOGRAPHIC FABRIC	
EASEMENT	

THIS IS NOT A PLAN OF SURVEY

NOTES

REVIEW THE TITLE RECORDS FOR COMPLETE PROPERTY INFORMATION AS THIS MAP MAY NOT REFLECT RECENT REGISTRATIONS

THIS MAP WAS COMPILED FROM PLANS AND DOCUMENTS RECORDED IN THE LAND REGISTRATION SYSTEM AND HAS BEEN PREPARED FOR PROPERTY INDEXING PURPOSES ONLY

FOR DIMENSIONS OF PROPERTIES BOUNDARIES SEE RECORDED PLANS AND DOCUMENTS

ONLY MAJOR EASEMENTS ARE SHOWN

REFERENCE PLANS UNDERLYING MORE RECENT REFERENCE PLANS ARE NOT ILLUSTRATED





By-Law No. 2023-66

Being a By-law to appoint a Office Coordinator

WHEREAS the Municipal Act provides authority to the Council of a municipality to appoint such officers as may be necessary for the purpose of the Corporation; and

WHEREAS the Municipal Council deems it desirable to appoint a Office Coordinator for the Township of Dubreuilville; and

NOW THEREFORE be it resolved that the Municipal Council of the Corporation of the Township of Dubreuilville enacts as follows:

1. That Lynne Blanchette be appointed Office Coordinator for the Corporation of the Township of Dubreuilville; and
2. That Lynne Blanchette be paid as per approved signed agreement and most recent salary schedule; and
3. That Lynne Blanchette be provided with the fringe benefits that the full-time permanent employees of the Corporation are entitled to as per the non-unionized employee agreement; and
4. That in addition to the duties required to be performed under any statute, Lynne Blanchette shall perform such other duties as may, from time to time, be assigned to the Office Coordinator by Council, the CAO-Clerk or the Treasurer/Tax Collector; and
5. That By-Law No. 2022-37 be and is hereby repealed.
6. That this By-Law shall come into force and take effect upon its reading and being passed.

READ a first, second and third time and be finally passed this 27th day of September 2023.

MAYOR

CAO-CLERK



By-Law No. 2023-62

Being a By-law to regulate and govern the Ste-Cécile (Dubreuilville) Cemetery pursuant to The Funeral, Burial and Cremation Services Act, 2002, S.O. 2002. c. 33

WHEREAS pursuant to the Funeral, Burial and Cremation Services Act, 2002, O. Reg. 30/11, s. 150 (1), a cemetery operator may make by-laws governing the operation of the cemetery and, in particular, governing rights, entitlements and restrictions with respect to interment and scattering rights; and

WHEREAS it is deemed expedient to revise and establish certain standards for the operation and control of the Ste-Cécile (Dubreuilville) cemetery under the jurisdiction of the Corporation of the Township of Dubreuilville.

NOW THEREFORE BE IT ENACTED by the Council of the Corporation of the Township of Dubreuilville that:

1. The following schedules form an integral part of this By-Law:

Schedule "A" attached - Township of Dubreuilville General Cemetery Regulations

Schedule "B" attached - Township of Dubreuilville Cemetery User Fees

Schedule "C" attached - Township of Dubreuilville Cemetery Certificate of Interment

Schedule "D" attached - Township of Dubreuilville Cemetery Contract

2. This By-Law will be sent to the Consumer Protection Branch, Cemeteries Regulation Unit of the Ontario Ministry of Consumer Services for approval and amendments will be made if required.

3. All previous by-laws governing the operations of the Township of Dubreuilville Cemetery are hereby repealed in their entirety.

4. That this By-law shall come into force and take effect upon its reading and the passing thereof.

READ a first and second time this 13th day of September 2023.

READ a third time and be finally passed this 27th day of September 2023.

MAYOR

CAO-CLERK

**Corporation of the Township of Dubreuilville
General Cemetery Regulations**

1. DEFINITIONS

Burial: The opening and closing of an in-ground lot for the disposition of human remains (casket) or cremated human remains.

By-Laws: The regulations under which the Cemetery operates.

Care and Maintenance Fund: It is a requirement under the Funeral, Burial and Cremation Services Act (FBCSA) that a percentage of the purchase price of all Interment Rights and set amounts for marker and monument installations is deposited into the Care and Maintenance Fund. Interest earned from this fund is used to provide care and maintenance of lots, markers, and monuments at the Cemetery. This Fund is a trust that helps ensure the long-term upkeep of the cemetery.

Contract: For purposes of this by-law, all purchasers of interment rights must sign a contract with the cemetery owner, detailing obligations of both parties and acceptance of the cemetery regulations.

Grave: (Also known as a Plot) means any inground burial space intended for the interment of a child, adult or cremated human remains.

Interment Right: The right to require or direct the interment of human remains or cremated human remains in a plot or niche and direct the associated memorialization.

