



COUNCIL INFORMATION PACKAGE

SUMMARY

DECEMBER 2, 2022

1. **C-2022-221**
Correspondence received November 25, 2022 from the Ministry of Natural Resources and Forestry respecting a notice of Changes under the Oil, Gas and Salt Resources Act related to Geologic Carbon Storage.
2. **C-2022-222**
Correspondence dated November 17, 2022 from Norfolk County to the Honourable Steve Clark, Minister of Municipal Affairs and Housing respecting Bill 23 “More Homes Built Faster Act, 2022”.
3. **C-2022-223**
Correspondence dated November 28, 2022 from the Town of Plympton-Wyoming to the Honourable Steve Clark, Minister of Municipal Affairs and Housing respecting Bill 23, More Homes Built Faster Act.
4. **C-2022-224**
Correspondence dated November 28, 2022 from the City of Stratford to the Honourable Justin Trudeau, Prime Minister of Canada respecting a resolution regarding funding and support for VIA Rail Services.
5. **C-2022-225**
Correspondence dated November 29, 2022 from Watson & Associates Economists Ltd. respecting an update to clients on More Homes Built Faster Act.
6. **C-2022-226**
Correspondence dated November 30, 2022 from the Town of Orangeville to the Honourable Steve Clark, Minister of Municipal Affairs and Housing respecting Bill 23, More Homes Built Faster Act.
7. **C-2022-227**
Correspondence dated December 1, 2022 from the Town of Petrolia to the Township of McGarry respecting support of their resolution regarding Removal of Municipal Councillors under Prescribed Circumstances .

Ministry of Natural Resources and Forestry

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

Ministère des Richesses naturelles et des Forêts

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

Received November 25, 2022
C-2022-221

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

Hello,

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

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

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

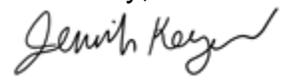
To build a framework that works for Ontario, we plan to work together with stakeholders, Indigenous communities and the public.

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

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

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

Sincerely,

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

Jennifer Keyes

Director, Resources Planning and Development Policy Branch

Ontario's Roadmap towards Regulating Geologic Carbon Storage

One tool to help transition to a low-carbon future

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

Ontario's plan

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

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

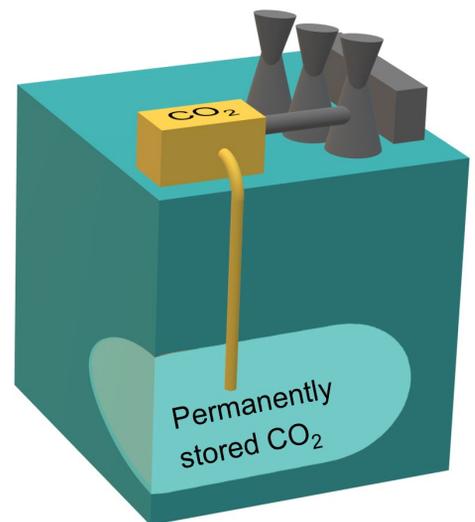
Benefits of enabling carbon storage

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

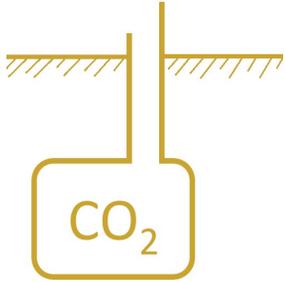
What is geologic carbon storage?

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

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



Ontario's Roadmap towards Regulating Geologic Carbon Storage



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

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

Clarify Intent

Starting in: Fall 2022

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

Design Framework

Anticipated start: Summer/Fall 2023

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

Discussion Paper

January to March 2022

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

Enable Demonstration

Anticipated start: Winter/Spring 2023

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

Develop changes to enhance public safety and corporate accountability.

Refine and Adapt

Anticipated start: 2025 and beyond

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



Received November 25, 2022
C-2022-222

Clerks and Bylaw

November 17, 2022

SENT VIA E-MAIL TO:

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

Dear Minister Clark:

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

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

Resolution No. 13

Moved By: Mayor Martin

Seconded By: Councillor Columbus

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

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

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

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

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

NOW THEREFORE BE IT RESOLVED THAT

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

Carried.

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

Sincerely,

Teresa Olsen
County Clerk
Norfolk County

CC:

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



Received November 28, 2022
C-2022-223

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

November 28th 2022

Re: Bill 23, More Homes Built Faster Act

Dear Minister Clark,

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

Motion 20

Moved by Deputy Mayor Netty McEwen

Seconded by Councillor Alex Boughen

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

Motion Carried.

