



THE CORPORATION OF THE TOWNSHIP OF SOUTHWOLD

- A G E N D A -

Monday June 9, 2025

REGULAR MEETING OF COUNCIL

7:00 p.m., Council Chambers, Fingal/Via Video Link

1. CALL TO ORDER

2. ADDENDUM TO AGENDA

3. DISCLOSURE OF PECUNIARY INTEREST

4. ADOPTION AND REVIEW OF MINUTES

- (a) Draft Minutes of Regular Council Meeting of May 26, 2025
- (b) Draft Minutes of the Parks Committee Meeting of May 20, 2025
- (c) Draft Minutes of the Southwold 175 Planning Committee Meeting of May 29, 2025

5. DELEGATION

- (a) **7:00 p.m. Public Meeting – Closure of Ford Road**

6. DRAINAGE

7. PLANNING

- (a) (i) **7:15 p.m. Public Meeting Zoning By-law Amendment** PLA 2025-15, ZBA 2025-07, 37150 Fingal Line
- (ii) William Pol, Pol Associates Inc. Presentation Zoning By-law Amendment ZBA 2025-07, 37150 Fingal Line, Redemption Tent Events Ltd

8. REPORTS

- (a) FIR 2025-06 Activity Report – May 2025
- (b) FIR 2025-07 2024 Incident Summary
- (c) IDS 2025-28 Activity Report – May 2025
- (d) IDS 2025-29 Fingal Regional Stormwater Management Facility
- (e) IDS 2025-30 Protect Ontario by Building Faster and Smarter Act, 2025
- (f) CBO 2025-14 Activity Report – May 2025

- (g) CBO 2025-15 Stone Pilers at Keystone Complex
- (h) DPC 2025-01 2025 Summer Council Meetings
- (i) DPC 2025-02 Holiday Office Closure for Christmas 2025
- (j) CAO 2025-34 Activity Report – May 2025

9. CORRESPONDENCE

- (a) Town of Plympton-Wyoming Resolution RE: Bill 5, Protect Ontario by Unleashing Our Economy Act 2025

10. BY-LAWS

- (a) By-law No. 2025-38, being a by-law to permanently close a portion of Ford Road
- (b) By-law No. 2025-39, being a by-law to amend By-law No. 2011-14, 37150 Fingal Line
- (c) By-law No. 2025-40, being a by-law to establish a levy for the year 2025, to adopt tax rates for 2025 and to provide for penalty and interest in default of payment and the collection thereof
- (d) By-law No. 2025-41, being a by-law to confirm the resolutions and motions of the Council of the Township of Southwold, which were adopted on June 9, 2025

11. OTHER BUSINESS *(For Information Only)*

- (a) Ontario Ministry of Seniors and Accessibility RE: June is Seniors Month
- (b) Elgin Area Primary Water Supply System Master Plan Notice of Public Information Centre
- (c) County of Elgin Economic Development Summer Edition 2025

12. CLOSED SESSION

- (a) Personal matters about an identifiable individual, including municipal or local board employees (Section 239(2) (b)) and labour relations or employee negotiations; (Section 239(2) (d)) – HR and CUPE Matters

13. ADJOURNMENT:

NEXT REGULAR MEETING OF COUNCIL

Monday June 23, 2025 @ 7:00 P.M.

Council Chambers, Fingal/Via Video Link



THE CORPORATION OF THE TOWNSHIP OF SOUTHWOLD

MINUTES

Regular Council Meeting
Monday May 26, 2025
7:00 p.m. Council Chambers, Fingal, Shedden/Via Video Link

COUNCIL PRESENT: Mayor Grant Jones
Deputy Mayor Justin Pennings
Councillor Sarah Emons
Councillor Scott Fellows

ALSO PRESENT: Jeff Carswell, CAO/Clerk
Michele Lant, Director of Corporate Services/Treasurer
Aaron VanOorspronk, Director of Infrastructure & Development
Services
Paul Clarke, Planner
June McLarty, Deputy Clerk

ABSENT: Councillor John Adzija

Mayor Jones called the meeting to order at 7:00 p.m.

ADDENDUM TO AGENDA: None

DISCLOSURES: None

ADOPTION OF MINUTES:

Council Minutes – Adopt

2025-154 Deputy Mayor Pennings – Councillor Fellows

THAT the Minutes of the Regular Council Meeting of May 12th, 2025 are hereby adopted.

CARRIED

Committee Minutes – Review

2025-155 Deputy Mayor Pennings – Councillor Emons

THAT Council had reviewed the draft minutes of the Canada Day Committee Meeting of May 6, 2025, the draft minutes of the Economic Development Committee Meeting of May 15, 2025, and the draft minutes of the Southwold 175 Planning Committee Meeting of May 15, 2025.

CARRIED

PLANNING:

ZBA 2025-03, 39391 Fingal Line, ZBA 2025-058, 7831 Union Road, ZBA 2025-06, 9210 Union Road

In attendance: R. DeCorte

Opening of Public Meeting for ZBA 2025-03, ZBA 2025-05 and ZBA 2025-06

2025-156 Councillor Fellows – Councillor Emons

THAT Council of the Township of Southwold now sits as a public meeting under the Planning Act to consider Zoning By-law Amendment file nos. ZBA 2025-03, the Estate of Mary DeDeckere, 39391 Fingal Line, ZBA 2025-05, the Corporation of the Township of Southwold, 7831 Union Road and ZBA 2025-06, the Corporation of the Township of Southwold, 9210 Union Road opens at **7: 03 p.m.**

CARRIED

Chairman Jones stated that this is a public meeting as required by Section 34 of the Planning Act to afford any person an opportunity to make presentation with respect to a proposed Zoning By-law Amendment to rezone the subject property legally described as: Part of Lot 40, Concession South of Talbot Road East, known municipally as 39391 Fingal Line.

The purpose of the Zoning by-law Amendment (ZBA) Application would rezone the subject property from Agricultural 1(A1) to Agricultural 3 (A3) and Agricultural 1-Special Provision 72 (A1-72) to prohibit residential development on the retained portion of a surplus farm dwelling severance and to recognize the increased lot area and reduced frontage of the severed dwelling.

Chairman Jones asked if any member of Council had a disclosure of interest concerning the proposal. None were declared.

Chairman Jones asked the Clerk what method of notice and when was the notice given to the public for this meeting. The Clerk responded that notices were mailed to neighbouring property owners within 120 meters of the subject lands and emailed to commenting agencies on April 29th, 2025. A sign was posted on the subject property on April 30th.

Planner Paul Clarke presented his report to Council.

Chairman Jones asked the Clerk if comments were received from staff. The Clerk responded yes. Staff comments were received, as detailed in the Planning Staff Report.

Chairman Jones asked the Clerk if any written submissions were received on this application. The Clerk responded that agency comments were received as detailed in the Planning Staff Report.

Chairman Jones stated that before he opens the floor to questions from the public please be advised if any person from the public wishes to receive further information on the action of Council regarding the decision on the application for the Zoning By-law Amendment, please ensure that they email their name, address, postal code and phone number to the Planner or Clerk by May 27th. Any person that has contacted the Planner to be part of the public meeting today will receive this further information automatically.

Chairman Jones asked if the owner/applicant was in attendance to please identify themselves. R. DeCorte, a trustee for the Estate of Mary DeDeckere identified herself.

Chairman Jones asked if any members of the public or Council has any questions or comments. No comments were made and no questions were asked.

ZBA 2025-03, 39391 Fingal Line

2025- 157 Councillor Fellows – Deputy Mayor Pennings

1. That Council approve Zoning By-law Amendment Application ZBA 2025-03 to rezone the subject property from Agricultural (A1) Zone to Agricultural 3 (A3) Zone and Agricultural 1 – Special Provision 72 (A1-72) as presented in By-law 2025-34 attached as Appendix 1 to Report PLA 2025-12.
2. That subject to no concerns being raised at the public meeting, that By-law 2025-34 to amend Zoning By-law 2011-14, as amended be presented at the regular meeting of Council on May 26, 2025, for adoption. (PLA 2025-12).