Interment Rights Certificate: The document issued by the Cemetery owner to the purchaser once the interment rights have been paid in full, identifying ownership of the interment rights.

Interment Rights Holder: Any person designed to hold the right to inter-human remains in a specified plot.

Plot: For the purposes of this by-law is a single grace space.

Marker: Shall mean any permanent memorial structure that is set flush and level with the ground and used to mark the location of a burial plot.

Monument: Any permanent memorial projecting above the ground installed within the designated space to mark the location of a burial or plot.

Niche: An individual compartment in a columbarium for the entombment of cremated human remains.

1. REGULATIONS

2.1. ADMINISTRATION

- a) The Corporation of the Township of Dubreuilville reserves full control and management of the land, buildings, plants, roads, utilities, books and records of the cemetery and complete authority to administer this By-law.

- b) The CAO/Clerk or his/her designate shall have full custody of the Cemetery under the direction of the Township. No interment or removal of bodies shall take place without notice to the CAO/Clerk or his/her designate, and he/she shall see that a proper burial permit or other certificate required by law is furnished to him/her in each instance.
- c) The Township distinctly disclaims all responsibility for loss of damage from causes beyond their control and especially from damage caused by the elements, act of God, common enemy, thieves, vandals, strikers, malicious mischief makers, explosions, accidents, invasion, insurrections, riots, or order of any military or civil authority, whether damage be direct or collateral.
- d) The cemetery is open to the public during daylight hours. The Cemetery Operator or his/her designate is available during municipal office hours located at 23 Pins Street, Dubreuilville, Ontario. The Municipal Office is open Monday to Friday 9:00 a.m. to 11:15 a.m. – 12:15 a.m. to 4:00 p.m. Telephone inquiries can be made at 705-884-2340 ext. 121. A public register is available at the municipal office during regular municipal office hours.
- e) All By-Law amendments must be:
 - 1) posted on the Township of Dubreuilville website and various social media pages online;
 - 2) conspicuously posted on a sign at the entrance of the cemetery; and
 - 3) delivered to each supplier of markers who have delivered a marker to the cemetery during the previous year if the By-Law or By-Law amendment pertains to markers or their installation.
- f) The Township has the right, at any time, to resurvey, enlarge, diminish, re-plot, change or remove plantings, grade, close pathways, or roads, alter in shape, or size, or otherwise change all or any part of the cemetery, subject to approval of the appropriate authorities.

2.2. SALE AND TRANSFER OF INTERMENT RIGHTS

- a) No person shall sell Interment Rights unless that person does so on behalf of the Township. Each sale shall be immediately marked on the official town cemetery map by the Office Administrator or designate.

In each case of burial, a written statement giving the name, place of birth, last residence (with street address, if any), age, date of birth, place of death, address of deceased nearest relatives, time of interment, which plots to be interred, names of funeral director and medical attendant must be furnished, in order that an accurate register may be kept. The location of the grave to be opened shall be accurately designated by giving section and plot number.

- b) Interment rights for Plots and Niches may be purchased from the Township as per the rates outlined on Schedule "B" attached.
- c) The Township shall provide each Rights Holder at the time of sale with
 - 1) a copy of the contract;
 - 2) a copy of the Cemetery By-Law; and
 - 3) a Certificate of Interment Rights.

- d) To ensure the correctness of records of ownership and interments, no transfer of any Interment Rights or any interest therein shall be allowed.
- e) In cases of transmission of ownership by will or bequests of Interment Rights, the operator reserves the right to require the production of a notarial copy of the will or other evidence sufficient to prove ownership.
- f) An Interment Rights Holder may require, by written demand, the Cemetery Owner to repurchase the rights at any time before they are used. The Cemetery Owner shall repurchase the Rights within thirty days from the date that the request was received.
- g) The repurchase price of the Interment Rights shall be the amount listed on the current price list (Schedule "B") less the amount paid by the Cemetery Owner to the Care and Maintenance Fund. This also applies to all purchases or contracts that were made before this Act came into being.
- h) NO REFUND will be made for any plot if any Interment Rights have been exercised.
- i) A purchaser has the right to cancel an interment contract within thirty (30) days of signing the interment rights contract, by providing written notice of cancellation to the Township. The Township will refund all monies paid by the purchaser within thirty (30) days from the date of the request for cancellation is received by the Township. If any portion of the interment rights has been exercised, the purchaser, or the interment rights holder(s) are not entitled to cancel the contract.
- j) Any resale of the interment rights returned/repurchased shall be in accordance with the requirements of the cemetery By-Law and in keeping with the Funeral, Burial and Cremation Services Act.