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

Sincerely,

Denny Giles
Deputy Clerk
Town of Plympton-Wyoming

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

November 15, 2022

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

RESOLUTION NO. 2022-448

DATE: November 8, 2022

MOVED BY: Councillor Hirsch

SECONDED BY: Councillor MacNaughton

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

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

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

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

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

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

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

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

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

CARRIED

Yours truly,

Catalina Blumenberg, **CLERK**





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

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

Received November 28, 2022
C-2022-224

November 28, 2022

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

justin.trudeau@parl.gc.ca

Dear Prime Minister:

Re: Resolution – Funding and Support for VIA Rail Services

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

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

Sincerely,

Tatiana Dafoe
Clerk

Encl.
/ja

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

November 29, 2022

Received November 30, 2022
C-2022-225

Dear Clients:

Re: *More Homes Built Faster Act*

In our continued efforts to keep our clients up to date on the legislative amendments resulting from Bill 23 (*More Homes Built Faster Act*), we are writing to inform you that Bill 23 received Royal Assent on November 28, 2022. This letter highlights the changes that were introduced with the Second Reading of the Bill and identifies the amendments that are currently in effect for the *Development Charges Act* (D.C.A.), as well as section 37 (community benefits charges (C.B.C.s)) and section 42 (parkland dedication) of the *Planning Act*.

Development Charges Act

- Second Reading of the Bill introduced two substantive modifications to the proposed changes, including:
 - For the phase-in of the charges over the first four years of a development charges (D.C.) by-law, under First Reading the transition provisions only applied to existing D.C. by-laws passed on or after June 1, 2022. These rules now apply to a D.C. by-law passed on or after January 1, 2022.
 - The discount for rental housing developments is applicable to a D.C. payable under a section 27 agreement, for prescribed developments that were entered into before the *More Homes Built Faster Act* received Royal Assent. These discounts do not apply to payments made under the agreement prior to this date.
- All sections of Schedule 3 of the *More Homes Built Faster Act* are in effect as of November 28, 2022 (date of Royal Assent) with the exception of:
 - Subsection 4.1 of the D.C.A., which provides exemptions for affordable and attainable residential units;
 - Rules under front-ending agreements with respect to affordable and attainable residential units; and
 - Regulation powers related to defining attainable housing and criteria for arm's length transactions.

These exceptions will come into effect on the date of proclamation. As of the date of this letter, proclamation has not been given.

Section 37 of the *Planning Act* – Community Benefits Charges

- Second Reading of the Bill introduced an additional change to the proposed C.B.C. amendments under section 37 of the *Planning Act*. The change allows a municipality to enter into an agreement with a landowner for the provision of in-



kind contributions. It also allows for this agreement to be registered on title of the land to which the charge applies.

- Section 10 of Schedule 9 of the *More Homes Built Faster Act* is in effect as of November 28, 2022 (date of Royal Assent) with the exception of:
 - Subsection 37 (32.1) of the *Planning Act*, which provides reductions in the maximum charge for developments containing affordable and attainable residential units.

This subsection of the *Planning Act* will come into effect on the date of proclamation. As of the date of this letter, proclamation has not been given.

Section 42 of the *Planning Act* – Parkland Dedication

- No additional changes or modifications were made since First Reading of the Bill with respect to the parkland dedication amendments under section 42 of the *Planning Act*.
- Section 12 of Schedule 9 of the *More Homes Built Faster Act* is in effect as of November 28, 2022 (date of Royal Assent) with the exception of:
 - Subsections 42 (1.1) and 42 (3.0.3) of the *Planning Act*, which provide reductions in the standard and alternative parkland dedication requirements for affordable and attainable residential unit developments; and
 - Subsections 42 (4.30) through 42 (4.39) of the *Planning Act* which allow a landowner to identify the land for parkland conveyance under the by-law.

These subsections of the *Planning Act* will come into effect on the date of proclamation. As of the date of this letter, proclamation has not been given.

We would be pleased to discuss the changes resulting from the *More Homes Built Faster Act* with you in further detail at your convenience.

Yours very truly,

WATSON & ASSOCIATES ECONOMISTS LTD.

Andrew Grunda, MBA, CPA, CMA, Principal

Gary Scandlan, BA, PLE, Managing Partner

Peter Simcisko, BA (Hons), MBE, Managing Partner

Sean-Michael Stephen, MBA, Managing Partner

Jamie Cook, MCIP, RPP, PLE, Managing Partner

Jack Ammendolia, BES, PLE, Managing Partner

Received December 2, 2022
C-2022-226

November 30, 2022

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

Re: Bill 23, More Homes Built Faster Act

Dear Minister Clark,

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

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

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

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

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

Sincerely,



Lisa Post
Mayor

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

December 1, 2022

Karine Pelletier
Clerk-Treasurer
Township of McGarry

Received December 2, 2022
C-2022-227

Via email

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

Dear Ms. Pelletier,

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

Moved: Bill Clark Seconded: Joel Field

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

Carried

Kind regards,

Original Signed

Mandi Pearson
Clerk/Operations Clerk

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

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

www.town.petrolia.on.ca

