



Council Information Package

Members of City Council may request that an information item be placed on the next available Committee of the Whole agenda.

Date: July 3, 2026

Contact: clerks@burlington.ca

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SUBJECT: Robert Bateman Community Centre- Project Update and Planning for Phase 2

TO: Council Information Package (CIP)

FROM: Community Services
Recreation, Community and Culture

Report Number: CSS-05-26

Wards Affected: All

Date to Committee: N/A

Date to Council: N/A

CIP date: July 3, 2026

Note: at the request of a member of council, this information report can be pulled from the CIP for consideration at a future committee/council meeting.

Executive Summary

The Robert Bateman Community Centre (RBCC) opened in Fall 2025 and has quickly become a major community hub, supporting a wide range of recreational, cultural, learning, and community activities. The Centre integrates City services with key institutional partners—including Brock University, Burlington Public Library, TechPlace, and the Halton District School Board—creating a vibrant, multi-tenant facility that serves residents across Burlington.

Purpose:

This memo provides an update on the progress of the Robert Bateman Community Centre (RBCC) project and presents the proposed approach for planning and advancing Phase 2. The approach considers both indoor and outdoor amenities and is informed by community feedback, operational experience from the first year, survey results, and direction from the [City's Live & Play Plan](#). A focus on fiscal responsibility remains central to this work.

Key findings:

- The Robert Bateman Community Centre is a large, multi-tenant facility that serves a diverse range of users, and Phase 2 presents the opportunity to complete approximately 20,000 square feet of remaining shell space while enhancing indoor programming capacity, outdoor activation, and key site functions.

- Through earlier engagement and ongoing feedback from users, partners, and early operations, staff have developed a clearer understanding of the Centre's functional needs, and how it aligns with broader community priorities. This work, combined with updated direction from the City's Live & Play Plan, reinforces the need for flexible, multipurpose spaces that can adapt to changing program and community uses, along with improvements to functionality, circulation, and customer experience.
- Community input has also pointed to opportunities for site activating elements such as food services, subject to further analysis and Council direction.
- In addition, observed parking demand highlights the importance of completing the Parking Needs Assessment as part of Phase 2 planning. The assessment is scheduled for the fall and will be undertaken now that the building has reached full occupancy, allowing parking demand to be evaluated based on actual usage patterns and operational needs.
- Collectively, these findings support a phased and deliberate approach that leverages previous engagement, operational learnings, and current policy direction to refine scope, manage risk, improve cost certainty, and ensure future investment aligns with community needs and fiscal capacity.
- Staff will develop functional programming concept options, refine scope, and prepare preliminary capital and operating cost estimates. This work will build on previous community engagement and operational learnings and will provide Council with clearer information on timing, scale, and investment requirements before future decisions are made.

Implications:

- Staff will develop three Phase 2 concepts, each outlining total capital and operating costs, operating model considerations, associated benefits and risks, and a recommended approach.
- Conceptual design and capital cost estimates will be supported by the RBCC consultant architect. Funding for this work can be accommodated within the existing Phase 1 project budget, with no additional tax impact.
- The Phase 2 planning work, including managing the consultant, can be completed with existing staff resources.
- Clear and proactive communication will be essential to managing expectations, incorporating community feedback, and demonstrating the City's commitment to transparency and fiscal responsibility as Phase 2 planning progresses.

Information Report

Background

The Robert Bateman Community Centre (RBCC) is the adaptive reuse of the former Robert Bateman High School into a City owned multipurpose community facility, with its grand opening held on May 2, 2026. From the outset, the vision for RBCC has been to create a community centre anchored by flexible, adaptable spaces that could support a wide range of recreational, cultural, educational, and community activities. The intent was to deliver a facility that could evolve with changing community needs and accommodate diverse uses rather than single purpose or highly specialized functions.

Over the first year of operation, staff have collected ongoing feedback from tenants, program users, visitors, and operational teams. These early learnings have reinforced the original vision of RBCC as a flexible, community serving facility and have highlighted several areas where further enhancement could strengthen both functionality and user experience. Themes emerging from this period include:

- **Strong demand for flexible common spaces** that support community events, gatherings, civic ceremonies, and multipurpose programming.
- **Opportunities to further enhance parking management, access, and wayfinding** to support the facility's size, multiple entrances, and diverse daily user groups.
- **Interest in food and beverage amenities** that would activate the site, enhance placemaking, and improve comfort and dwell times for visitors.
- **Operational insights** that help staff understand tenant requirements, circulation patterns, scheduling considerations, and long-term functional needs.
- **Opportunities to activate the outdoor space**, including enhanced connectivity to the entrances, surrounding streets, and nearby schools through the development of new pedestrian pathways.

Phase 2 represents the next step in advancing the vision for RBCC. This phase includes exploring the buildout of approximately 20,000 square feet of remaining interior shell space, renewing outdoor spaces and associated infrastructure, and enhancing site amenities to support long-term community use and activation.

Analysis

Phase 2 builds on the engagement completed during earlier stages of the project, along with updated direction from recently approved City plans and the first year of operational experience at RBCC. These inputs have strengthened staff's understanding of current and

emerging needs, particularly the community's interest in flexible space, improved circulation, and opportunities for site activation.

To ensure Phase 2 reflects this strengthened knowledge base, staff will develop a series of functional program concepts informed directly by community needs, City plans, and operational learnings: one emphasizing primarily community focused space, one prioritizing tenant focused or leasable space, and one blending community and tenant uses. The exercise will be supported with conceptual design drawings and cost estimates provided by the RBCC consultant architect.

Concept 1 – Community Focused Buildout

This concept completes the remaining shell space in alignment with RBCC's original vision of a flexible, community-centered facility. It provides adaptable multipurpose spaces and integrated amenities that support diverse community uses, enhance site activation, and improve customer experience. However, it requires the highest capital and operating investment and may need to be phased over time, subject to future Council funding decisions.

Concept 2 – Tenant Driven Buildout

This option prioritizes leasable tenant space within the remaining shell area, reducing the amount of dedicated community space. While it requires the lowest capital investment and offers opportunities for tenant-generated revenue and fit-up contributions, it provides less flexibility for community programming and may limit the facility's ability to adapt to evolving community needs over time.

Concept 3 – Balanced Community–Tenant Buildout

This concept balances flexible community space with select tenant-oriented, revenue-generating uses. It provides adaptable space for a range of programs and activities, enhances customer and partner experience, and requires a more moderate capital and operating investment than a fully community-focused model. While offering less flexibility than a dedicated community option, it creates opportunities for revenue generation and long-term sustainability, subject to market demand and tenant stability.

The assessment will be supported by Class D capital costing estimates, and accompanying operating models that outline expenses, revenues, and long-term operating costs. Staff will also assess risks, benefits, and key tradeoffs associated with each concept, ensuring that Council has a clear, evidence-based evaluation of the full range of options. Characterizing the community benefit, financial impact and operating model for each concept will provide a structured foundation for Council to direct the future scope and timing of Phase 2 of the Robert Bateman Community Centre.

To respect and build upon the extensive community input received to date, Phase 2 engagement will focus on validating and refining previously identified priorities and

opportunities, ensuring earlier feedback continues to inform decision-making rather than restarting the engagement process. Views from tenants, users, residents, and partners will continue to inform the design process, ensuring RBCC remains aligned with community expectations and City service objectives.

Staff will report back to Council in Q2 2027 with the three developed concepts, accompanying details, and recommended next steps.

Key Dates & Milestones

- **June 2026:** Staff provide an update on the plan to advance Phase 2 planning.
 - **Q3 2026:** Staff engage a consultant and commence the development of Phase 2 concepts.
 - **Q4 2026:** Engagement and validation activities on the three programming concepts (scope to be confirmed).
 - **Q2 2027:** Staff report to Council presenting the Phase 2 study outcomes and recommended concept.
 - **Next Steps:** Subsequent actions would be determined based on Council direction in Q2 2027.
-

Implications

Advancing Phase 2 planning through the development and evaluation of three functional programming concepts, positions the city to make a well informed and strategic decision on the future of the Robert Bateman Community Centre. This approach provides a structured and transparent process to assess the capital and operating costs, scope considerations, timing implications, risks, benefits, and broader community impacts associated with each option.

From a financial perspective, this work will improve cost certainty, refine the project's scope, and identify capital and operating implications before any future budget commitments are made. This approach also acknowledges ongoing obligations related to outstanding Phase 1 items and the potential for escalating construction and market costs over time, reinforcing the importance of timely, coordinated planning. Architectural design services are estimated at an upset limit of \$100,000, and sufficient funds are available within the existing project budget.

From a human resources perspective, near-term impacts are expected to be manageable within existing staff capacity. Work will focus on planning, coordination, analysis, and oversight of the consultant's deliverables, with no additional staffing required at this stage.

From a climate and environmental perspective, the study will allow staff to embed sustainable design principles into each concept, including opportunities for energy efficiency, low carbon

materials, improved site circulation, and enhanced active transportation access. Early integration of these considerations will support alignment with the City's climate objectives and ensure that future investment contributes to long-term environmental performance.

Overall, this process establishes a clear path forward. Staff will return to Council in Q2 2027 with fully developed concepts, refined Class D cost estimates, risk assessments, and proposed implementation timelines, enabling evidence-based decisions aligned with community needs, operational priorities, and the City's fiscal and environmental responsibilities.