2.3. INTERMENTS / ENTOMBMENT

- a) All interments must be authorized in writing by the Interment Rights Holder, except the interment of the Interment Rights Holder.
- b) The Cemetery Operator, or his/her designate, or someone in the employment of the Township shall attend each interment / entombment.
- c) A burial permit must be issued by the Division Registrar, showing that the death has been registered and the fee for the opening of the plot according to the fee found in the Fee Schedule.
- d) In the case of a cremation, a copy of the cremation certificate must be supplied to the Cemetery Operator or his/her designate.
- e) Persons requesting interments in plots shall be held responsible for charges incurred per Schedule "B".
- f) When Interment Rights on a plot are held jointly by two or more persons, an order will be accepted from either or any of them, or their authorized representatives, for interment in

such part of the plot as may be requested.

- g) No plot shall be open for interment or disinterment by any person not in the employment of, or under the direction of the Township, except under special circumstances, and by special permission of the Township.
- h) All interments / entombment shall be for all denominations.
- i) The Cemetery Operator or his/her designate shall be given at least 76 hours' notice for each burial of human remains or cremated human remains.
- j) Only one adult body within a casket will be allowed to be interred in a grave.
- k) An adult body and an infant body under the age of two within a casket may be interred in one grave.
- l) Three Cremation Urns may be buried in an adult size plot in addition to a buried body or, four cremains may be placed in a plot.
- m) Two Cremation Urns may be entombed in a Niche.
- n) No person shall remove human remains from a cemetery unless a certificate of a Medical Officer of Health or the Township confirming that the FBCSA and the regulations have been complied and which is affixed to the container. A burial certificate under the Vital Statistics Act is not required to re-enter human remains that have been disinterred according to the FBCSA and regulations.
- o) The Township will exercise all due care in conducting burials, interments / entombment, but is not responsible for damage to any casket, urn or other container sustained during interment / entombment and disinterment.
- p) Interment / Entombment fees must be paid in full at the time the request for interment rights is made.
- q) There will be no lowering of the casket with the presence of family and friends during the cemetery service.
- r) The Township shall not be held responsible for any errors made for any funeral arrangements made over the phone. These arrangements should be made in writing.
- s) No remains or cremains shall be buried at the cemetery other than those of humans.

2.4. MONUMENTS AND MARKERS

- a) All installations of monuments and markers and their foundations shall be arranged for by the Rights Holder through monument dealers.
- b) No inscriptions shall be placed on any monument which is not in keeping with the dignity and decorum of the cemetery.

- c) No monument, marker or memorial of any kind shall be placed, moved, altered or removed without permission from the Township.
- d) No monument or marker will be delivered to the cemetery without contacting the Cemetery Operator or his/her designate for the exact location of the Interment Rights.
- e) The Township will take reasonable precautions to protect the property of Interment Rights Holders, but assumes no liability for the loss of, or damage to, any monument, or part thereof except where such damage or loss is due to its negligence.
- f) Only one upright monument may be erected on a single grave and 2 flat markers or 4 flat markers taking up no more than the actual plot.
- g) The maximum size base with monuments allowed on a single lot is the width of the plot.
- h) Monuments must be placed at the center of the head end of the plot except where alignment with existing nearby monuments justifies another location. Approval of the location must be obtained from the Cemetery Operator or his/her designate before a monument is set.
- i) Only the Cemetery Operator or his/her designate may open and seal niches for entombment. This applies to the inside sealer and the niche front. The Township may grant permission to funeral directors to open/close niches on its behalf.
- j) No person other than the Cemetery Operator or his/her designate shall remove or alter niche fronts. The Township may grant permission to funeral directors or monument companies if needed for repairs or maintenance.
- k) Contractors and Monument Dealers shall lay wooden planks on the burial plots over which heavy materials are to be moved in order to protect the surface from damage.
- l) Prior to the start of any monument/marker installation, contractors must provide proof of WSIB coverage and liability insurance coverage of not less than two (2) million dollars.

2.4. CEMETERY MAINTENANCE

- a) The employees conducting maintenance and improvements at the Cemetery shall be under the supervision of the Township Infrastructure Superintendent or Assistant who will be under the direction of the Cemetery Operator or his/her designate.
- b) Mounds are strictly prohibited.
- c) No person shall change the grading of a grave site; in case of any such change, the Township may restore the plot to its original grade.
- d) If borders or cut stone coping are installed in or around plots become unsightly, they are prohibited.
- e) Vases, urns, and flower stands not properly cared for, and are not filled with plants by June 30th in any year, may be removed from the plot, and any stand, holder, vase, or other receptacle for flowers deemed unsightly or unsuitable may be prohibited or removed, all at

the discretion of the Infrastructure Superintendent or Assistant.