CARRIED

Chairman Jones advised that the decision may be appealed to the Ontario Land Tribunal by the Applicant. This public meeting is now concluded.

Chairman Jones stated that this is a public meeting as required by Section 34 of the Planning Act to afford any person an opportunity to make presentation with respect to a proposed Zoning By-law Amendment to rezone the subject property legally described as: Part of Lot 18, Concession South of Talbot Road East, known municipally as 7831 Union Road.

The purpose of the Zoning by-law Amendment (ZBA) Application would rezone the subject property from Agricultural 1(A1) to Institutional - Special Provision 2(I-2) to permit the use of the property for a telecommunications tower and public works building and yard.

Chairman Jones asked if any member of Council had a disclosure of interest concerning the proposal. None were declared.

Chairman Jones asked the Clerk what method of notice and when was the notice given to the public for this meeting. The Clerk responded that notices were mailed to neighbouring property owners within 120 meters of the subject lands and emailed to commenting agencies on April 29th, 2025. A sign was posted on the subject property on May 1st.

Planner Paul Clarke presented his report to Council.

Chairman Jones asked the Clerk if comments were received from staff. The Clerk responded yes. Staff comments were received, as detailed in the Planning Staff Report.

Chairman Jones asked the Clerk if any written submissions were received on this application. The Clerk responded that agency and public comments were received as detailed in the Planning Staff Report.

Chairman Jones stated that before he opens the floor to questions from the public please be advised if any person from the public wishes to receive further information on the action of Council regarding the decision on the application for the Zoning By-law Amendment, please ensure that they email their name, address, postal code and phone number to the Planner or Clerk by May 27th. Any person that has contacted the Planner to be part of the public meeting today will receive this further information automatically.

Chairman Jones asked if the owner/applicant was in attendance to please identify themselves. Aaron Van Oorspronk, Director of Infrastructure and Development Services who submitted the application on behalf of the Township, identified himself.

Chairman Jones asked if any members of the public or Council has any questions or comments. No comments were made, and no questions were asked.

ZBA 2025-05, 7831 Union Road

2025-158 Deputy Mayor Pennings – Councillor Emons

1. That Council approve Zoning By-law Amendment Application ZBA 2025-05 to rezone the subject property from Agricultural 1 (A1) Zone to Institutional – Special Provision 2 (I-2) Zone as presented in By-law 2025-35 attached as Appendix 1 to Report PLA 2025-13.
2. That subject to no concerns being raised at the public meeting, that By-law 2025-35 to amend Zoning By-law 2011-14, as amended be presented at the regular meeting of Council on May 26, 2025 for adoption. (PLA 2025-13)

CARRIED

Chairman Jones advised that the decision may be appealed to the Ontario Land Tribunal by the Applicant. This public meeting is now concluded.

Chairman Jones stated that this is a public meeting as required by Section 34 of the Planning Act to afford any person an opportunity to make presentation with respect to a proposed Zoning By-law Amendment to rezone the subject property legally described as: Part of Lot 16, Concession South of North Branch of Talbot Road; Parts 6 to 9, 13, 14, 18, 19, 23 and 24 on 11R-10140 , known municipally as 9210 Union Road.

The purpose of the Zoning by-law Amendment (ZBA) Application would rezone the subject property from Agricultural 1(A1) to Open Space (OS) and Institutional (I) to permit the use of the subject land for a public park and wastewater treatment facility.

Chairman Jones asked if any member of Council had a disclosure of interest concerning the proposal. None were declared.

Chairman Jones asked the Clerk what method of notice and when was the notice given to the public for this meeting. The Clerk responded that notices were mailed to neighbouring property owners within 120 meters of the subject lands and emailed to commenting agencies on April 29th, 2025. A sign was posted on the subject property on May 1st.

Planner Paul Clarke presented his report to Council.

Chairman Jones asked the Clerk if comments were received from staff. The Clerk responded yes. Staff comments were received, as detailed in the Planning Staff Report.

Chairman Jones asked the Clerk if any written submissions were received on this application. The Clerk responded that agency comments were received as detailed in the Planning Staff Report.

Chairman Jones stated that before he opens the floor to questions from the public please be advised if any person from the public wishes to receive further information on the action of Council regarding the decision on the application for the Zoning By-law Amendment, please ensure that they email their name, address, postal code and phone number to the Planner or Clerk by May 27th. Any person that has contacted the Planner to be part of the public meeting today will receive this further information automatically.

Chairman Jones asked if the owner/applicant was in attendance to please identify themselves. Aaron Van Oorspronk, Director of Infrastructure and Development Services who submitted the application on behalf of the Township, identified himself.

Chairman Jones asked if any members of the public or Council has any questions or comments. No comments were made, and no questions were asked.

ZBA 2025-06, 9210 Union Road

2025-159 Councillor Emons – Councillor Fellows

1. That Council approve Zoning By-law Amendment Application ZBA 2025-06 to rezone the subject property from Agricultural 1 (A1) Zone to Open Space Zone, and an Institutional (I) Zone as presented in By-law 2025-36 attached as Appendix 1 to Report PLA 2025-14.
2. That subject to no concerns being raised at the public meeting, that By-law 2025-36 to amend Zoning By-law 2011-14, as amended be presented at the regular meeting of Council on May 26, 2025 for adoption. (PLA 2025-14)

CARRIED

Chairman Jones advised that the decision may be appealed to the Ontario Land Tribunal by the Applicant. This public meeting is now concluded.

Closing of Public Meeting ZBA 2025-03, ZBA 2025-05 and ZBA 2025-06

2025-160 Councillor Fellows – Deputy Mayor Pennings

THAT the public meeting to consider the applications to amend the zoning on the properties owned by the Estate of Mary DeDeckere, 39391 Fingal Line, the Corporation of the Township of Southwold, 7831 Union Road and 9210 Union Road closes at **7:23 p.m.**

CARRIED

REPORTS:

FIN 2025-14 Q4 Financial Report

2025-161 Deputy Mayor Pennings – Councillor Emons

That Council receive Report FIN 2025-15 Financial Report – January to December 2024 for information.

CARRIED

CAO 2025-31 Additional Resident Notification System

2025-162 Deputy Mayor Pennings – Councillor Fellows

That Council authorize the CAO/Clerk to enter into a service contract with Icesoft Technologies for their Voyent Alert! Hosted Notification System at a cost of \$3,900+HST.

CARRIED

CORRESPONDENCE:

- Correspondence from Minister of Municipal Affairs and Housing RE: *Protect Ontario by Building Faster and Smarter Act, 2025*
- Correspondence from the Ministry of the Solicitor General RE: OPP Cost Recovery Model Review and June 2025 Webinars

Council reviewed the items under Correspondence

BY-LAWS:

- By-law No. 2025-34, being a by-law to amend By-law No. 2011-14, 39391 Fingal Line
- By-law No. 2025-35, being a by-law to amend By-law No. 2011-14, 7831 Union Road

- By-law No. 2025-36, being a by-law to amend By-law No. 2011-14, 9210 Union Road
- By-law No. 2025-37, being a by-law to confirm the resolutions and motions of the Council of the Township of Southwold, which were adopted on May 26, 2025

By-laws

2025-163 Councillor Fellows – Deputy Mayor Pennings

THAT By-law Nos. 2025-34, 2025-35, and 2025-36 be read a first and second time, considered read a third time and finally passed this 26th day of May, 2025.

CARRIED

CLOSED SESSION

2025-164 Councillor Fellows – Councillor Emons

THAT Council of the Township of Southwold now moves again into a session of the meeting that shall be closed to the public at **7:56 p.m.** in accordance with Section 239 (2) of the Municipal Act, S.O. 2001, c. 25 for discussion of the following matters;

1. A position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board (Section 239(2) (k)) – Talbotville Parkland
2. Personal matters about an identifiable individual, including municipal or local board employees (Section 239(2) (b)) and labour relations or employee negotiations; (Section 239(2) (d)) – HR and CUPE Matters

CARRIED

Adjournment of Closed Session

2025-165 Councillor Fellows – Deputy Mayor Pennings

THAT Council of the Township of Southwold adjourns the Closed Session of the Regular Council meeting at **8:27 p.m.**

CARRIED

STAFF DIRECTION

Staff was directed by Council to the items that were discussed in the Closed Session.