References

[Report CM-26-21 Real Estate Matter Update](#)

[Report EICS-20-21 Robert Bateman Building – Preliminary Design, Environmental, Architectural and Engineering Services](#)

[Report L-22-22 Update on a Real Estate Matter – Robert Bateman High School Property Acquisition – Direct to Council](#)

[Report EICS 20-22 Bateman High School Adaptive Re-use Project](#)

[Report EICS-02-23 Former Robert Bateman High School adaptive reuse update](#)

[Report EICS-01-23 Renovation and Conversion of the former Robert Bateman Highschool – Tender Award](#)

[Report RCC-10-23 Former Robert Bateman High School – Communication and Engagement update](#)

[Report EICS-06-24 Robert Bateman Community Centre – update on construction and site development](#)

[Report RCC-01-24 Robert Bateman Community Centre community engagement sessions and outline next steps](#)

Strategic Alignment

- ☒ Designing and delivering complete communities
 - ☒ Providing the best services and experiences
 - ☒ Protecting and improving the natural environment and taking action on climate change
 - ☒ Driving organizational performance
-

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Appendices:

A: RBCC Floorplan (including Phase 2 Spaces)

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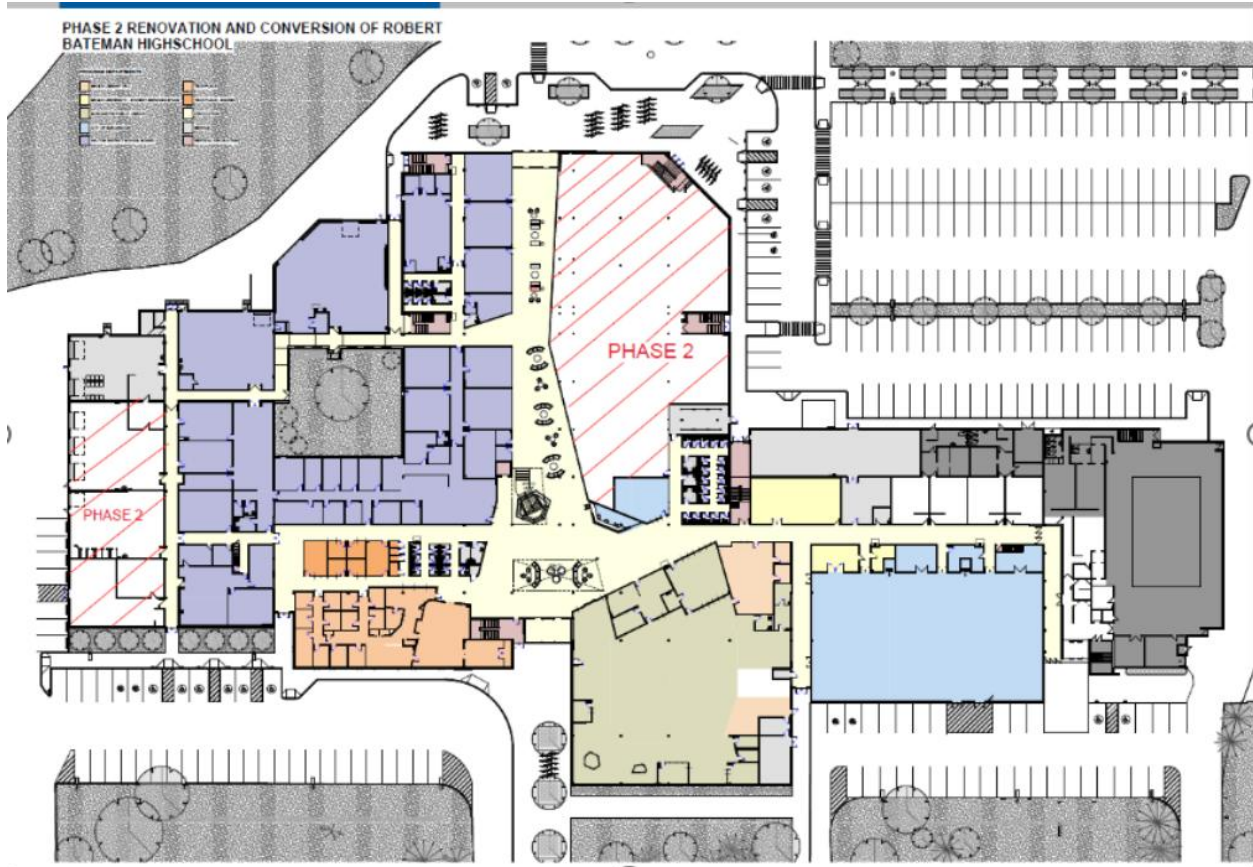
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Report Approval:

All reports are reviewed and approved by the Commissioner, Head of Corporate Affairs, Chief Financial Officer, and Commissioner of Legal and Legislative Services/City Solicitor.

Robert Bateman Community Centre Floorplan – First Floor



SUBJECT: Corporate Volunteer Program – Annual Reporting

TO: Council Information Package (CIP)

FROM: Corporate Affairs
Communications and Engagement

Report Number: CAF-04-26

Wards Affected: All

Date to Committee: N/A

Date to Council: N/A

CIP date: July 3, 2026

Executive Summary

In 2025, from January 1st to December 31st, more than 250 volunteers made meaningful contributions across several departments at the City of Burlington. Data shows high levels of engagement and measurable impact across 10 volunteer supported areas, emphasizing the important role volunteers play in advancing City programs and services.

- In 2025, volunteers contributed 8,392 recorded hours.
- Volunteers supported over 10 programs in departments such as: Communications and Engagement, Legislative Services, Recreation, Community and Culture, Roads, Parks and Forestry, as well as Unpaid Interns/Placements, etc.
- Residents in Wards 5 and 6 have the highest level of volunteer activity.

Purpose of report:

To provide Council with an Annual Volunteer Report that recognizes the impact of volunteers at the City of Burlington in 2025, highlighting key areas where volunteers give their time, energy and talent, and to showcase the value of volunteerism across the corporation.

Background

The Corporate Volunteer Program at the City of Burlington is a centralized operation that facilitates and supports many volunteer opportunities across the City. As the program continues to grow and evolve, it is important to recognize its origins and development.

Initially planned for launch in March 2020, the program's rollout was delayed due to the COVID-19 pandemic. The Corporate Volunteer Program then launched in July 2022, though not all departments were integrated at that time as several areas had not yet resumed volunteer involvement.

Since then, the program has steadily expanded. As of 2025/26, there are 10 active service areas engaging volunteers, with additional areas expected to introduce volunteer roles by the end of 2026. The additional areas include:

1. By-law Compliance – Animal Services
2. Community Planning – Urban Design Advisory Panel
3. Recreation, Community & Culture – Aquatics Leadership
4. Recreation, Community & Culture – Adult Programs
5. Recreation, Community & Culture – Burlington Youth Student Council
6. Recreation, Community & Culture – Skating
7. Recreation, Community & Culture – Student Theatre
8. Recreation, Community & Culture – Youth Programs

Key findings:

- Volunteers contributed nearly 9,000 hours across 10 service areas, demonstrating organizational-wide impact. These areas include:
 1. Communications & Engagement – Community Panel
 2. Communications & Engagement – Food for Feedback
 3. Legislative Services – Advisory Committees
 4. Legislative Services – Unpaid Interns/Placements
 5. Recreation, Community & Culture – Aquatics
 6. Recreation, Community & Culture – Canada Day
 7. Recreation, Community & Culture – Santa Claus Parade
 8. Recreation, Community & Culture – Tyandaga Golf Course
 9. Recreation, Community & Culture – Unpaid Interns/Placements
 10. Roads, Parks & Forestry – Touch a Truck
- Over 40 Community Panel volunteers contributed over 120 hours of participation and input on key City initiatives, including the 2026 Budget, Climate Action Plan, Burlington Transit, Ward Boundary Review, and Community Survey, helping inform municipal decision-making.
- 10 volunteers contributed to the annual Food for Feedback event, supporting an initiative from start-to-finish that engaged more than 2,000 residents. Volunteers played key roles in event delivery, including set-up, tear-down, Kid's Zone support, welcome/information services, postal code collection, and wayfinding.

- More than 80 volunteers served on 10 Advisory Committees, providing ongoing expertise and playing a key role in providing advice and feedback to Council and staff on a variety of topics.
- Over 80 Aquatics volunteers supported learn-to-swim programming, contributing more than 2,700 hours to help participants build essential swimming skills.
- 44 volunteers supported Tyandaga Golf Course operations, contributing over 4,700 hours in detailing cart and starter roles throughout the golf season.
- More than 20 volunteers supported major City events, including the Santa Claus Parade and Canada Day, helping deliver positive experiences for event attendees.
- Volunteer engagement peaked in July and August 2025, with a combined 2,866 hours contributed, marking the highest levels of activity during the year.
- Service Burlington received over 150 volunteer inquiries in 2025, with most submitted by telephone (102), followed by email (42) and in-person visits (8) highlighting strong community interest in volunteering.
- The City's Engagement and Volunteer team received over 100 volunteer inquiries via email to volunteer@burlington.ca and over 60 phone calls to 905-335-7777 ext.7978.

Implications:

The Corporate Volunteer Program continues to grow and deliver meaningful impact across the corporation, demonstrating a strong culture of volunteerism. As the program expands, limited financial resources present ongoing challenges for volunteer recognition, retention, and overall sustainability.

The program has successfully leveraged existing City resources such as Communications support and external partnerships through Volunteer Halton to lean into their recognition programs. Investment into the Corporate Volunteer Program would only strengthen the City's ability to deliver continued growth and impact across the City of Burlington.

Information Report

Status

The Corporate Volunteer program continues to recruit and onboard volunteers to support programs and activities at the City of Burlington.