- f) In order to preserve the proper appearance of the grounds, artificial wreaths and flowers must be removed before they become unsightly. Otherwise, the Infrastructure Superintendent or Assistant will have them removed.
- g) Shrubs(dwarf), flowers, or other plants may be cultivated on lots; however, only such varieties as are in good taste and in keeping with the general plan of the grounds and subject to the approval of the Infrastructure Superintendent or Assistant. No shrubs shall be higher than 36" from the ground or 14" in diameter or obstruct adjacent plots.
- h) If any trees or shrubs situated in any plot have, in the opinion of the Infrastructure Superintendent or Assistant, become by means of their roots or branches, or in any other way detrimental to the adjacent plots, drains, roads or walks, or prejudicial to the general appearance of the grounds or inconvenience to the public, the Infrastructure Superintendent or Assistant may remove such trees or shrubs or parts thereof. However, this action is subject to giving the holder of interment rights thirty (30) days notice in writing to allow the holder the opportunity to rectify the situation at the plot holder's expense.
- i) Grave covers are prohibited at the Township of Dubreuilville Ste-Cecile Cemetery.
- j) Any monument, tombstone, or other memorials which are in a deteriorated state or poses a hazard to public safety, will be laid down on the grave site.
- k) No person shall:
 - 1) write upon, deface, mutilate, damage any monument or other structure in or belonging to the cemetery;
 - 2) willfully and unlawfully disturb persons assembled for the purpose of burying a body in a cemetery;
 - 3) play at any game or sport in a cemetery;
 - 4) commit a nuisance in a cemetery;
 - 5) ride a motorised vehicle on the grounds.
- l) Any person who contravenes the cemetery rules shall be held liable for the damages done and committed to pay all damages occasioned by the unlawful act.
- m) Children under 8 years of age are to be accompanied by a responsible adult while on cemetery property.
- n) Owners may improve their plots at any time, providing they comply with the provisions of the Cemetery By-Law, and owners of plots and their families shall be allowed access to the grounds at all times providing they observe the rules which are, or may be, adopted for the regulations of visitors.

There shall be no winter burials from November 1st to April 30th. Remains will be stored in the vault located on cemetery grounds. Family will be contacted by the Cemetery Operator or his/her designate to arrange for burial in the spring with assistance from the Infrastructure Superintendent or Assistant involved in placing the remains in the vault during the winter months.

The Corporation of the Township of Dubreuilville
Operating as Ste. Cécile Cemetery

USER FEES
USER FEE BY-LAW 2021-11

1. Sale of Interment Rights (and contributions to the care and maintenance fund/account)						
Lot	Size	Selling Price		Total Selling Price	HST	Total
		Interment Rights	Care and Maintenance			
Regular Plot	4' x 10'	\$400.00	\$160.00	\$560.00	\$52.00	\$612.00

2. Interment / Entombment Fees			
Type of Fee	Selling Price	HST	Total
Casket	\$650.00	\$84.50	\$734.50
Cremated Remains	\$300.00	\$39.00	\$339.00
Entombment of Cremated Remains in Niche	\$150.00	\$19.50	\$169.50
Second Entombment of Cremated Remains in Niche	\$150.00	\$19.50	\$169.50

3. Disinterment			
Type of Fee	Sub-Total	HST	Total
Grave (Casket)	\$1,500.00	\$195.00	\$1,695.00
Grave Cremated Remains	\$1,000.00	\$130.00	\$1,130.00
Opening & Closing of Niche	\$200.00	\$26.00	\$226.00

**4. Columbarium Niche Wall Fees
(and contributions to the care and maintenance fund/account)**

Row / Columns	Selling Price		Total Selling Price	HST	Total
	Interment Rights	Care and Maintenance			
A 1-4	\$700.00	\$105.00	\$805.00	\$91.00	\$896.00
B 1-4	\$700.00	\$105.00	\$805.00	\$91.00	\$896.00
C 1-4	\$700.00	\$105.00	\$805.00	\$91.00	\$896.00
D 1-4	\$700.00	\$105.00	\$805.00	\$91.00	\$896.00
E 1-4	\$700.00	\$105.00	\$805.00	\$91.00	\$896.00
F 1-4	\$700.00	\$105.00	\$805.00	\$91.00	\$896.00
G 1-4	\$700.00	\$105.00	\$805.00	\$91.00	\$896.00
H 1-4	\$700.00	\$105.00	\$805.00	\$91.00	\$896.00
I 1-4	\$700.00	\$105.00	\$805.00	\$91.00	\$896.00
J 1-4	\$700.00	\$105.00	\$805.00	\$91.00	\$896.00
K 1-4	\$700.00	\$105.00	\$805.00	\$91.00	\$896.00
L 1-4	\$700.00	\$105.00	\$805.00	\$91.00	\$896.00

5. Bronze Plate and Engraving for Niche Wall Fees

Type of Fee	Selling Price	HST	Total
Bronze Plate	\$600.00	\$78.00	\$678.00
Addition of Dates	\$150.00	\$19.50	\$169.50

Schedule "C"
to By-Law No. 2023-62

CERTIFICATE OF INTERMENT RIGHTS
STE-CÉCILE CEMETERY

Schedule "D"
to By-Law No. 2023-62

CEMETERY CONTRACT
STE-GÉCILE CEMETERY

CERTIFICATE OF INTERMENT RIGHTS

STE. CECILE CEMETERY

No.