Confirmation By-law

2025- 166 Councillor Fellows – Councillor Emons

THAT By-law No. 2025-37 be read a first and second time, considered read a third time and finally passed this 26th day of May, 2025.

CARRIED

ADJOURNMENT:

2025-167 Councillor Emons – Councillor Fellows

THAT Council for the Township of Southwold adjourns this Regular meeting of Council at **8:28 p.m.**

CARRIED

Mayor
Grant Jones

CAO/Clerk
Jeff Carswell



Parks Committee

May 20, 2025
Ferndale Community Park
41993 McBain Line, St. Thomas
6:30 PM

Present: Councillor Justin Pennings (Chair)
Councillor Scott Fellows (6:45 p.m)
Michelle Lackey – Shedden Adult Soccer
Janice Fisher – Talbotville Member at Large (6:45 p.m)
Ross Burgar – Fingal Heritage Park
Ruth Quennville – Talbotville Optimist Club
Jesse Walker – Shedden Soccer
Rod Hill – Ferndale Park Representative
John Price – *Staff, Parks and Facilities Operator
Brittany Jessome – *Staff Resource

Regrets: Krista Ferguson – Talbotville Ladies Soccer

1. Call to Order

Chair Justin Pennings called the meeting to order at 6:35 PM.

2. Approval of Agenda

The Parks Committee hereby adopts the Agenda as amended, to correct Agenda Item 3. to read "Adoption of Minutes from March 26, 2025 Meeting", and to add agenda item 6.b – Parks Photography.

3. Adoption of Minutes from March 26, 2025 Meeting

The Parks Committee hereby adopt the minutes of March 26, 2025, as presented.

4. Recreational Program Update

Talbotville Ladies Soccer – No Representation

Shedden Youth Soccer – Michelle Lackey

The youth league has spent 2 weeks on the field already. They are still trying to recruit coaches. Enrollment is down but they have been getting some more inquiries.

They had a new instructor for the coaches clinic who was invited back next year. The instructor shared some new skills and drills and emphasized the importance of parent involvement to help build the sense of community.

There have been some instances of cars bottoming out at the entrance to Corsley Park, but it has been improving.

Staff will share a social requesting volunteer coaches and indicating registration is still open.

There are a number of concerns with the fields, they have been noted on the Keystone Grounds and Parks Maintenance Concerns Spreadsheet, and listed below:

- Eavestrough is missing from the washroom building
- 2 windows on the south end of the Teetzel barn where the paint truck is stored have rotted frames
- There is a pile of wood chips behind the Teetzel barn that makes it difficult to access the pathway to the storage area – can it be moved north
- Can the safety netting behind the goal frames along Union be installed
- Field #5 – north sideline has laying water
- Field #7-10 – SE and SW corners have holes in the corner kick areas from moving goalposts – needs to be backfilled
- Field #10 – the south sideline area has holes that need to be filled

- Field # 13 – has water laying causing holes and the swale is still washing out
- Field #14 – there is a hole in the east end
- Field #16 – There are holes in the penalty area at the south and west end
- Field #18 – There are holes in the penalty area at the east end

Shedden Adult Soccer – Jesse Walker

There are five (5) teams playing again in the women's league this year, the same number as last season.

One request was asking if the fields could be swept/raked after cutting or cut more often so the grass isn't as long and builds up on the fields.

Talbotville Member at Large – Janice Fisher

The wheels on the gate at the old entrance to Talbotville Optimist Heritage Park have been removed, along with the "Call for Rentals" sign.

The walking trail around Talbotville Optimist Sports Park needs grading as it has some washouts and weeds are growing in.

Deputy Mayor Pennings commented that the paving of the walking trail between Shay Lane and Optimist Drive has been tendered, and that job should begin in July.

Janice inquired about the trail through the field being finished. Councillor Scott Fellows commented that it is part of the conditions of the development, and that the Township will not assume responsibility of the development until all conditions have been met, so it will be something that gets completed.

The picnic tables at the Talbotville Optimist Sports Park have been leaving rust marks on the new pavement. Staff will investigate if it can be cleaned, and if there is a protective coating that can be put on the bottom of the tables to prevent rust.

Fingal Heritage Park – Ross Burger

There are no new concerns with the park.

Ross followed up on the request to have the gazebo painted this year. Deputy Mayor Pennings advised he was waiting to confirm with Township staff that the summer students were available to complete the job. Staff will follow-up and confirm availability.

Talbotville Optimist Club – Ruth Quenneville

Family Nights at Talbotville Optimist Heritage Park are going quite well this season. They have requested more games to be purchased.

The Talbotville Optimist Club would like to sponsor memorial benches, but inquired about the possibility of putting the Optimist Club Logo on the bench (similar to the Lions benches located throughout Dutton). Staff will investigate the possibility.

The club will be assisting with the Rosy Run doing road marshalling.

Ferndale Community Park – Rod Hill

Rod provided some photos of the low spots that accumulate water and become unpassable along the walking trail. There is a pile of mulch behind the Teetzel barn that could be used to build up the trail. This item will be added to the Keystone Grounds and Parks Maintenance Concerns spreadsheet.

The mulch is very low at the park, showing the landscaping cloth beneath and weeds growing in. Staff advised the park was on the rotation to receive mulch this year.

There was an inquiry into the possibility of lighting being added to the park/playground area to deter negative activity during the night.

There is a dead tree near the swings that is leaning significantly into the open green space.

There was a question about the possibility of a biking trail from Ferndale to Talbotville, as well as connecting the walking trail at Ferndale Community Park to the walking trail on the other side of Wellington Road. Staff advised that both these are ideas to present to Pl.ural for the Parks and Recreational Trails Master Plan.

5. Business Arising from Minutes

a. Keystone Grounds and Parks Maintenance Concerns Spreadsheet

Staff commented they will meet to go over the spreadsheet to assign responsibilities and assign timelines to the concerns.

b. Put Yourself in the Parks Contest

The Committee discussed the report presented by staff and accepted the new proposed format for the contest. It was asked if there was still opportunity to have residents post photos of themselves enjoying the Parks, and if a bonus prize could be added to all those who submitted a photo. This request can be accommodated.

Ross thanked the Talbotville Optimist Club for donating \$400 in prize money to obtain prizes for the contest. Ross has been able to acquire gift certificates from several local businesses by offering to purchase a gift certificate and having the business donate a gift certificate, with the Township recognizing the sponsors in their social media posts for the contest.

The contest will officially be called "Southwold's Park Days Giveaways". It will run for 10 weeks, beginning in June until mid-August.

c. Corsley Park Committee Representation

Staff provided a brief review of the report that went to Council and the changes that were made to the Keystone Complex Committee. The Parks Committee is now fully responsible for representation of Corsley Park.

Deputy Mayor Pennings provided comment that the Parks Committee was originally formed to report on the activities of the local groups who use Township facilities. He reminded committee members that while maintenance concerns are important and should be identified to staff as they arise, it is not the sole purpose of the meetings.

It was observed that there is no representation for the Fingal Ball Diamond. Staff commented there is a representative who is responsible for arranging the new youth league, plays in the adult league, and also lives in Fingal. Staff have been asked to reach out to this individual to inquire if they would be interested in joining the Parks Committee.

6. New Business

a. Parks and Trails Master Plan Survey

Committee members were encouraged to complete the interviews with Pl.ural, but if they were unable to, they were advised to complete the online survey to share their ideas with Pl.ural.

7. Adjournment

That the Parks Committee hereby adjourn at 8:10 pm, to meet again on July 15th, 2025 at 6:30 pm at Corsley Park, and September 16th, 2025 at Fingal Ball Park.