References

A summary of relevant reports, decisions, and other related material.
Include hyperlinks.

Strategic Alignment

(Select all that apply)

- ☒ Designing and delivering complete communities
- ☒ Providing the best services and experiences
- ☐ Protecting and improving the natural environment and taking action on climate change
- ☐ Driving organizational performance

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Appendices:

Page 4 of Report Number: CAF-04-26

A. 2025 Volunteer Summary - Hours Trend

Notifications:

Name

Title

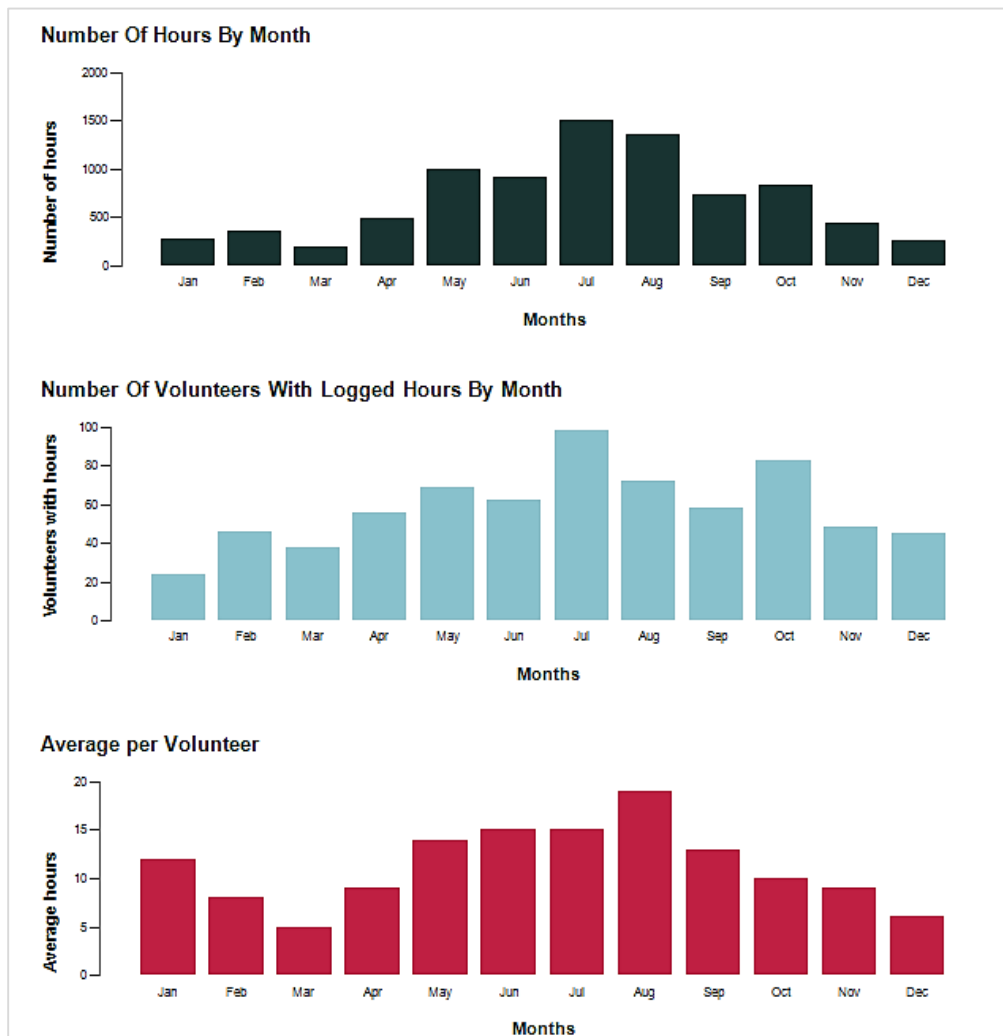
Contact Info

Report Approval:

All reports are reviewed and approved by the Commissioner, Head of Corporate Affairs, Chief Financial Officer, and Commissioner of Legal and Legislative Services/City Solicitor.

Appendix A:

2025 Volunteer Summary – Hours Trend



SUBJECT: ERO Posting 019-9438 Updated Transit Supportive Guidelines (2026)

TO: Council Information Package

FROM: Development and Growth Management
Community Planning

Report Number: DGM-46-26

Wards Affected: All

Date to Committee: N/A

Date to Council: N/A

CIP Date: 6/26/2026

Purpose

On May 15, 2026, [ERO No. 019-9438 Updates to the Transit-Supportive Guidelines \(2026\)](#) was posted to the Environmental Registry of Ontario with a 32-day commenting period (comments due by June 16, 2026). The Ministry was seeking feedback on the draft of the updated Transit-Supportive Guidelines to ensure they reflect best practices in planning, design, and operations that support transit needs in communities of all sizes across Ontario.

The proposed Transit-Supportive Guidelines update would incorporate:

- emerging technology innovations and trends in Ontario (e.g., micromobility modes, electric vehicles, car/ride-share services)
- approaches to support transit service expansions and priority transit investments.
- approaches to support large and fast-growing municipalities
- transit needs of various community sizes in the province, with the inclusion of rural/remote and First Nation communities
- provincial land use and transportation policy direction, such as Provincial Planning Statement 2024, Greater Golden Horseshoe Transportation Plan, including linkages to Major Transit Station Areas and Transit Oriented Development
- strengthened linkages to promote the integration and enhancement of first-and-last mile connections to transit
- addressing transportation barriers of equity-deserving groups, particularly as it relates to transit safety and access

- future-readiness strategies to respond and adapt to future needs and environmental changes
- programs and resources available in the province to support the implementation of transit services

Memo Details

The following provides a high-level summary of staff comments by theme.

Theme	Proposed Strategy	City Comment
Land Use Planning Around Transit	Section 2.1.1 b) Align official and secondary plans, and zoning by-laws, with regional and municipal transportation plans to develop a coordinated approach to transit-supportive development”.	The City notes that this strategy should also include Community Planning Permit Systems (CPPS) as a tool to support transit-supportive development. The CPPS is a land use planning tool that municipalities can use to make development approval processes more streamlined and efficient, get housing to market more quickly, support local priorities, and create certainty and transparency for the community, landowners and developers. In Burlington, the enabling framework for a CPPS was introduced by Official Plan Amendment 2. Implementing a CPPS by-law will provide a flexible regulatory document that will also enable a streamlined development approval process to expedite delivery of housing objectives in mixed use Protected Major Transit Station Areas.
Rural Transit	Section 4.1.1 d) notes “In rural settlement areas, where population densities are low and activity locations dispersed, a range of bus service options should be considered, including running shuttles, micro-transit, forming inter-municipal partnerships, community bus service with flexible routes and using fully demand-responsive	The City notes that seasonal service planning in areas with high numbers of farm workers should be a consideration. Farm workers who live on site may not have access to a reliable means of transportation, particularly if they have entered the work force through the Temporary Foreign Worker Program. This is also an opportunity to support the agricultural sector by providing an alternative means of transportation for farm workers who may reside in urban areas, rather than on the farm.

	services and other strategies.	
Site Plan and the Land Use Planning Process	Use site plan control to evaluate how development applications contribute to transit-supportive environments. The strategy notes that “Site Plan review should be used to evaluate transit-supportive elements including: the massing and design of proposed buildings, including the relationship of buildings to streets, open spaces and transit facilities”	The City notes that Site Plan Control does not have authority to comment on exterior design or building access locations (except where they are accessible to the public or for affordable units). When reviewing site plan applications, plans must provide information on massing, but staff do not provide comments or feedback on massing if development complies with zoning. Through the recent ERO 026-0310 under the proposed <i>Building Homes and Improving Transportation Infrastructure Act, 2026</i>, the province indicated that allowable land uses, height, density, setbacks and other matters pertaining to built form are already addressed at the zoning stage and should be considered as of right within the Site Plan Application process. The City also provided the following comments related to Site Plan Control: • The guidelines should include the internal pedestrian/bicycle circulation system of a site and its relationship to public infrastructure. • Include key AODA site design guidelines to help ensure that any pedestrian facilities on a site work for everybody.

Conclusion

The City generally supports the Province’s intent to improve clarity and update the Transit-Supportive Guidelines as a resource that offers best practices, tools, and strategies to help communities of all sizes create transit-friendly environments and increase transit ridership. City staff will continue to review any future ERO postings that may be related to the updated Transit-Supportive Guidelines.

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Attachments:

City of Burlington submission on ERO Posting 019-9438 Updated Transit Supportive Guidelines (2026)

Memo Approval:

All memos are reviewed and approved by the Commissioner, Head of Corporate Affairs, Chief Financial Officer, and Commissioner of Legal and Legislative Services/City Solicitor.

June 16, 2026

Electronic Submission only

ATTENTION:

MTO ERO

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Canada

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ERO Posting No. 019-9438: Updates to the Ontario Transit-Supportive Guidelines

Background

On May 15, 2026, ERO No. 019-9438 and [Updates to the Transit-Supportive Guidelines](#) was posted to the Environmental Registry of Ontario with a 45-day commenting period (comments due by June 16, 2026).

The Ministry is seeking feedback on the draft of the updated Transit-Supportive Guidelines to ensure they reflect best practices in planning, design, and operations that support transit needs in communities of all sizes across Ontario.