Pursuant to the Funeral, Burial and Cremations Services Act and Regulations and all the amendments thereto;
This indenture, made in duplicate the _____.

BETWEEN: **The Corporation of the Township of Dubreuilville operating Ste Cécile (Bubreuilville) Cemetery,**
hereinafter called "The Cemetery Operator"

AND: _____,
hereinafter call "The Purchaser".

Upon receipt of the sum of six hundred seventy-six dollars zero cents (676.00), of which includes:

Services:	Plot or Niche Fee	_____
	Care & Maintenance	_____
	Internment or Entombment	_____

SUB-TOTAL _____

HST (where applicable) _____

TOTAL COSTS _____

The Cemetery Operator agrees to assign to the Purchaser the burial of interment rights as follows:

Plot: _____ **(4'X10')**

Niche: _____ **North or South**

The Purchaser, by acceptance of this certificate indicates that By-Law governing the operation of the cemetery have been received and read, and agrees to be guided by the said By-Law as well as the provision of the Funeral, Burial and Cremations Services Act as if these were included as part of this certificate.

The purchaser agrees that in the event of transfer of the said interment rights, this certificate cannot be transferred but will be returned to the Cemetery Operator who will issue a new certificate.

With respect to the erection of installation of markers, the Purchaser agrees to abide by the By-Law of the cemetery.

Purchaser

Cemetery Operator



STE. CECILE (Dubreuilville) CEMETERY CONTRACT
For the purchase of interment rights or services

Operated by:

THE CORPORATION OF THE TOWNSHIP OF DUBREUILVILLE
23 Pins Street, P.O. BOX 367
Dubreuilville, Ontario
P0S 1B0
Tel. 705-884-2340 Fax. 705-884-2626

DATE: _____
BILL TO: _____
Rights to: _____

DECEASED (at need only)

Name:

Date of Death:

INTERMENT RIGHTS for Plot/ Niche

Number: _____

Services: Plot or Niche Fee _____
Care & Maintenance _____
Internment or Encombment _____

SUB-TOTAL _____

HST (where applicable) _____

TOTAL COSTS _____

Concerning this Cemetery Services Contract:

The Purchaser, if different from the Interment Rights Holder, represents being legally authorized or charged with the financial responsibility for the Cemetery Services as specified in this Contract. This Contract shall be enforceable to the benefit of and be binding upon the parties hereto and their respective heirs, executors, administrators, successors and assigns.

CONDITIONS OF CEMETERY SERVICES CONTRACT

General

1. Payment in full is required prior to the commencement of any services contained in this Contract. In extenuating circumstances, the Treasurer, or designate, may approve a payment plan. Interest on any outstanding amounts shall be charged at 1.25 % monthly, as per Municipal procedure.

2.The Interment Rights Holder owns the rights and maintains the responsibility for all Interment and Marker activity at the grave or plot to which they own the rights. The Purchaser, if different from the Interment Rights Holder, shall obtain authorization from the Interment Rights Holder prior to entering into this Contract for any Cemetery services. The Purchaser shall assume all the financial responsibility for this Contract.

3.The contribution to the Care and Maintenance Trust Fund on the purchase of plots or Niche shall be as follows:

\$160.00 for a Plot and \$105.00 for a Niche

Interment / Entombment / Disinterment

1. No person shall cause or permit an Interment / Entombment to take place without:

- a) prior written approval from the Township;
- b) a Certificate of Interment Rights having been issued for the grave or plot subject to the interment; and
- c) after the Interment Rights Holder identified in the Certificate of Interment Rights has authorized the interment / entombment of the human remains therein.

2. Only the Township may conduct an interment / entombment or a disinterment.

3. Prior to the exercise of any Interment / Entombment Rights, the original Certificate of Cremation shall be provided to the Township.

4. All interments / entombment shall be conducted in accordance with the Cemetery By-Law, the Funeral, Burial and Cremation Services Act, 2002, (FBCSA) as may be amended and all regulations adopted there under.

5. A duly executed Cemetery Services Contract and payment in full is required at least two working days (48 hours) prior to an interment / entombment.

6. No interment / entombment shall be conducted on a Sunday, and no interment / entombment shall commence before 9:00 a.m. or after 3:00 p.m., local time, unless required by law or Order.

7. The Township reserves the right to deny interments in plots that are not in a natural state.

Caps or Surrounds

1. Any structure that is intended to surround, enclose or cap any plot is prohibited and shall be removed at the expense of the Interment Rights Holder, without further notice to the Interment Rights Holder.