Southwold 175 Planning Committee Meeting Minutes

Thursday May 29, 2025

Council Chambers, Fingal/Via Video Link

Time meeting started: 3:46 p.m.

Present: Mayor Grant Jones
Councillor Sarah Emons
Bill Aarts
Chris Cirella
Sofia Sinclair-Jones (virtually)
Sharon Lechner
June McLarty, Staff Resource

1. Call Meeting to Order and Welcome

Mayor Jones called the meeting to order at 3:46 p.m.

2. Approval of the Agenda

Moved by: Bill Aarts Seconded by: Sarah Emons

That the agenda for the May 29th, 2025 meeting be approved with the addition of tents.

Carried

3. Approval of the May 15th, 2025, Minutes

Moved by: Chris Circella Seconded by: Sarah Emons

That the minutes from the May 15th, 2025 meeting be approved.

Carried

4. Event Planner Report

Event Planner Sharon Lechner reported that a map with the proposed locations for the tents was created. The Graphic Designer also created a Volunteer Flyer. An application for volunteers has also been created and was sent to the local high schools. The agreement with the Vendor Coordinator has also been signed. A few more details are needed before the Eventbright page can be set up.

5. Planning for 2025

Committee Member Reports on Action Items

a. Sponsorship

Sharon reported that there are no updates from last meeting.

b. Entertainment

Moved by: Sarah Emons Seconded by: Chris Circella

That Sofia investigates if Crown Lands and Skydiggers are in our price range of \$10 000; and

That we book both acts if in the \$10 000 range.

Carried

Cole Higgs has offered to do a set during the day.

Chris has been in contact with Kerala Association, an Indian Dance Troop to do a demonstration at the August 9th event.

The Strumin Uks are moved to 11:00 am on the schedule.

Johnny Wilson, a member of a Celtic group will be approached to do a set at the event.

c. Food Vendor Fee

Moved by: Bill Aarts Seconded by : Sarah Emons

That the fee for a food vendor space be reduced from \$150 to \$125.

Carried

d. Flyers

The flyers will be updated when we have a final list of entertainers.

e. Passports

Attendees at the event will be given a passport when they enter the complex grounds. Participating vendors will initial the passport. The completed passports will be placed in a draw for merchandise.

f. Lapel Pins

The Committee decided to no go forward with the lapel pins.

g. Portable Radios

Sofia to ask PA Shop if they have portable radios we can use for our event.

h. Emergency Plan

Sharon provided an emergency plan. An incident sheet was prepared to go with the Emergency Plan. It was suggested that a representative from the Tractor Pull committee attend a meeting to discuss security.

6.0 Social Media Campaign Calendar

Chris provided an outline of a social media campaign that we can use to highlight items in the weeks leading up to the August 9th event. The social media posts will make attendees aware of what is happening at the event, highlight a sponsor and promoting merchandise or asking for volunteers.

7.0 Establish Media Photo Requests

Establish Media will need a schedule of events and a list of photos and videos we would like. The opening ceremonies will need to be recorded. Photos of the Havards and Copa are requested. The contracts for the artists will need to be reviewed for any photo obligations. A clause will be included on the Eventbright page that attendees agree to be photographed. schedule of events will need to be

8.0 Volunteers (incl. for Headliners)

Volunteers will be able to sign up online.

Sarah is available to assist with headliners

9.0 2025 Event Budget

June updated the budget to include the quote from Redemption Tents.

10.0 Other Business

Tents –

The tents, furniture and the stage for the headliners still needs to be determined.

Chairs are needed for the entertainment tent

Picnic tables are needed for the beer garden, around the food vendors and the kid zone.

Moved by: Chris Circella Seconded by: Sarah Emons

That the Committee accepts the quote from Redemption tents in the amount of \$14 100.67 minus \$635 plus HST for the use of the stage.

Carried

11.0 Adjournment and Next Meeting

RESOLVED that the meeting be adjourned at **5:17 p.m.** to meet again at **3:30 p.m.** on **Tuesday June 10, 2025.**



TOWNSHIP OF SOUTHWOLD

NOTICE OF PROPOSED ROAD CLOSURE

TAKE NOTICE that the Council of the Township of Southwold intends to pass a by-law to permanently close a section of **Ford Road**, known as Part 1 of Plan 11R-11357 pursuant to **Section 34(1) of the Municipal Act, S.O. 2001**, c. 25 as amended, at its regular meeting scheduled for:

Date: Monday, June 9, 2025

Time: 7:00 p.m.

Location: Township of Southwold Council Chambers
35663 Fingal Line, Fingal, ON

Members of the public are invited to attend the meeting or provide written comments regarding the proposed closure. Written submissions will be accepted by the Clerk's Office until **Wednesday, June 4, 2025, at 4:30 p.m.**

For further information or to submit comments, please contact:

Clerk's Office

Township of Southwold

Phone: 519-769-2010

Email: deputyclerk@southwold.ca

Website: www.southwold.ca

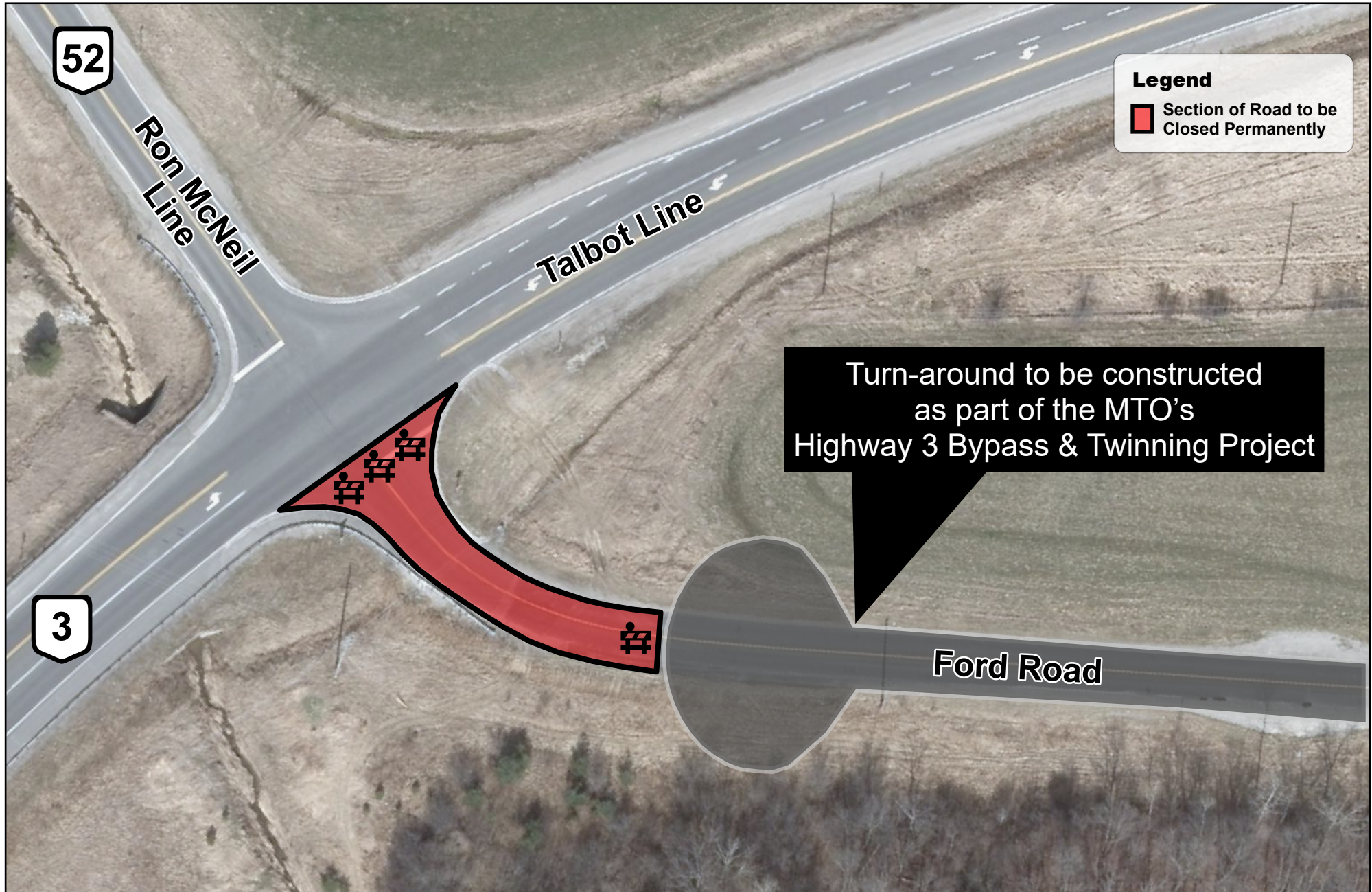
Dated at the Township of Southwold this 22nd day of April, 2025.