The proposed Transit-Supportive Guidelines update would incorporate:

- emerging technology innovations and trends in Ontario (e.g., micromobility modes, electric vehicles, car/ride-share services)
- approaches to support transit service expansions and priority transit investments.
- approaches to support large and fast-growing municipalities
- transit needs of various community sizes in the province, with the inclusion of rural/remote and First Nation communities
- provincial land use and transportation policy direction, such as PPS 2024, GGH Transportation Plan, including linkages to Major Transit Station Areas and Transit Oriented Development
- strengthened linkages to promote the integration and enhancement of first-and-last mile connections to transit
- addressing transportation barriers of equity-deserving groups, particularly as it relates to transit safety and access
- future-readiness strategies to respond and adapt to future needs and environmental changes

- programs and resources available in the province to support the implementation of transit services

Comments

The City generally supports the Province's intent to improve clarity and update the Transit-Supportive Guidelines as a resource that offers best practices, tools, and strategies to help communities of all sizes create transit-friendly environments and increase transit ridership.

Staff feedback and suggestions are provided below.

#	Theme	Strategy	City Comments
Chapter 1: Introduction			
1	1.1.3 Emerging Mobility Innovations	Focusing intensification and activity within key areas that are served by transit	This strategy notes the importance of integrating land use planning and transportation planning to ensure that transit is supported by a density of riders and areas of activity are serviced by transit. The City is supportive of this strategy and notes that since 2016, the City of Burlington has been working on the MTSA Area Specific Planning project intended to develop area specific plans supported by technical studies and urban design direction to guide future growth and investment in the City's Protected MTSA's located around the City's 3 GO Stations. In June 2024, Council approved Official Plan amendment 2 and approved in Principle a Community Planning Permit By-law as a tool to achieve the City's vision for the MTSA's to support and deliver transit supportive development including housing (including affordable and rental housing), community services, facilities and parks and opportunities for employment in mixed use precincts.
2	1.3.2 Document Categorization	Planning Scale	Under the "Planning Scale" options identified on page 10, "Community Planning" scale is identified. However, throughout the document "District Planning" term is used instead. The term used should be consistent throughout the document.
Chapter 2: Planning Around Transit			
	2.1 Creating a Transit Supportive Urban Form		
3	2.1.1 Land Use Planning	Planning Community	This strategy identifies that the applicable context/planning scale is "Regional" and "Municipal".

#	Theme	Strategy	City Comments
	Around Transit	Growth to Support Transit	The City suggests adding “Community” as an applicable planning scale since most MTSA are planning for emerging complete communities. Area specific planning process to planning for growth to support transit requires engagement with existing residents and businesses at a city scale but also adjacent neighborhoods/communities. Strategy a) notes “Utilize official and secondary plans to focus growth and transit infrastructure within existing settlement areas, prioritizing strategic growth areas.” As noted in comment #1 above, the City of Burlington has been undertaking area-specific planning for the City’s Protected Major Transit Station Areas (PMTSAs) to plan to accommodate people and jobs around regional transit (GO Stations). Through the recent ERO posting 026-0315 (Consultation on upper-tier official plans, secondary plans, and site and area-specific policies (SASPs)), the City provided comments that secondary planning is an important tool to respond to local community vision, community engagement and local context at municipal level. In select key areas within the MTSA’s, tertiary planning is also required to provide a framework for the distribution of development to ensure the shared delivery of streets and blocks, land use, parks and open space, public realm and streetscapes, parking, site access and pedestrian connections, and public service facilities. The City advises that the updated Transit Supportive Guidelines will need to reflect recent provincial decisions and new legislation that may impact how municipalities can provide transit supportive policy guidance in the recent standardization of Official Plans, as a result of Bill 98. Strategy b) notes “Align official and secondary plans, and zoning by-laws, with regional and municipal transportation plans to develop a coordinated approach to transit-supportive development”. This strategy should also include Community Planning Permit Systems (CPPS) as a tool to support transit-supportive development. The CPPS is a land use

#	Theme	Strategy	City Comments
			planning tool that municipalities can use to make development approval processes more streamlined and efficient, get housing to market more quickly, support local priorities, and create certainty and transparency for the community, landowners and developers. The system combines zoning, site plan and minor variance processes into one application and approval process with shorter approval timelines. In Burlington, the enabling framework for a CPPS was introduced by Official Plan Amendment 2. Implementing a CPPS by-law will provide a flexible regulatory document that will also enable a streamlined development approval process to expedite delivery of housing objectives in mixed use PMTSAs.
4		Coordinating Land Use Around Transit Stations and Stops	Strategy o) notes “Locate active, street-level uses such as shops and services at stops, in strategic growth areas or along paths leading to and from transit facilities to provide easier access to these services and promote higher levels of pedestrian activity.” The City is supportive of this strategy and notes that in Burlington, Official Plan Amendment 2 and the approved in principle CPPS, use a coordinated policy and development standards approach to require active uses at grade. OPA 2 requires active uses along streets that are identified as Major Mixed Use Streets to encourage transit supportive development, help create vibrant streets and provide day to day needs for residents, employees and visitors.
5		Managing Rural Community Growth to Support Transit	Strategy g) notes to “Utilize planning policy to cluster major trip generators <u>within rural settlement areas</u> such as schools, community centres, places of worship, health facilities, and shopping centres within a 500 to 800m walking distance of each other, where possible.” Suggested text additions are shown in red and underlined text. Grouping these uses in one walkable area helps create a critical mass of potential transit users necessary to make service viable. This enables

#	Theme	Strategy	City Comments
			centre-to-centre transit services capable of facilitating convenient day trips between centres. When considering opportunities to implement this strategy, consider the local rural context and ensure that the proposed cluster of uses aligns with water and sewage services available in the area. Rural transit service strategies are identified in Subsection 4.1.11. The City notes that trips may also originate from transit stations and/or carpool lots at the rural periphery. Connectivity to these areas should be considered as well (i.e. transit trips that originate with driving, as opposed to active transportation). Strategy h) notes “Coordinate land use planning to involve government agencies <u>(including economic development and tourism agencies)</u>, transit operators, adjacent municipalities, <u>agricultural operators</u> and First Nations communities to optimize collaboration between land use and transit service planning and connect people to their destinations in rural settlement areas.” Suggested text additions are shown in red and underlined text. There is a need to be mindful of the impact to the agricultural sector, particularly within the Greenbelt Area where future urban boundary expansions are not anticipated. Transit-supportive design should account for the realities of a working landscape and the need to share roadways with slow-moving/oversized farm equipment.
6	2.1.3 Major Transit Station Areas	MTSA Delineated Boundary	As noted above in comment #1, City of Burlington has been working on the MTSA Area Specific Planning project since 2016 to develop area specific plans supported by technical studies and urban design direction to guide future growth and investment in the City’s Protected MTSA’s located around the City’s 3 GO Stations. The City’s three Major Transit Station Areas (“MTSAs”) have been identified as Protected MTSA’s (“PMTSAs”), pursuant to s. 16(15) of the Planning Act

#	Theme	Strategy	City Comments
			since their establishment and delineation in the Halton Regional Official Plan through Regional Official Plan Amendment No. 48 in 2021. As of July 1, 2024, the Region of Halton became an “upper-tier municipality without planning responsibilities” and the Regional Official Plan became a plan of the City.
7		Growth and Intensification	The City is supportive of this strategy and notes that the City’s Official Plan Amendment (OPA) 2 establishes a vision for the MTSAs to evolve into three distinct and complete communities that will accommodate a significant share of the City’s population and employment. OPA 2 has been appealed, and City staff are currently working through the process at the Ontario Land Tribunal (OLT). However, the following elements of OPA 2 cannot be appealed as per the Planning Act, and are therefore in effect: • the number of residents and jobs, collectively, per hectare planned to be accommodated within the PMTSA; • minimum and maximum heights and densities that are authorized with respect to the buildings and structures within the PMTSA; • the authorized uses of the land and buildings/structures within the PMTSA; and, • the PMTSA boundaries.
8		Land Use	Strategy r) notes to “Encourage municipal zoning by-laws be amended to designate lands within MTSAs as “mixed-use zoning” to promote a mix of complementary and transit-supportive residential, employment and retail uses.” As noted in comment #3 above, this strategy should also include Community Planning Permit Systems (CPPS) as a tool to support transit-supportive development. The CPPS is a land use planning tool that municipalities can use to make development approval processes more streamlined and efficient, get housing to market more quickly, support local

#	Theme	Strategy	City Comments
			priorities, and create certainty and transparency for the community, landowners and developers. The system combines zoning, site plan and minor variance processes into one application and approval process with shorter approval timelines.
9		Open Space Networks	The City is supportive of this strategy and notes that OPA 2 and the CPPS for MTSA's includes a system of complete streets, trails, greenways, parks and open spaces. Creating a pleasant environment and help contribute to a complete community while improving transit access and make these transit-supportive areas more active, attractive and livable.
10		Transit Plazas	This strategy is identified on the Community and Site Planning Scale. While municipalities can encourage the inclusion of transit plaza next to transit stations, these lands are often owned and maintained by the transit provider, who will ultimately be responsible for the design, construction and maintenance of a transit plaza. It should be noted in the guidelines that cooperation between municipalities and agencies should be encouraged.
Chapter 3 – Transit & Mobility Design: Design and Planning			
11	3.1.5 Creating & Expanding Transit Service Areas	Planning Strategies	Strategy a) notes to “Factor the costs of providing transit services into the evaluation process. Consider requiring developers to fund transportation demand management initiatives. Municipal councils could adopt such policies as part of the community’s official plan. This strategy should also recognize the role of Development Charge By-law to identify developer funding of TDM initiatives, which would need to be considered by Council.
12	3.2.3 Complete Streets	Applicable Context	The City supports that the design of streets should involve a comprehensive planning process that identifies the needs and balances the requirements of the full range of potential road users within a community including users of all ages and abilities, and vulnerable populations. The importance of Complete Streets is reflected in City documents