2. The Township shall not be responsible for any damages to a surround or for the restoration of any surround or its interior for any reason.

Markers

1.Authorization from the Township to place or remove a Marker may be provided:

- a) upon the completion of a Cemetery Marker Contract; and
- b) payment in full

2. Only the Interment Rights Holder may request the placement or removal of a Marker on a plot or grave and may complete the Cemetery Marker Contract.
3. The Interment Rights Holder assumes responsibility for all Marker activity at the grave or plot to which they own the rights.

Cancellation of Contract

1. Grave/Plot/Niche Interment Rights

Within thirty (30) days of the signing of the Contract for Plot/Grave/Niche Interment Rights and where the Interment Rights have not yet been exercised by the Interment Rights Holder, the Purchaser may, in writing to the Township, cancel the Contract and the Purchaser shall receive a full refund.

The Corporation after receiving such a demand shall repurchase the Interment Rights within thirty (30) days after reviewing the demand. The repurchase price shall be the current price paid for the Interment Rights, less the amount collected for the Care and Maintenance Fund at the original time of purchase.

NO REFUND will be made for any Plot / Niche if any Interment Rights have been exercised.

Privacy

The Interment Rights Holder/Purchaser acknowledges and provides consent to permit the Township of Dubreuilville to collect, use and disclose their personal information in accordance with the requirements under the FBCSA and Ontario Regulation 30/11 for information within the Cemetery public register. The Purchaser acknowledges that the Township of Dubreuilville does not rent or sell their personal information to third-party organizations.

Consumer Information Guide, Cemetery By-Law, Cemetery Tariff of Rates

_____ (Initial here) I have received and reviewed a copy of the Cemetery By-Law.

_____ (Initial here) I have read and understood the conditions for Cemetery Services.

_____ (Initial here) I hereby acknowledge I have been offered and/or received a copy of the Cemetery User Fees.

- I acknowledge having received a copy of this contract and will assume full responsibility for payment of the total contract amount to the operator in accordance with the contract's terms and conditions.

_____ Signature of Interment Rights Holder

_____ Date

_____ Signature of Cemetery Operator/Owner

_____ Date



By-Law No. 2023-63

BEING A BY-LAW TO REGULATE THE ACCESS AND USE OF THE MUNICIPAL PARKS, MUNICIPAL BEACH, STRONGMAN PARK AND BALLFIELD OF THE CORPORATION OF THE TOWNSHIP OF DUBREUILVILLE

WHEREAS the Council of the Corporation of the Township of Dubreuilville deems it necessary to regulate the access and use of the Municipal Playground, Strongman Park, including the Ballfield, and the Municipal Beach; and

WHEREAS Section 11 (3) of the Municipal Act, 2001, S.O. 2001, c. 25 provides that a municipality may pass by-laws respecting matters within the sphere of jurisdiction, such as culture, parks, recreation, and heritage; and

WHEREAS Section 11 (2) of the Municipal Act, 2001, S.O. 2001, c. 25 provides that a municipality may pass by-laws respecting matters, such as health, safety and well-being of person, and economic, social, and environmental well-being of the municipality, including respecting climate change; and

AND WHEREAS the Council of the Corporation of the Township of Dubreuilville considers it appropriate to pass such a by-law to regulate and control the use of the Municipal Parks, Municipal Beach, Strongman Park and Ballfield;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the Township of Dubreuilville enacts as follows:

1. DEFINITIONS

“Beach” means any municipally owned/leased beach, and includes the beach house, and all walkways, playgrounds, water parks and any other built environment or feature associated with the beach;

“Boat/vessel” means any watercraft or ship which is propelled on the water by any mechanical or manual means, including but not limited to kayaks, canoes, paddleboards, surfboards, windsurfing boards, motorboats, personal watercrafts, etc;

“Director” means the Infrastructure Superintendent of the Township of Dubreuilville or authorized designates, unless otherwise specified;

“Domestic animal” means any animal that is owned, harbored or kept by a person;

“Facility” means any area, building or structure in a park and any recreation centre and community building under the jurisdiction of the Infrastructure Department of the Township of Dubreuilville;

“Inflatable” means an inflatable object on which a person may sit or recline while floating in the water;

“Main Beach” means the beach area in Dubreuilville, including the sand area and all built structures between the pier and the water’s edge of Green Lake;

“Motorized vehicle” means an automobile, truck, motorcycle, all-terrain vehicle, snowmobile, off road vehicle, e-bike or any other vehicle propelled or driven by means other than muscular power, but does not include a wheelchair or device used to assist persons with disabilities or motorized vehicles operating pursuant to the approval of the Director;