Ford Road Permanent Road Closure

0 4 8 16
Metres
Scale: 1:700

Map Produced by:
Township of Southwold
Projection:
NAD 1983 UTM Zone 17N
Date: April 16, 2025

This drawing is neither
a legally recorded map
nor a survey and is not
intended to be used
as one. It is intended for
general information only.



From: [REDACTED]
To: [June McLarty](#)
Subject: Ford Road Closure
Date: May 24, 2025 12:00:29 PM

[REDACTED]
<https://aka.ms/LearnAboutSenderIdentification>]

Good afternoon,

I am in favour of the proposed closure of Ford Road. The traffic and speeding have become increasingly worse. It has just become an extension of Wonderland Road that work trucks and people race through. It is a safety concern.

I feel this closure would assist in decreasing the volume of traffic and the speeding and make things safer for residents.

Thank you,

Colleen

From: [REDACTED]
To: [June McLarty](#)
Subject: Ford Road
Date: May 24, 2025 2:54:50 PM

[REDACTED]

I'm in favor of Ford Road being closed!
Ronda Laughlin
Sent from my iPhone

From: [REDACTED]
To: [June McLarty](#)
Subject: Ford Road Closure
Date: May 26, 2025 8:58:20 AM

[REDACTED]

Due to excessive speeds, unsafe drivers, and cut through traffic, I am in favour of a Closure of Ford Rd, St Thomas. These all pose a danger to area residents.

Sincerely,
K. Nickol

From: [REDACTED]
To: [June McLarty](#)
Subject: Ford road
Date: May 24, 2025 1:10:42 PM

[REDACTED]

I am definitely in favour of the Ford Road closing. The through traffic has no regard for the people's safety. The speed through like it a highway.

Regards Lianne Hill
Sent from my iPad

From: [REDACTED]
To: [June McLarty](#)
Subject: Ford cul-de-sac
Date: June 4, 2025 11:10:27 AM

[REDACTED]

Hello.
Yes to ford road closing. Too much speeding

Regards.
Rod

From: [REDACTED]
To: [June McLarty](#)
Subject: Ford Road Closure
Date: May 29, 2025 9:15:08 PM

[REDACTED]

Good evening,

I am in favour of the proposed closure of Ford Road. I go to visit my family who live on this road and the traffic and speeding are scary.

The closure would hopefully improve this and make things safer.

Thank you,

Sharon

Sent from my iPhone

From: [REDACTED]
To: [June McLarty](#)
Subject: Ford road closure
Date: June 4, 2025 11:06:14 AM

[REDACTED]

Hi.

Due to high traffic congestion at the corner of Ford and Highway #3 we are in favour of road closure.

Thanks,



39 MAITLAND TERRACE
STRATHROY, ON
N7G 1L2
519-245-6252

From: [REDACTED]
To: [June McLarty](#)
Subject: Ford road closure
Date: May 24, 2025 11:32:25 AM

[REDACTED]

Yes, yes, yes for Ford Rd closure..... this has become a fast race way short cut. There needs to be much more control over the speeding, of many cars racing down that road.....so closing the road is the best safety feature, not only for the residents getting in and out of their driveways, for dog walkers, and walkers, and even the turtles safety. Keep smiling / [REDACTED]

Proposal to Permanently Close Ford Rd

Nick Novacich

Southwold Township

I am writing to express my deep concern regarding the safety of Ford Road. My family has lived on Ford Road since 1984, and over the years, we have witnessed a significant increase in the volume, speed, and variety of motor vehicles using this road.

The development of the Ferndale subdivision, the expansion of Lynhurst, and the upgrade of Wonderland Road as a link to London have all contributed to an exponential rise in traffic. This surge has made the intersection of Ford Road at Talbot Line/Ron McNeil a particularly dangerous area, with a dramatic increase in motor vehicle collisions.

Today, May 28th, 2025, yet another collision occurred at this intersection, resulting in three individuals being transported to the hospital due to injuries sustained in a multi-vehicle crash. This incident underscores the urgent need to address the safety concerns associated with Ford Road.



I myself travel this route daily as I commute to Woodstock where I am employed as Deputy Chief of Police. Having been a first responder, now entering my 31st year, I understand the toll that these collisions take not just on all first responders, but drivers involved, family members, and witness's who are subjected to watch these preventable collisions occur.

I can tell you that Elgin OPP have conducted speed enforcement on Ford Rd, and when officers are deployed to proactive speed enforcement there is no shortage of speeding charges being laid. On one occasion last summer, an officer and I were talking at the end of my laneway while he was on duty in a marked cruiser when a vehicle travelling in excess of the posted 60 km/h zone, was clocked on radar at 122 km/h. This resulted in a Stunt driving offence, vehicle impoundment and drivers licence suspension.

In anticipation of this by-law being passed, I myself have experimented taking an alternate route and can tell you that my arrival time at work resulted in only 1 minute of additional time. So the closure of the road will not cause any undue hardship on anyone using this "short cut" to reach Wonderland Rd, or Talbot Line.

For the well-being and safety of all residents and road users, I strongly support the closure of Ford Road. Taking this action will help prevent further accidents and ensure a safer environment for our community.

Thank you for your attention to this critical matter.

Nick Novacich



TOWNSHIP OF SOUTHWOLD

Report to Council

MEETING DATE: June 9, 2025
PREPARED BY: Mike Szilagyi, Planner
REPORT NO: PLA 2025-15
SUBJECT MATTER: Zoning By-law Amendment Application ZBA 2025-07
37150 Fingal Line, St. Thomas
Owner: Redemption Tents Events Ltd. (Agent: William Pol)

Recommendations:

1. That Council approve Zoning By-law Amendment Application ZBA 2025-07 to rezone the subject property from Agricultural 1 (A1) Zone to an Agricultural 1 Special Provision 73 Holding (A1-73(H)) Zone as presented in By-law 2025-39 attached as Appendix 1 to Report PLA 2025-15;
2. That subject to no concerns being raised at the public meeting, that By-law 2025-39 to amend Zoning By-law 2011-14, as amended be presented at the regular meeting of Council on June 9, 2025 for adoption. (PLA 2025-15)

Purpose:

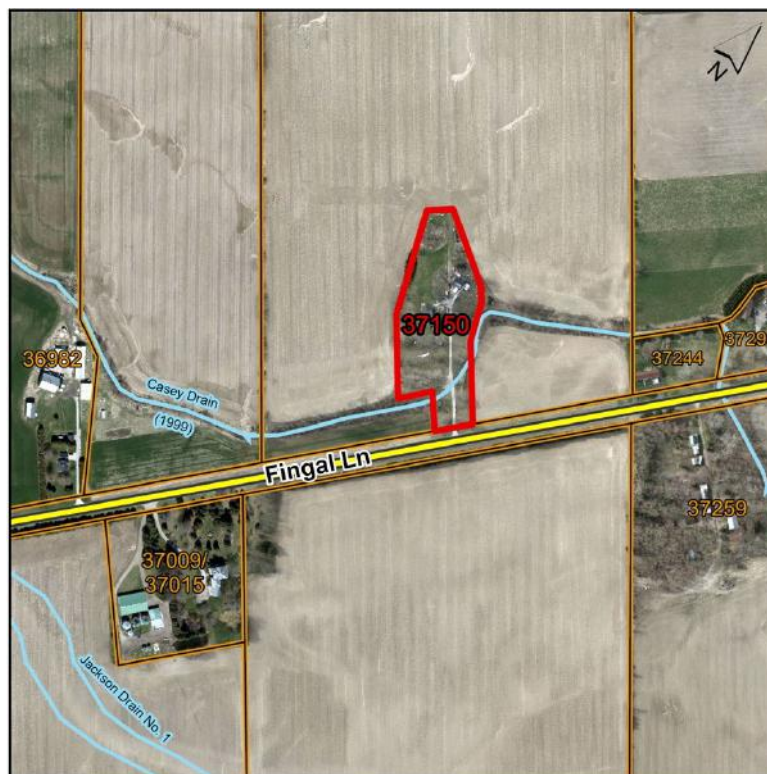
The purpose of this report is to provide Council with background information to support the recommendation to approve Application for Zoning By-law Amendment ZBA 2025-07 following the Public Meeting scheduled for June 9, 2025.

The subject lands are located at 37150 Fingal Line, St. Thomas and are legally described as Concession North of Talbot Road East (NTRE) South Part Lot 27 Registered Plan 11R506 Parts 1-5. The subject lands are located in the Agricultural Area of the Township of Southwold in an area characterized by rural agricultural uses and surrounded by farmlands to north, south and west and rural residential uses to the east.

The subject property is highlighted on Figure 1.0 Key Map of Subject Property on the following page.

Background:

Application No. ZBA 2025-07	
Owner	Redemption Tents Events Ltd.
Address	37150 Fingal Line
Water Supply	Private Water
Sewage Supply	Private, On-Site Septic
Buildings/Structures	Single-detached Dwelling, Various accessory structures
Elgin County Official Plan	Agricultural Area
Township of Southwold Official Plan	Agricultural Area (Schedule 4)

Figure 1.0 Key Map of Subject Property**Proposal:**

The applicant proposes to rezone the subject land from Agricultural 1 (A1) to an Agricultural 1 Special Provision 73 zone in order to bring a home industry that has grown

beyond the provisions of Section 3.14 of the By-law into compliance. The Amendment would permit a home industry with a floor area 1,040 m² (11,194.5 ft²) with outdoor storage of 300 m² (3,229.2 ft²) and a maximum of 5 non-resident employees. The proposal will see the consolidation of the present operation of the home industry with the removal of some existing on-site accessory structures, the development of a new coverall building and more organized outdoor storage. Staff have included the request for a Hold to be placed on the lands in order to ensure that the owners enter into a Site Plan Agreement with the Township.

Comment/Analysis:

Overview of Policy and Regulations

Zoning By-law Amendment Application ZBA 2025-07 was reviewed with consideration to the Provincial Planning Statement (2024), Elgin County Official Plan, Township of Southwold Official Plan, and the Township of Southwold Zoning Bylaw 2011-14. A summary of the applicable planning policies and regulations, as well as the relevancy to the subject application and commentary is provided below.

	Section(s)	Relevance To Application	Comments
Provincial Planning Statement, 2024	PPS 2.5.1 Rural Areas in Municipalities PPS 2.6 Rural Lands in Municipalities PPS 4.3.2 Agriculture - Permitted Uses	Healthy, integrated and viable rural areas should be supported by...building upon rural character, and leveraging rural amenities and assets... promoting diversification of the economic base... Planning authorities should support a diversified rural economy by protecting agricultural and other resource-related uses and directing non-related development to areas where it will minimize constraints on these uses.	Consistent Proposal would allow an on-farm diversified use which would help support a diversified rural economy that will not impact surrounding agricultural uses.

	Section(s)	Relevance To Application	Comments
		Proposed agriculture-related uses and on-farm diversified uses shall be compatible with, and shall not hinder, surrounding agricultural operations.	
Elgin County Official Plan	C2 Agricultural Area C2.7 Secondary Uses C2.7.2 Home Industries	<p>It is the objective of the Agricultural Area to promote... a diverse, innovative and economically strong agricultural industry and associated activities by enhancing their capacity to contribute to the economy of the County.</p> <p>Home industries are permitted as a secondary use in the Agricultural Area provided they rely upon the same water and sewer infrastructure and driveway as the primary use, has a floor area consistent with scale of uses of uses on the property, the operator resides on the property, equipment is stored within an enclosed building, outdoor storage is screened and employees are limited.</p>	<p>Conforms</p> <p>The home industry is permitted within the agricultural area and supports a diversity of uses that contribute to the economy of the County. The proposed use relies on the infrastructure present on the site, is of a size that is appropriate for the property, is operated by the residents of the property, will meet the requirement of storage and operations listed in the policies and finally, employees will be limited by the Zoning By-law.</p>
Township of			

	Section(s)	Relevance To Application	Comments
Southwold Official Plan	2.3 Land Use Planning Objectives	Provide for a range of rural and agricultural development opportunities which help to support a vibrant economy	Conforms A home industry is permitted within the Agricultural Area as an on-farm diversified use in order to help develop a more robust rural economy. The proposed use continues to be secondary to the primary residential use, does not negatively effect surrounding agricultural uses. The proposed coverall structure can be converted for agricultural purposes, the size of the use and number of employees will continue to be limited by the By-law and is operated by the residents of the site.
	5.1.2 Agricultural Uses	On-Farm Diversified Uses are permitted within the Agricultural Area.	
	5.1.3 On-Farm Diversified Uses	These uses must be clearly secondary to the principal use and limited in size, any buildings or structures associated to the use should be convertible for agricultural purposes, if the use were to cease, the use must be operated by the residents of the site, the number of employees must be limited by the zoning by-law and the use cannot create a nuisance to any surrounding agricultural uses.	

Southwold Zoning By-law 2011-14

Section(s)	Provisions
Existing Zoning Agricultural 1 (A1)	Home Industry is a permitted use

3.14 Home Industry	<p>(a) Except for open storage, home industries shall be carried on entirely within a building or structure accessory to a permitted use;</p> <p>(b) Storage of materials, containers, or finished products in the front or side yards shall not be permitted;</p> <p>(c) For any lot, the gross floor area devoted to home industries shall not exceed 200 m² (2,153 ft.²);</p> <p>(d) The total amount of open storage shall not exceed 90 m² (969 ft.²); and</p> <p>(e) Home industries shall not employ more than two non-residents.</p>
<p>Proposed Zoning</p> <p>Agricultural 1 – Special Provision 73 Holding (A1-73(H)) Zone</p>	<p>Notwithstanding the provisions of Section 3.14, A Home Industry may:</p> <p>Occupy a maximum gross floor area of 1,040 m² (11,194.5 ft²);</p> <p>Permit a total maximum amount of open storage of 300 m² (3,229.2 ft²); and</p> <p>A Home Industry may employ a maximum of five non-residents.</p> <p>In addition, a Hold is applied until such time that a Site Plan Agreement is entered into relating to the home industry use.</p>

Circulation:

Lower Thames Valley Conservation Authority/Kettle Creek Conservation Authority – No Comments

Building and Community Services

3 structures have been identified as “existing.” There was no building permits applied for or obtained for these buildings. A condition of this amendment should be that they apply for and obtain building permits for these 3 structures:

1. Existing 144 sq.m fabric structure (this was installed without a permit)
2. Existing sea container 40 sqm. (installed and used as a storage building without a permit)
3. Existing 100 sq.m office (installed and used as a storage building without a permit)

Building permits are also required for the proposed:

4. Outdoor 300 sq.m building
5. Fabric roof structure 756 sq.m.

Water – No comments

Drainage – No Concerns

Environmental Services – No Comments

Infrastructure and Development – No Comments

Chief Administrative Officer – No Comments

Finance – No Comments

Public – No comments have been received from the public at the time of the report.