#	Theme	Strategy	City Comments
			including the MTSA Area-Specific Planning, the Official Plan and Integrated Mobility Plan. Strategies in this section identify a planning scale of Municipal, Community and Site. This section should also include Regional as a planning scale – Burlington for example has many regional roads that are an important part of the City’s overall transportation network, including some that run through the MTSA’s. Complete Street strategies should also be considered for regional roads.
Chapter 4: Transit Operations			
13	Section 4.1.1 Transit Service Types	Rural Settlement Areas	Strategy d) notes “In rural settlement areas, where population densities are low and activity locations dispersed, a range of bus service options should be considered, including: • running shuttles, a limited bus service to key markets, such as areas with student or employee concentrations, in order to increase ridership and to keep costs low; • adding capacity through use of taxis, vans and other micro-transit service options, to provide shared rides, as a feeder service in outlying and low-density areas; • forming inter-municipal partnerships with neighbouring municipalities or larger municipalities / regions to provide more integrated service, or to purchase transit services; • offering community bus service with flexible routes, where customers can make a requested stop or request a scheduled pick-up. Vehicles may travel along defined routes or to defined stops, while making limited deviations to provide more customized service without incurring excessive schedule delays; • using fully demand-responsive services, such as dial-a-ride, that provide curb to curb service. This may be used in sparsely populated areas where trip patterns are unpredictable, or to serve the disabled community (Subsection 4.1.7). With regards to the first bullet relating to shuttles, the City notes that seasonal service planning in areas with

#	Theme	Strategy	City Comments
			high numbers of farm workers should be a consideration. Farm workers who live on site may not have access to a reliable means of transportation, particularly if they have entered the work force through the Temporary Foreign Worker Program. This can result in isolation and lack of access to basic services and amenities. Seasonal rural transit could provide a much-needed mode of travel for these workers. This is also an opportunity to support the agricultural sector by providing an alternative means of transportation for farm workers who may reside in urban areas, rather than on the farm. This could be especially relevant in areas with limitations for farm worker housing, such as the Niagara Escarpment Plan area.
14	Section 4.1.11 Rural & Remote Transit Operations	Partnerships & Funding	• l) Work with local governments, community organizations, businesses, and other stakeholders to help identify needs, leverage resources, and develop innovative solutions to address transportation challenges in rural and remote areas. • m) Work with local governments, community organizations, local transportation planners and councilors to identify and pursue municipal, provincial and federal funding sources and grants to support rural and remote transit initiatives. The City notes that in addition to supporting the agricultural labor market, seasonal service planning in areas with high concentrations of agritourism operations could be of benefit. Framing rural transit service as strategic investment for economic development may help to reduce concerns regarding cost-benefit ratio. There should be a direct link to the “Enabling Opportunity: Ontario’s Rural Economic Development Strategy”. I.e. the Rural Ontario Development

#	Theme	Strategy	City Comments
			Program, the Ontario Community Infrastructure Fund and the Ontario Transit Investment Fund should be highlighted in this section.
Chapter 6: Implementation			
15	6.1 The Land Use Planning Process	Enact zoning by-laws that support transit-supportive land use and urban design policies	As noted above in comments #3 and #8, a Community Planning Permit System should also be acknowledged in this strategy as an innovative planning tool to implement standards that are transit supportive. Burlington and many other municipalities are developing CPP bylaws, including transit supportive development areas such as MTSAs.
16		Use site plan control to evaluate how development applications contribute to transit-supportive environments	This strategy notes that “Site Plan review should be used to evaluate transit-supportive elements including: the massing and design of proposed buildings, including the relationship of buildings to streets, open spaces and transit facilities” The City notes that Site Plan Control does not have authority to comment on design or even access locations (except where they are accessible to the public or for affordable units). When reviewing site plan applications, plans must provide information on massing, but staff do not provide comments or feedback on massing. Through the recent Bill 98, the province indicated that it considers massing one of the settled matters that is not up for debate within the Site Plan Application process. The City also provides the following comments related to Site Plan Control: • The guidelines should include the internal pedestrian/bicycle circulation system of a site and its relationship to public infrastructure • Including key AODA site design guidelines could help ensure that any pedestrian facilities on a site work for everybody
17	6.2 Innovative Planning Approaches	Create an alternative set of development standards and processes for	This strategy notes “Alternative development standards can help to guide public investment in facilities, streets and open spaces to ensure that they meet objectives related to supporting transit. Implementation of standards can be achieved through

#	Theme	Strategy	City Comments
		transit-supportive development.	municipal development approvals processes such as the establishment of plans of subdivision, rezoning processes, official plan amendments and/or site plan approvals.” As noted above in comments #3, #8 and #15, a Community Planning Permit System should also be acknowledged in this strategy as an innovative planning tool to implement standards that are transit supportive.

Next Steps

Please accept this letter as the City of Burlington’s submission on [ERO Posting No. 019-9438](#). Given the short period for consultation the attached comments have not been approved by City Council. This letter will be shared through an upcoming Council Information Package. Should Council determine any additional comments or refinements are required, the province will be advised at the earliest opportunity.



MISSISSAUGA

RESOLUTION 0147-2026
adopted by the Council of
The Corporation of the City of Mississauga
at its meeting on June 24, 2026

0147-2026 Moved by: Councillor N. Hart

Seconded by: Councillor C. Fonseca

WHEREAS women and children experiencing intimate partner violence rely on emergency shelters as a critical component of their safety, recovery, and transition to stable housing;

WHEREAS adequate lengths of stay in emergency shelters are often necessary to support safety planning, access to social services, legal supports, mental health resources, and housing stabilization;

WHEREAS funding formulas and service benchmarks directly influence shelter capacity, operations, and the ability of service providers to meet community needs;

Whereas The City of Mississauga declared Intimate Partner Violence an epidemic on September 13th 2023;

WHEREAS municipalities across Ontario utilize varying approaches to shelter funding and length-of-stay expectations, providing opportunities for benchmarking and best-practice review;

WHEREAS any reductions to funding based on the formulas may have unintended consequences on service levels and the availability of supports for individuals fleeing intimate partner violence;

THEREFORE BE IT FURTHER RESOLVED THAT the Mayor, on behalf of Council, write to the Premier of Ontario, the Minister of Children, Community and Social Services, the Minister of Municipal Affairs and Housing, and the local Members of Provincial Parliament requesting a provincial review of benchmarking, funding formulas, and length-of-stay standards for emergency shelters serving women and children experiencing intimate partner violence, with a view to ensuring adequate shelter stays and preventing reductions in funding that could negatively impact service delivery and client outcomes;

AND BE IT FURTHER RESOLVED THAT a copy of this resolution be forwarded to the Premier of Ontario, the Minister of Children, Community and Social Services, the Minister of Municipal Affairs and Housing, local MPPs, the Association of Municipalities of Ontario (AMO), and all Ontario municipalities for their information and consideration.

Recorded Vote	YES	NO	ABSENT	ABSTAIN
Mayor C. Parrish				
Councillor S. Dasko	X			
Councillor A. Tedjo	X			
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor N. Hart	X			
Councillor J. Horneck	X			
Councillor D. Damerla	X			
Councillor M. Mahoney	X			
Councillor M. Reid	X			
Councillor S. McFadden	X			
Councillor B. Butt	X			

Carried (11, 0)



Brock Township Council Endorse the Elect Respect Campaign

Whereas democracy is healthy when everyone is able to participate fully and safely and contribute to the well-being of their community;

And Whereas we are witnessing the dissolution of democratic discourse and respectful debate across all levels of government and in neighbouring jurisdictions;

And Whereas Ontario's municipally elected officials are dealing with increasingly hostile, unsafe work environments facing threats and harassment;

And Whereas social media platforms have exacerbated disrespectful dialogue, negative commentary, and toxic engagement which disincentivizes individuals, especially women and candidates from diverse backgrounds from running for office;

And Whereas better decisions are made when democracy is respectful and constructive and the voices of diverse genders, identities, ethnicities, races, sexual orientation, ages and abilities are heard and represented around municipal council tables;

And Whereas the Association of Municipalities of Ontario's Healthy Democracy Project has identified concerning trends with fewer people voting in local elections and running for municipal office;

And Whereas in 2024, female elected representatives from across Halton formed a group called H.E.R. (Halton Elected Representatives) which pledged to speak out against harassment and negativity in politics and call on elected officials to uphold the highest standards of conduct;

And Whereas H.E.R. Halton has launched a campaign called Elect Respect to promote the importance of healthy democracy and safe, inclusive, respectful work environments for all elected officials that encourages individuals to participate in the political process;

And Whereas on June 5, 2025, the Canadian Association of Feminist Parliamentarians launched a non-partisan "Parliamentary Civility Pledge" to encourage all parliamentarians to commit to end workplace harassment and increase civility on Parliament Hill, modelled after the pledge developed in Halton by representatives of H.E.R.