“Municipality” means the Corporation of the Township of Dubreuilville or the geographic area of the Municipality of Dubreuilville as the context requires;

“Officer” means a person duly appointed by the Council of the Corporation of the Township of Dubreuilville as a Municipal Law Enforcement Officer;

“Park” means a playground, Strongman park, ballfield, beach, including but not limited to, the area of the water under the control or supervision of the Municipality, and all built structures and features contained within the parks, including but not limited to: washrooms, storage buildings, playground, pedestrian walkway or any other area owned, leased or used by the Municipality and devoted to active or passive recreation and includes any lane or walkway or public parking area leading thereto;

“Parking Lot” means municipally owned and/or operated parking lots;

“Permit” means an agreement between a person or group and the Municipality authorizing a use of or activity upon a park or facility as required under this by-law;

“Service animal” means an animal trained by a recognized school for service for a person with a disability. An animal is considered a service animal if it is readily apparent that the animal is used by a person for reasons relating to his or her disability, such as wearing a harness or vest;

“Smoke” or “smoking” or “vaping” includes holding lit tobacco or cannabis or related inhalation products in any form, including but not limited to: hookahs, waterpipes, pipes, e-cigarettes, or any other devices, or vaping of any substance;

“Swim Area” means the area designated and marked as a swim area;

“Waste” shall be used interchangeably with the words rubbish, litter, trash and garbage.

2. HOURS OF OPERATION

2.1 No person shall:

- a) remain in or enter into any Municipal beach, ballfield, Municipal Park or Strongman Park

between the hours of 11:00 p.m. and 7:00 a.m., except as a participant or spectator of a function approved by the Director;

b) remain in the Municipal beach, ballfield, Municipal Park or Strongman Park upon completion of an activity as a participant or spectator of any function between the hours of 11:00 p.m. and 7:00 a.m.; or

c) enter any place where a sign prohibiting admittance or trespassing is displayed or where admission is otherwise prohibited or restricted.

3. ANIMALS

3.1 No person being the owner or having care and custody of a domestic animal shall permit such animal to run at large within the Municipal beach, Municipal Park, Strongman Park or Ballfield, except in a designated area.

3.2 No person being the owner or having care and custody of a domestic animal shall permit such animal to enter a designated area within the Municipal beach, Municipal Park, Strongman Park or Ballfield facility or any other area posted to prohibit same.

3.3 No person being the owner or having care and custody of a domestic animal shall allow it to disturb the enjoyment of any person, or to cause injury or damage to any person, other animals, or property. All excrement must be immediately disposed of appropriately.

4 SPORTS AND ACTIVITIES

4.1 No person shall use the Municipal Parks, Municipal Beach, Strongman Park or Ballfield on any day between the 1st day of November and the 1st day of April of any year.

4.2 Despite subsection 4.1, the Director may, at his or her discretion, amend the dates on which a sports field may be used, based on the ground conditions of the sports field.

4.3 Despite subsection 4.1, the Director may, at his or her discretion, restrict or permit access, at any time and to any one Municipal Park, Municipal Beach, Strongman Park and Ballfield, on the basis of weather conditions or the ground conditions of the sports field.

4.4 No person shall play golf, drive a golf ball, or use golf clubs or other like equipment within the Municipal Parks, Municipal Beach, Strongman Park or Ballfield.

4.5 No person shall possess or discharge a weapon or object capable of discharging an object that can cause bodily harm, injury or damage to property in or into the Municipal Parks, Municipal Beach, Strongman Park or Ballfield.

5. MOTORIZED VEHICLES

5.1 No person shall drive a motorized vehicle, including an ATV and dirt bike within the Municipal Parks, Municipal Beach, Strongman Park and Ballfield, except in areas designated for that purpose.

5.2 No person shall park a motorized vehicle, including an ATV and dirt bike in any Municipal

Park, Municipal Beach, Strongman Park or Ballfield, except in areas authorized for parking purposes.

5.3 No person shall park a motorized vehicle, a ATV and dirt bike overnight in any Municipal Park, Municipal Beach, Strongman Park or Ballfield, except in parking lots designated for that purpose.

5.4 No person shall use any part of a Municipal Park, Municipal Beach, Strongman Park or Ballfield for the purpose of washing, cleaning, polishing, servicing or maintaining any motorized vehicle, ATV and dirt bike, except in the event of an emergency repair.

6. GENERAL STANDARDS IMPLEMENTED AT THE MUNICIPAL PARKS, MUNICIPAL BEACH, STRONGMAN PARK AND BALLFIELD:

- a) No bicycles allowed at any time, otherwise in the designated areas.
- b) No glass objects at any time.
- c) No campfires at any time.
- d) Children under the age of eight (8) must be accompanied by a mature adult.
- e) No alcohol at any time.
- f) No motorized boats, other than the exception of canoes, paddleboards, surfboards, windsurfing board, paddleboats and kayak.
- g) No domestic animals allowed at any time, unless leashed and in the designated areas.