Planning –

The Application for Zoning By-law Amendment, as submitted by the Applicant, proposes to amend the zoning of the property located at 37150 Fingal Line, St. Thomas from Agricultural Zone 1 to Agricultural 1 Special Provision 73 to permit the site-specific expansion of permissions related to a home industry, which is regulated by Section 3.14 of the Zoning By-law. More specifically the Amendment seeks to permit a maximum gross floor area of 1,040 m², where typically the By-law limits this to 200 m², along with a maximum area of outdoor storage of 300 m², where typically the by-law permits a maximum of 90 m², and finally a maximum of 5 non-resident employees, where typically the by-law limits this to a maximum of 2 non-resident employees. The request is to permit the present condition of the event tent rental business which has continued to expand with the success of the business. With the expansion, the owners were made aware that they no longer complied with the zoning by-law and have now endeavoured to both consolidate their operations on-site and permit the expanded use. Along with the consolidation, several existing on-site structures will be removed, a new coverall building is proposed to be installed and outdoor storage will also be consolidated. Figure 2.0 presents the new proposed layout and structures to be removed. Staff have included a requested Hold on the zoning to ensure that the owners enter into a site plan

agreement with the Township and to provide a guarantee that buildings permits are acquired for any new buildings as well as those that were previously installed on site, without permit.

Figure 2.0 Proposed Conceptual Site Plan



The proposed amendment is consistent with the Provincial Planning Statement (2024) which supports a diversified rural economy, including home industries, so long as they do not hinder surrounding agricultural operations and maintain the rural character of the area. In this instance, the lot on which the use is operating, is a rural residential lot where area of the site devoted to the home industry is largely for storage and maintenance of equipment rented for use off-site, this will have no negative impact on the surrounding agricultural use. Furthermore, the operation of the business is concentrated to the rear of the property preserving the primary function of the lot as a rural residential lot and maintaining the rural character of the area.

The Elgin County Official Plan recognizes that home industries offer an opportunity within the Agricultural Area of the County to help develop a diverse, innovative and economically strong agricultural industry which together help to contribute to the economy of the County. More specifically to home industries, such uses are to remain secondary to the primary use, with limited floor area, must rely on the same infrastructure as the primary use, must have screened outdoor storage, limited

employees and the operator must reside on the property. With the consolidation of the operations and location of the business being to the rear of the property, the property will continue to read as and remain a primarily residential property. Furthermore, the operators reside on the property and the specifics of the outdoor storage proposed to be located behind a new coverall structure, will be screened from view. Finally, the amendment includes an increased number of permitted non-resident employees, however the by-law will continue to limit the employees to ensure that no more than 5 individuals are employed by the business.

Within the Southwold Official Plan the lands are designated Agricultural Area where more generally the Plan establishes as part of its objectives, to protect the agricultural areas of the Township and to ensure that opportunities for employment are supported in order to help develop a vibrant rural economy where on-farm diversified uses can contribute to that rural economy. More specifically to on-farm diversified uses, such uses must be secondary to the primary use, limited in size based on the Zoning By-law, any buildings or structures proposed for the use must be convertible to agricultural use, the business must be operated by the residents of the site with a limit on the number of employees and the business cannot create a nuisance or be incompatible with surrounding agricultural uses. As mentioned, the amendment will limit the size of the commercial use while its location will ensure that the primary rural residential character of the property is maintained. It is also understood that the operations of the business are limited to the storage, maintenance and cleaning of tenting products that are then transported off-site for use within the County. This operation, the most intensive of which is carried out indoors, within the newly proposed coverall building, allows for unobstructed continued use of the surrounding agricultural uses. Ultimately, the proposal allows for the maintained support of a limited commercial use that is secondary to a rural residence, contributing to a diversified economy that does not negatively affect the primary agricultural function of the general area.

Conclusion:

Subject to receiving additional comments from the public and Council, staff is in a position to state that the proposed zoning by-law amendment as proposed in By-law 2025-39 are:

- i) Consistent with the direction of the Provincial Planning Statement 2024
- ii) Conforms to the relevant policies of the County of Elgin Official Plan
- iii) Conforms to the relevant policies of the Township of Southwold Official Plan

Upon Council making a decision regarding ZBA 2025-39, the required notice of decision will be circulated as prescribed under the regulations of the Planning Act. There is a 20-day appeal period where objections may be submitted to the Ontario

Land Tribunal (OLT). To ensure that the OLT has regard to Council's decision, Council should be able to demonstrate that its decision was fully supported by relevant information and that the information was considered by Council.

Financial Implications:

Township application fees were collected in accordance with the Township's Tariff of Fees By-law, as amended from time to time.

There are no significant financial implications related to the consideration of Zoning By-law Amendment Application ZBA 2025-07.

Strategic Plan Goals:

The above recommendation helps the Township meet the Strategic Plan Goal of:

- ☐ Managed Growth
- ☐ Welcoming and Supportive Neighbourhoods
- ☒ Economic Opportunity
- ☒ Fiscal Responsibility and Accountability

Respectfully submitted by:

Mike Szilagyi
Planner

Reviewed by:

Aaron Van Oorspronk
Director of Infrastructure and
Development

Approved for Submission by:

Jeff Carswell
CAO/Clerk

Attachments:

Appendix 1 – Draft By-law 2025-39



THE CORPORATION OF THE TOWNSHIP OF SOUTHWOLD

BY-LAW NO. 2025-39

Being a By-law to Amend By-law No. 2011-14

WHEREAS under Sections 34 and 36 of the Planning Act, R.S.O. 1990, c. P. 13, authorizes municipalities to pass and amend zoning by-laws governing the use of land, buildings and structures;

AND WHEREAS the requirements for the giving notice and the holding of a public meeting of a zoning by-law amendment have been met;

AND WHEREAS the Council of the Corporation of the Township of Southwold deems it advisable to amend By-law 2011-14, being the Zoning By-law of the Township of Southwold;

THE COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF SOUTHWOLD HEREBY ENACTS AS FOLLOWS:

1. **THAT:** Schedule 'A', Map 6 of By-Law No. 2011-14, as amended, is hereby amended by changing from Agricultural 1 (A1) Zone to Agricultural 1 Special Provision 73 Holding (A1-73(H)) Zone those lands outlined in heavy solid lines and filled with hatching on Schedule 'A' attached hereto and forming part of this By-law on lands legally described as Concession North of Talbot Road East (NTRE) South Part Lot 27 Registered Plan 11R506 Parts 1-5, Geographic Township of Southwold, Elgin County.
2. **THAT:** Subsection 5.4 of By-law 2011-14, as amended, is hereby amended by adding the following Special Provision:

" (bv) A1-73(H) As shown on Schedule A, Map No. 6

- (i) Additional Zone Requirements
"Notwithstanding the provisions of Section 3.14, A home-industry is subject to the following provisions:
 1. For any lot, the gross floor area devoted to home industries shall not exceed 1,040 m² (11,194.5 ft²).

2. The total amount of open storage shall not exceed 300 m² (3,229.2 ft²).
3. Home industries shall not employ more than five non-residents.
4. The remaining provisions of Section 3.14 continue to apply.