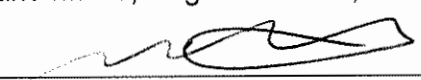
Now Therefore Be It Resolved:

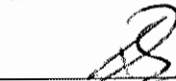
That Brock Council supports the Elect Respect pledge and commits to:

- Treat others with respect in all spaces—public, private, and online,
- Reject and call out harassment, abuse, and personal attacks,
- Focus debate on ideas and policies, not personal attacks,
- Help build a supportive culture where people of all backgrounds feel safe to run for and hold office,
- Call on relevant authorities to ensure the protection of elected officials who face abuse or threats, and
- Model integrity and respect by holding one another to the highest standards of conduct; and

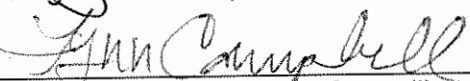
That Brock Council calls on elected officials, organizations and community members to support the Elect Respect campaign and sign the online pledge at electrespect.ca; and

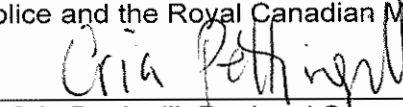
That a copy of this resolution be sent to the Association of Municipalities of Ontario, Ontario's Big City Mayors, the Federation of Canadian Municipalities, the Office of the Mayor of Burlington, relevant MPs and MPPs, Regional Police, the Ontario Provincial Police and the Royal Canadian Mounted Police.

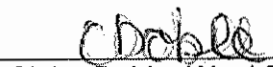

Michael Jubb, Mayor

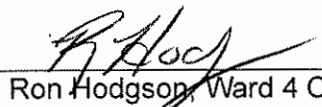

Peter Frank, Ward 1 Councillor


Angela Canavan, Ward 3 Councillor


Lynn Campbell, Ward 5 Councillor


Cria Pettingill, Regional Councillor


Claire Doble, Ward 2 Councillor


Ron Hodgson, Ward 4 Councillor



The Corporation of the Township of
NORTH STORMONT
RESOLUTION

Date: June 23, 2026

Resolution No. 163-2026

MOVED BY:

Mayor F. Landry
Deputy Mayor S. Densham
Councillor A. Bugelli
Councillor A. McDonald
Councillor C. Shane

eg

SECONDED BY:

Mayor F. Landry
Deputy Mayor S. Densham
Councillor A. Bugelli
Councillor A. McDonald
Councillor C. Shane

AD

BE it resolved that the Council of the Township of North Stormont support the Eastern Ontario Wardens' Caucus resolution 2026-03: Ontario Most Outdated Property Reassessment in Canada: A Call to Return to Property Tax Reassessment Cycle, as presented.

AND BE IT FURTHER RESOLVED THAT a copy of this resolution be circulated to the Honourable Doug Ford, Premier of Ontario; the Honourable Peter Bethlenfalvy, Minister of Finance; EOWC Members of Provincial Parliament; the Association of Municipalities of Ontario; the Rural Ontario Municipal Association; the Municipal Property Assessment Corporation; the Ontario Big City Mayors; the Western Ontario Wardens' Caucus; the Mayors and Regional Chairs of Ontario; the Federation of Northern Ontario Municipalities; and all EOWC municipalities."

☒ **CARRIED** ☐ **DEFEATED** ☐ **DEFERRED**

Landry
Chair

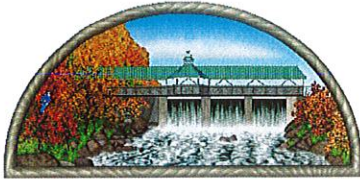
Declaration of Conflict of Interest: _____

☐ **Disclosed His/Her/Their Interest**

☐ **Vacated His/Her/Their Seat**

RECORDED VOTE

Councillor C. Shane	_____
Councillor A. McDonald	_____
Councillor A. Bugelli	_____
Deputy Mayor S. Densham	_____
Mayor F. Landry	_____



The Municipality of the
VILLAGE OF BURK'S FALLS

Moved By: A-B Date: June 16, 2026

Seconded By: N.K Resolution # 2026- 168

Be it resolved;

THAT the Council of The Village of Burk's Falls receives the presentation from Austin Toth;

AND FURTHER THAT Council supports the retention of the Cancer/Oncology Clinic at the Huntsville Memorial Hospital site;

AND FURTHER THAT Council directs staff to allow the collection of signatures via a copy of the available petition to the public at the municipal office.

AND FURTHER THAT Council directs staff to distribute this resolution to all municipalities.

Recorded Vote requested by: _____

Ryan Baptiste	for / opposed
Ashley Brandt	for / opposed
Sean Cotton	for / opposed
Chris Hope	for / opposed
Nancy Kyte	for / opposed

10
Carried

Defeated

Deferred

Pecuniary Interest declared by:

[Signature]
Mayor

Cancer Clinic Petition Huntsville

Petition Mission Statement - We the undersigned would like to ensure the Cancer Clinic remains in the Huntsville District Memorial Site. We affirm the strategic and equitable treatment option of the Huntsville cancer clinic and its continuing operation".

A person diagnosed with cancer is assessed at a major cancer treatment centre located in Barrie or Sudbury, and provided certain criteria are met can be referred for ongoing treatment at home or if required, to an oncology treatment centre staffed by registered nurses such as is in Huntsville Memorial Hospital Site. For the Almaguin Area, most patients attend Royal Victoria Hospital – Hutson Regional Cancer Centre in Barrie, Ontario, which has an association with Huntsville Memorial Hospital. The type of cancer, treatment required, available resources and individual patient needs as it relates to the need for treatment closer to home to maximize results are the criteria for admission into the satellite programs.

The East Parry Sound Area (including Almaguin Highlands) is in a unique position depending on your address. People diagnosed with cancer are typically referred to Royal Victoria Hospital in Barrie, located 146 to 187 km away, for assessment and initial treatment. If the patient is fortunate they can receive treatment at an Oncology treatment centre like the one located in Huntsville. These centres require specialized staff and resources to meet the treatment needs of Cancer patients. Huntsville Memorial Site has that kind of specialize, dedicated medical staff and services which Cancer Patients consider as excellent.

For those residing in the Almaguin Area, attending the Huntsville Oncology Clinic can be from 26 km to 80 km from their residence.

We have heard with concern of the possibility of the Cancer Clinic being moved to Bracebridge. For those residing in the Almaguin Area this would be a significant increase driving for treatment. The extra distance would have more impact during winter months.

It should be noted that the Cancer Clinic was originally located in the Bracebridge Hospital location many years ago. At that time, it was decided to move it Huntsville due to location being one of the rationales.

A further obstacle for many Cancer patients is that they should not drive right after treatment, and someone needs to attend with them.

Cancer Patients in Bracebridge have access to both the Orillia Cancer Clinic (56 km) and the Huntsville Clinic (37km).

While there is apparent discussion of providing "public transportation" from Huntsville to Bracebridge, there are concerns which include but are not limited to:

- 1) Having compromised immunity system(Cancer patients) being on public transportation is risky
- 2) The side effects of treatment include nausea and Gastrointestinal issues, which would put patients at further risk on public transportation, not to mention the embarrassment for the patients involved.
- 3) Having to wait around for public transport would be difficult for the same reasons listed above.

In Summary, the current situation is working well and equitably for cancer patients. It would be unfortunate to change that.



Planning and Housing Policy
Branch
Address
13th Flr, 777 Bay St
Toronto, ON
M7A 2J3
Canada

Township of Puslinch
7404 Wellington Road 34
Puslinch, ON N0B 2J0
www.puslinch.ca

June 19, 2026

RE: 10.5 Proposed Planning Act Changes Schedule 7 of Bill 119, the Proposed Protecting Ontario Streets and Communities Act

Please be advised that Township of Puslinch Council, at its meeting held on June 17, 2026 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Resolution No. 2026-212:

Moved by Councillor Goyda and
Seconded by Councillor Sepulis

That Correspondence Item 10.5 Proposed Planning Act Changes Schedule 7 of Bill 119, the Proposed Protecting Ontario Streets and Communities Act be received for information; and,

Whereas the Province of Ontario has proposed amendments to the Planning Act through Schedule 7 of Bill 119, the Protecting Ontario's Streets and Communities Act, 2026, to authorize municipalities to utilize Administrative Monetary Penalties (AMPs) for zoning by-law contraventions related to prohibited land uses; and

And Whereas the current enforcement process for zoning by-law violations requires prosecution through the Provincial Offences Court system, which can be time-consuming, costly, resource-intensive, and result in lengthy delays before compliance is achieved; and

And Whereas rural municipalities often face unique challenges in enforcing zoning by-laws due to limited staffing resources, large geographic areas, and increasing complexity of land use issues; and



And Whereas the proposed AMP framework would provide municipalities with a more efficient and responsive compliance tool while maintaining procedural fairness through administrative review and appeal mechanisms; and

And Whereas the proposed changes would reduce pressure on the Provincial Offences Court system by resolving appropriate zoning enforcement matters through an administrative process rather than requiring formal court proceedings; and

And Whereas a streamlined administrative process would provide greater certainty and timelier outcomes for both municipalities and property owners, encouraging voluntary compliance and reducing enforcement costs; and

Now Therefore Be It Resolved That the Council of the Township of Puslinch supports the Province's proposed amendments to the Planning Act under Schedule 7 of Bill 119 permitting the use of Administrative Monetary Penalties for zoning by-law contraventions relating to prohibited land uses; and,

That Council recognizes these amendments as providing municipalities, particularly rural municipalities, with a practical, efficient, and cost-effective enforcement tool that will improve compliance outcomes while reducing administrative and legal burdens; and,

That a copy of this resolution be forwarded to the Premier, Honourable Minister of Municipal Affairs and Housing, the Association of Municipalities of Ontario (AMO), the Rural Ontario Municipal Association (ROMA), MPP Joseph Racinsky, and all Ontario municipalities for consideration and support.