7. THAT appropriate signs be posted to notify users that the Municipal Beach is unsupervised.

8. THAT appropriate signs be posted to notify the users that the Municipal Parks, Municipal Beach, Strongman Park and Ballfield are to be used at the user's own risk.

9. PENALTIES

- a) Any person who contravenes a designated provision of this By-law is guilty of an offence, and, when given a Penalty Notice, in accordance with the Administrative Monetary Penalty System (herein after, "AMPS (ADMINISTRATIVE MONETARY PENALTY SYSTEM) BY-LAW"), be liable to pay to the Township an administrative penalty as set out in the schedules attached to the AMPS By-law (as amended from time to time).

10. SCHEDULES

- a) Provisions of this By-law that allow for financial penalties shall be updated and attached to the Schedules of the Administrative Penalties found in the AMPS By-law (as amended from time to time).
- b) Schedule "A" is attached and forms part of this by-law.

11. REPEAL OF BY-LAWS

- a) That By-Law 2001-16 and is hereby repealed in its entirety.

10. EFFECTIVE DATE

a) That this By-Law shall come into force and take effect on the 27th day of September 2023.

READ a first and second time on the 13th day of September 2023.

READ a third time and be finally passed this 27th day of September 2023.

MAYOR

CAO-CLERK

SCHEDULE "A"

**ACCESS AND USE OF THE MUNICIPAL PARKS, MUNICIPAL BEACH, STRONGMAN PARK, AND BALLFIELD BY-LAW
ADMINISTRATIVE PENALTY AMOUNT**

Item	Column 1	Column 2	Column 3
	Short Form Wording	Provision creating or defining offence	Penalty Amount
1	Entering any Municipal Parks or Municipal Beach or Ballfield between the hours of 11:00 p.m. – 7:00 a.m.	Section 2.1	\$150
2	No pets or animals are permitted in the non designated areas	Section 3	\$75
3	No person shall use the Municipal grounds on any day between the 1st day of November and the 1st day of April of any year	Section 4	\$150
4	No person shall drive a motorized vehicle within the Municipal Parks, Municipal Beach, or Ballfield	Section 5	\$200
5	No bicycles allowed at anytime	Section 6 a)	\$75
6	No glass objects	Section 6 b)	\$100
7	No campfires	Section 6 c)	\$85
8	No alcohol or drugs	Section 6 e)	\$100
9	No motorized boats	Section 6 f)	\$150

Schedule "A", ADMINISTRATIVE PENALTY, is considered part of this by-law. Administrative Penalty takes effect on the date of ORDER attached to this by-law.



By-Law No. 2023-67

***Being a By-law to amend By-Law No.
2021-11, being a By-law law to establish user
fees and charges administered by the
Corporation of the Township of Dubreuilville***

WHEREAS Section 5 (1) of the Municipal Act, 2001, S.O. 2001, c. 25, provides that the powers of a municipal corporation are to be exercised by its Council; and

WHEREAS Section 5 (3) of the said Municipal Act provides that the powers of every Council are to be exercised by by-law; and

WHEREAS an amendment is deemed to be necessary to add and change new user fees to By-Law No. 2021-11;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the Township of Dubreuilville enacts the following as a By-Law:

1. That the Mayor and the CAO-Clerk are hereby authorized to execute an amendment to the original User Fee By-Law in accordance to Schedule "A" attached to this By-Law on behalf of the Corporation of the Township of Dubreuilville.
2. That this By-Law shall come into force and take effect as of September 27th, 2023.

READ a first, second and third time and be finally passed this 27th day of September, 2023.

MAYOR

CAO-CLERK

SCHEDULE "A"

USER FEES AMOUNT USER FEE BY-LAW 2021-11

LANDFILL SITE				
Fee Detail	Unit	Non-Resident	Closure	Total Price
9.1.7 CONTRACTOR BIN				
20 Yards	Per Load	\$750.00	\$250.00	\$1,000.00
30 Yards	Per Load	\$1,125.00	\$375.00	\$1,500.00
40 Yards	Per Load	\$1,500.00	\$500.00	\$2,000.00
9.1.8 DUMP TRUCK				
Contaminated Waste	Per Load	\$750.00	\$250.00	\$1,000.00

GREEN LAKE CAMPGROUND			
	Price	HST	Total Price
RECREATIONAL VEHICLE (May to October)			
Day	\$40.00	\$5.20	\$45.20
Week	\$250.00	\$32.50	\$282.50
Month	\$500.00	\$65.00	\$565.00
Season	\$1,500.00	\$195.00	\$1,695.00
RECREATIONAL VEHICLE ONLY (November to April)			
Winter Storage	\$300.00	\$39.00	\$339.00