CARRIED

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

Sincerely,

Justine Brotherston
Municipal Clerk

Proposed Planning Act Changes (Schedule 7 of Bill 119, the Proposed Protecting Ontario's Streets and Communities Act, 2026)

ERO.(Environmental Registry.of.Ontario) number	026-0558
Notice type	Act
Act	Planning Act, R.S.O. 1990
Posted by	Ministry of Municipal Affairs and Housing
Notice stage	Proposal
Proposal posted	May 26, 2026
Comment period	May 26, 2026 - June 25, 2026 (30 days) Open
Last updated	May 26, 2026

This consultation closes at 11:59 p.m. on:

June 25, 2026

Proposal summary

The government is seeking feedback on proposed legislative changes to the Planning Act regarding zoning by-law contraventions that relate to land uses that are not permitted that would be made by Bill 119, the proposed Protecting Ontario’s Streets and Communities Act, 2026.

Proposal details

The government is seeking public feedback on proposed legislative changes to the *Planning Act* under the Protecting Ontario’s Streets and Communities Act, 2026 that would enable municipalities to use an administrative monetary penalty (AMP) system for zoning by-law contraventions that relate to land uses that are not permitted.

We welcome your thoughts on the following changes proposed in Bill 119, the proposed Protecting Ontario's Streets and Communities Act, 2026.

Proposed Planning Act changes

Schedule 7 of Bill 119 proposes amendments to the *Planning Act* to provide local municipalities with a new tool to enforce certain zoning by-law contraventions. If passed, proposed changes would enable local municipalities to implement an AMP system for zoning by-law contraventions that relate to land uses that are not permitted. This is similar to the system many municipalities currently use for enforcement of certain by-laws under the *Municipal Act, 2001* such as those for parking, fences, clean yards and noise and for property standards violations under the *Building Code Act, 1992*.

Currently, the *Planning Act* provides for maximum financial penalties for individuals and corporations on conviction of an offence for contravention of a zoning by-law. The actual amount of the fine imposed in any instance is determined by Provincial Offences Court following a conviction (on a finding that the offence has been committed). The Act does not currently permit local municipalities to levy AMPs for zoning by-law contraventions. Municipalities have expressed concerns that the current enforcement system for zoning by-law contraventions is challenging, time consuming and costly to implement.

The proposed changes would allow local municipalities to implement an AMP system to set an administrative penalty amount for zoning by-law contraventions regarding land uses that are not permitted. The penalty could not be punitive in nature and could not exceed an amount reasonably required to promote compliance with the by-law. A person could not be charged with an offence if they had already paid an administrative penalty for the same by-law contravention.

Unpaid fines and administrative penalties would generally be able to be added to the tax roll for any property owned by the same persons responsible for paying the AMP and could be collected in the same manner as municipal taxes. The proposed changes to enable municipalities to use an AMP system, if passed could not be used for other types of zoning by-law contraventions (e.g., prohibited uses of buildings or performance standards such as minimum or maximum heights and densities).

Impact on the Environment

The proposed legislative changes, which would enable municipalities to implement an AMP system for certain types of zoning by-law contraventions, are anticipated to have a neutral to positive impact on the environment. If passed, municipalities would be able to more quickly enforce zoning by-law contraventions regarding land uses that are not permitted, some of which may have direct environmental impacts (e.g. drainage issues, noise, odour). As a result of changes to enable AMPs, there may be indirect but positive impacts on the environment, if, for example, as a result of staff realignments municipalities have more time to address other types of by-law contraventions that could impact the environment.

Analysis of Regulatory Impact

The initiatives are anticipated to streamline the processes to address zoning by-law contraventions that relate to land uses that are not permitted.

Costs

The proposed legislative changes would result in additional costs related to municipal staff learning about the changes. For local municipalities that currently use an AMP system and choose to use it for zoning by-law contraventions, there would be incremental cost increases associated with expanding their AMP system to also enforce zoning by-law contraventions regarding land uses that are not permitted (e.g., software updates, equipment, amendments to by-laws, website updates). There would be additional costs for local municipalities that do not currently use an AMP system for by-law enforcement and that choose to set up an AMP system to enforce zoning by-law contraventions.

There are no direct compliance cost implications to other parties, including consumers, businesses, and the government, arising from these proposed legislative changes.

Benefits

The changes would benefit Ontarians broadly, as they are intended to make the process to enforce certain types of zoning by-law contraventions easier and faster. This could result in time and cost savings for local municipalities and cost savings to government as a result of a reduction in the volume of cases involving zoning by-law contraventions that are prosecuted through the court

system. Local municipalities that currently utilize an AMP system and choose to enforce zoning by-law contraventions using the same system may benefit from utilizing the system for a broader range of by-law contraventions.

Supporting materials

Related links

[Planning Act \(https://www.ontario.ca/laws/statute/90p13\)](https://www.ontario.ca/laws/statute/90p13)

[Municipal Act, 2001 \(https://www.ontario.ca/laws/statute/01m25\)](https://www.ontario.ca/laws/statute/01m25)

[Building Code Act, 1992 \(https://www.ontario.ca/laws/statute/92b23?highlight=false&lang=en&option=%7B%22selection%22%3A%5B%22current](https://www.ontario.ca/laws/statute/92b23?highlight=false&lang=en&option=%7B%22selection%22%3A%5B%22current)

[Bill 119, Protecting Ontario's Streets and Communities Act, 2026 \(https://www.ola.org/en/legislative-business/bills/parliament-44/session-1/bill-119\)](https://www.ola.org/en/legislative-business/bills/parliament-44/session-1/bill-119)

View materials in person

Some supporting materials may not be available online. If this is the case, you can request to view the materials in person.

Get in touch with the office listed below to find out if materials are available.

Planning and Housing Policy Branch
13th Flr, 777 Bay St
Toronto, ON
M7A 2J3
Canada

Comment

Let us know what you think of our proposal.

Have questions? Get in touch with the contact person below. Please include the ERO (Environmental Registry of Ontario) number for this notice in your email or letter to the contact.

[Read our commenting and privacy policies. \(/page/commenting-privacy\)](/page/commenting-privacy)

Submit by mail

PlanningConsultation@ontario
.ca

Connect with US

Contact

PlanningConsultation@ontari
o.ca



PlanningConsultation@ontario.ca



Township of Puslinch
7404 Wellington Road 34
Puslinch, ON N0B 2J0
www.puslinch.ca

June 30, 2026

Dear Municipal Clerks

RE: 6.15 Town of Iriquois Falls Request for Support Ontario Firefighter Certification Requirements

Please be advised that Township of Puslinch Council, at its meeting held on June 17, 2026 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Resolution No. 2026-201: Moved by Councillor Sepulis and
Seconded by Councillor Goyda

That the Consent Agenda item 6.15 be received for information; and

Whereas Council supports the Town of Iroquois Falls's resolution;

That Council direct staff to send a support resolution accordingly.

CARRIED

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

Sincerely,

Justine Brotherston
Municipal Clerk



Township of Puslinch
7404 Wellington Road 34
Puslinch, ON N0B 2J0
www.puslinch.ca

June 30, 2026

Dear Municipal Clerks

RE: 6.15 Town of Iriquois Falls Request for Support Ontario Firefighter Certification Requirements

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Seconded by Councillor Goyda

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That Council direct staff to send a support resolution accordingly.

CARRIED

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

Sincerely,

Justine Brotherston
Municipal Clerk

June 5, 2026

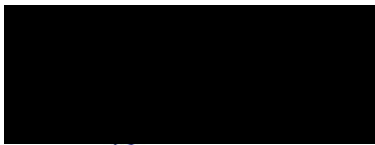
Honourable Doug Ford, Premier of Ontario
Via Email

Re: Modernizing Ontario's Invasive Plants Rules to Protect Taxpayers, Municipal Lands, Agriculture, Natural Heritage and Local Gardens

Please be advised that Council of the Town of Halton Hills at its meeting of Monday June 1, 2026, adopted Resolution No. 2026-0107 regarding Modernizing Ontario's Invasive Plants Rules to Protect Taxpayers, Municipal Lands, Agriculture, Natural Heritage and Local Gardens.

Attached for your information is a copy of Resolution No. 2026-0107.

Respectfully,



Melissa Lawr, AMP, Dipl.M.A.
Deputy Clerk – Legislation

cc. Ontario Minister of Natural Resources
Ontario Minister of Agriculture, Food and Agribusiness
Ontario Minister of Municipal Affairs and Housing
Ontario Minister of the Environment, Conservation and Parks
Federal Minister of Environment and Climate Change
Federal Minister of Agriculture and Agri-Food
Halton area MPs and MPPs
Region of Halton
HRFA
OFA
Conservation Halton
Credit Valley Conservation
Grand River Conservation Authority
AMO
ROMA
FCM
Ontario Invasive Plant Council
Landscape Ontario
Canadian Nursery Landscape Association
All Ontario municipalities



THE CORPORATION
OF
THE TOWN OF HALTON HILLS

Resolution No.: 2026-0107

Title: Modernizing Ontario's Invasive Plants Rules to Protect
Taxpayers, Municipal Lands, Agriculture, Natural Heritage
and Local Gardens

Date: June 1, 2026

Moved by: Councillor J. Brass

Seconded by: Councillor C. Garneau

Item No. 12.3

WHEREAS invasive plants, shrubs, vines, groundcovers, ornamental species, seeds and nursery stock can cause significant damage to municipal infrastructure, roadsides, stormwater systems, parks, trails, natural heritage areas, agricultural lands, woodlots, shorelines, private property and local biodiversity;

AND WHEREAS Ontario municipalities and conservation authorities are estimated to spend approximately \$50.8 million annually managing invasive species, and the average annual cost per Ontario municipality has been estimated at \$218,148, with approximately 80% of expenditures directed toward control and management rather than prevention; (Invasive Species Centre)

AND WHEREAS these costs are ultimately borne by local taxpayers, conservation authorities, property owners, farmers, volunteers and community groups who are often left to manage invasive species after they have already been introduced, sold, planted, escaped cultivation and spread;

AND WHEREAS the Province of Ontario, through the Invasive Species Act, 2015, which allows species to be listed as prohibited or restricted, and which can make it illegal to import, possess, transport, propagate, buy, sell, lease or trade listed invasive species; (Invasive Species Centre)

AND WHEREAS the concern is not with plants that are already clearly prohibited or restricted, but with invasive species and seeds and nursery stock that may

continue to be sold or distributed before modernized provincial rules, public guidance and retail practices have fully caught up with current science and local experience;

AND WHEREAS garden centres, nurseries, landscape suppliers, seed distributors, online retailers, landscapers and residents all have an important role to play in preventing the spread of invasive plants before they become a costly municipal and environmental problem;

AND WHEREAS the Ontario Invasive Plant Council's Grow Me Instead program promotes native and non-invasive alternatives for healthy, diverse and wildlife-friendly gardens, and its updated Southern Ontario guide includes additional invasive plants and alternatives to help residents, gardeners and landscapers make better choices; (Ontario Invasive Plant Council)

AND WHEREAS recent local reporting in Halton Hills has highlighted the importance of choosing native alternatives to invasive garden plants, including through Grow Native Halton and the Ontario Invasive Plant Council's Grow Me Instead resources;

AND WHEREAS the continued sale and distribution of invasive ornamental plants undermine the work of municipalities, conservation authorities, environmental organizations, horticultural societies, local volunteers and residents who are investing time and taxpayer dollars to remove and manage these same species;

AND WHEREAS prevention at the point of sale is more cost-effective, more practical and more respectful of taxpayers than asking municipalities and property owners to pay for removal after invasive species have spread across property lines and municipal boundaries;

AND WHEREAS invasive plants do not recognize municipal boundaries, and effective prevention requires coordinated action by the Province of Ontario, the Government of Canada, municipalities, conservation authorities, Indigenous communities, agricultural organizations, the nursery and landscape sector, retailers, landowners and residents;

NOW THEREFORE BE IT RESOLVED THAT Council for the Town of Halton Hills respectfully request that the Province of Ontario, in consultation with municipalities, AMO, ROMA, conservation authorities, the Ontario Invasive Plant Council, Indigenous communities, agricultural organizations, environmental organizations, horticultural societies, the nursery and landscape sector, garden centres and other relevant stakeholders, undertake a review and modernization of Ontario's invasive plant regulatory framework;

AND FURTHER THAT this review include consideration of expanding and regularly updating the list of prohibited and restricted invasive plant species, including invasive plants, shrubs, vines, groundcovers, ornamental species,

seeds and nursery stock that pose a risk to Ontario's natural heritage, agriculture, municipal infrastructure, parks, trails, roadsides, stormwater systems and private property;

AND FURTHER THAT the Province of Ontario be requested to prohibit the sale, distribution, propagation and trade of listed invasive plant species through garden centres, nurseries, landscaping suppliers, online retailers, seed distributors and other commercial pathways;

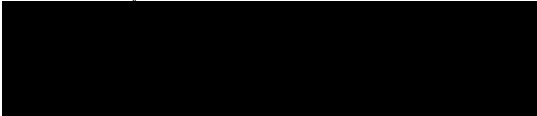
AND FURTHER THAT the Province of Ontario be requested to develop clear labelling, public education and retailer guidance requirements so that residents, gardeners, landscapers and retailers can easily identify invasive species and choose native or non-invasive alternatives;

AND FURTHER THAT the Province of Ontario be requested to work with the nursery, garden centre and landscape sectors on a practical transition plan that supports compliance, protects small businesses, promotes native and non-invasive alternatives, and prevents invasive plants from continuing to enter communities through ordinary consumer purchases;

AND FURTHER THAT the Government of Canada be requested to review and strengthen, where appropriate, federal import, border, labelling and online sales rules related to invasive plants, seeds and nursery stock entering Canada, so that provincial prevention efforts are not undermined by interprovincial or international trade;

AND FURTHER THAT the Province of Ontario and Government of Canada be requested to support municipalities, conservation authorities and community partners with stronger prevention tools, updated science-based lists, public education materials and funding programs that prioritize prevention over costly long-term control and removal;

AND FURTHER THAT a copy of this resolution be forwarded to the Premier of Ontario, the Ontario Minister of Natural Resources, the Ontario Minister of Agriculture, Food and Agribusiness, the Ontario Minister of Municipal Affairs and Housing, the Ontario Minister of the Environment, Conservation and Parks, the federal Minister of Environment and Climate Change, the federal Minister of Agriculture and Agri-Food, Halton-area MPs and MPPs, the Region of Halton, HRFA, OFA, Conservation Halton, Credit Valley Conservation, Grand River Conservation Authority, AMO, ROMA, FCM, the Ontario Invasive Plant Council, Landscape Ontario, the Canadian Nursery Landscape Association, and all Ontario municipalities for their consideration and support.



Mayor Ann Lawlor



Hon. Mike Harris
Ministry of Natural
Resources
Suite 1802
438 University Avenue
Toronto, ON M5G 2K8
VIA EMAIL:
mike.harrisco@pc.ola.org

Hon. Trevor Jones
Minister of Agriculture,
Food and Agribusiness
11th Floor
77 Grenville St.
Toronto, ON M7A 1B3VIA
EMAIL:
trevor.jones@pc.ola.org

Township of Puslinch
7404 Wellington Road 34
Puslinch, ON N0B 2J0
www.puslinch.ca

June 30, 2026

Hon. Rob Flack
Ministry of Municipal
Affairs and Housing
17th Floor
777 Bay St.
Toronto, ON M7A 2J3
VIA EMAIL:
rob.flack@pc.ola.org

Hon. Todd J. McCarthy
Ministry of Environment,
Conservation and Parks
5th Floor
777 Bay St.
Toronto, ON M7A 2J3
VIA EMAIL:
todd.mccarthy@pc.ola.org

RE: 6.16 Halton Hills Modernizing Ontario's Invasive Plants Rules to Protect Taxpayers, Municipal Lands, Agriculture, Natural Heritage and Local Gardens

Please be advised that Township of Puslinch Council, at its meeting held on March 24, 2021 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Resolution No. 2026-202:

S

Moved by Councillor Bailey and
Seconded by Councillor Sepulis

That the Consent Agenda item 6.16 be received for information; and

Whereas Council supports the Towns of Halton Hills' resolution;

That Council direct staff to send a support resolution accordingly.

CARRIED



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

Sincerely,

Justine Brotherston
Municipal Clerk

July 2, 2026

Sent via E-Mail: sylvia.jones@pc.ola.org

Honourable Sylvia Jones, Deputy Premier
Constituency Office
Suite A, 3rd Floor
180 Broadway Ave.
Orangeville, ON L9W 1K3

Dear Deputy Premier Jones,

RE: Motion for Provincial Support, Funding and Coordinated Plans to Combat Tick Borne Diseases

I am writing to advise that at the Town Council meeting held on June 23, 2026, Council adopted a motion regarding requesting support to combat tick borne diseases.

The resolution reads as follows:

Whereas the prevalence of ticks, including those known to carry Lyme disease, and other Vector borne diseases have increased across Ontario;

Whereas Lyme disease diagnoses have increased by 27% in 2024 to 2369 (Public Health Agency of Canada, PHAC);

Whereas residents across Caledon have registered growing concerns about public health risks associated with tick exposure in parks, trails and residential areas;

Whereas municipalities have limited jurisdiction and resources to effectively manage tick populations on a broad ecological scale;

Whereas the Government of Ontario is responsible for public health policy, environmental management and vector-borne disease prevention and detection;

Therefore, be it resolved that:

Caledon Town Council formally requests that the Government of Ontario investigate and implement measures to reduce burgeoning tick populations and to mitigate their associated public health risks; and

THE CORPORATION OF THE TOWN OF CALEDON

6311 Old Church Road, Caledon East, Caledon, ON, Canada L7C 1J6
T. 905.584.2272 | 1.888.225.3366 | F. 905.584.1444 | www.caledon.ca | annette.groves@caledon.ca

That such measures may include safe and effective tick control methods, public education campaigns and coordinated regional strategies; and

That the Province consider increased funding and support for local public health units to address tick-borne disease prevention; and

That a copy of this motion be sent to Minister of Health, Sylvia Jones, Chief Medical Officer of Health, Kiernan Moore, Minister of the Environment, Conservation and Parks, Todd McCarthy, Peel Public Health, the Toronto and Region Conservation Authority (TRCA), the Credit Valley Conservation (CVC), the Association of Municipalities of Ontario (AMO) and all 444 municipalities across Ontario.

For more information regarding this request, please contact the undersigned by email to mayor@caledon.ca or by phone at 905.584.2272 ext. 4155.

Thank you for your attention to this matter.

Sincerely,



Mayor Annette Groves

CC:

Chief Medical Officer of Health Kieran.Moore@ontario.ca

Minister of the Environment, Conservation and Parks minister.mecp@ontario.ca

Peel Public Health info@peelregion.ca

Toronto and Region Conservation Authority (TRCA) info@trca.ca

Credit Valley Conservation (CVC) foundation@cvc.ca

Association of Municipalities of Ontario (AMO) resolutions@amo.on.ca

444 municipalities across Ontario

THE CORPORATION OF THE TOWN OF CALEDON

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