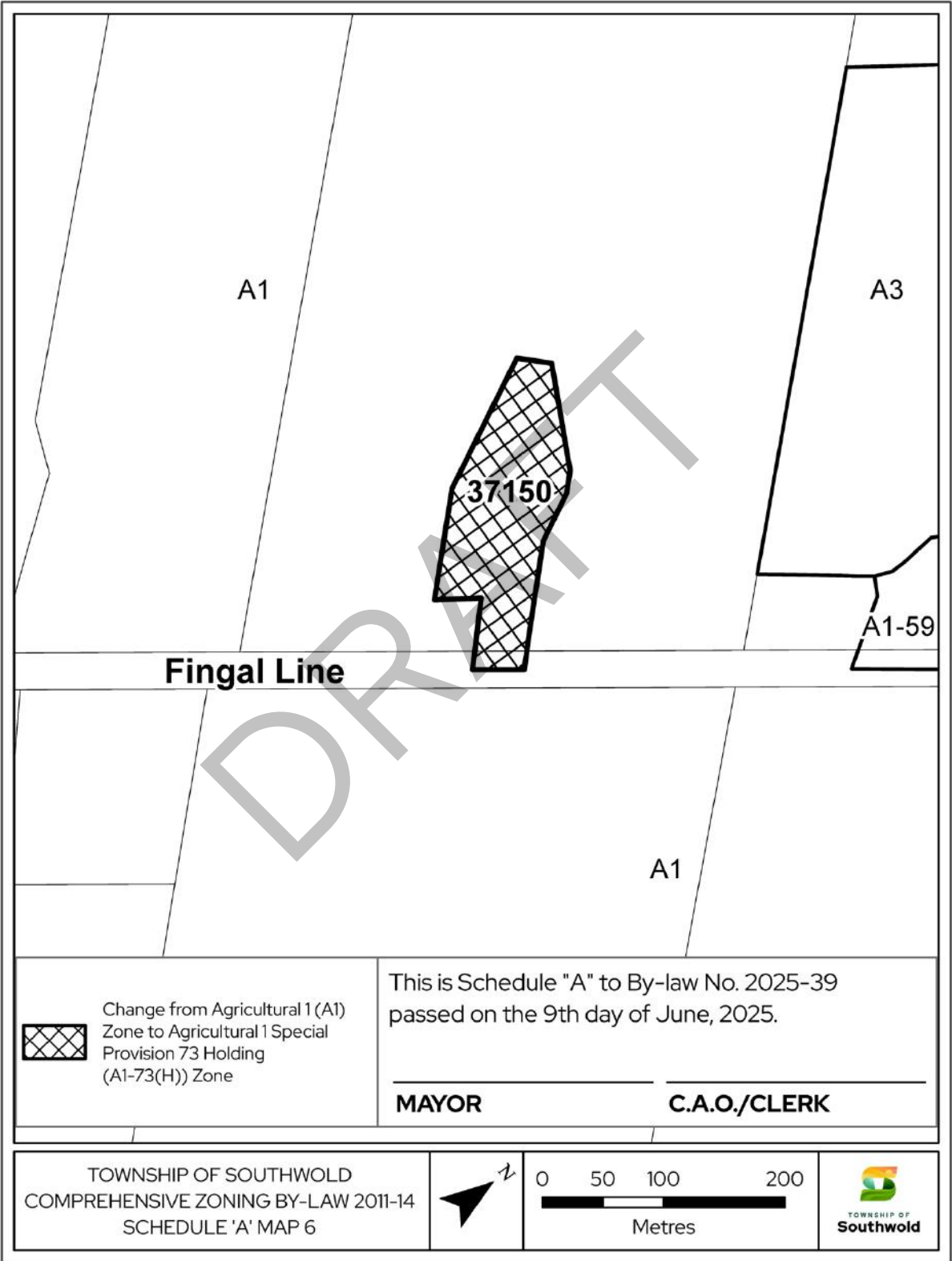
(ii) The Holding provision may only be removed once a Site Plan Agreement has been entered into with the Municipality."

3. **THAT:** this By-law shall come into force pursuant to Sections 34(2) and 36 of the Planning Act, RSO 1990.

READ A FIRST AND SECOND, CONSIDERED READ A THIRD TIME, AND FINALLY PASSED THIS 9th DAY of JUNE 2025;

Mayor
Grant Jones

CAO/Clerk
Jeff Carswell



Zoning By-law Amendment

ZBA 2025-07

37150 Fingal Line

Redemption Tent Events

June 9, 2025

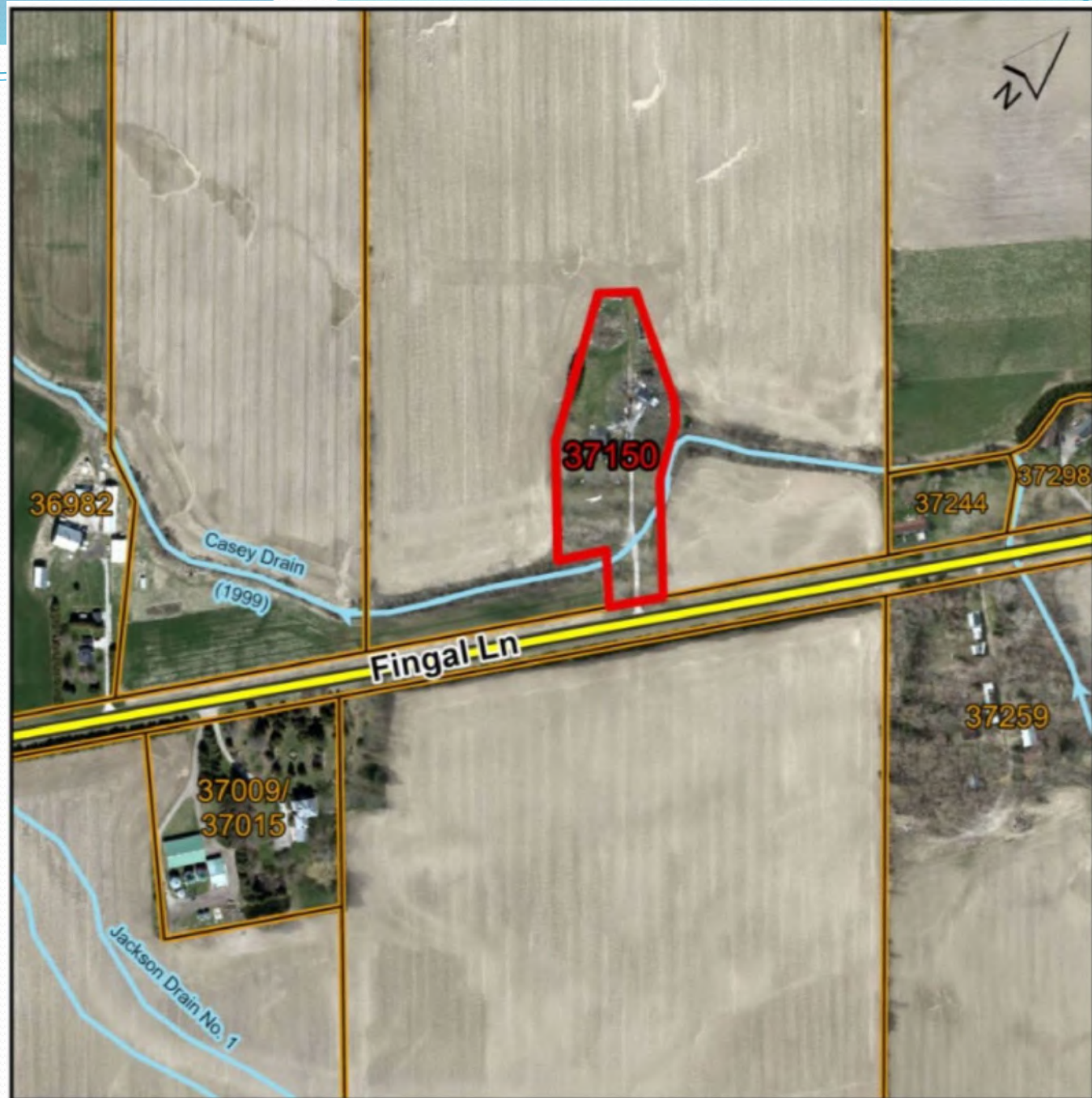
William Pol, MCIP, RPP, Pol Associates Inc.

wpolassociates@gmail.com 519-933-5152

Amendment BE APPROVED:

- THAT Application for Zoning By-law Amendment No. ZBA 2025-07 to amend the zoning of the property known municipally as 37150 Fingal Line from Agricultural (A1) to a site-specific Agricultural Zone to permit:
- An existing home industry
- A coverall building
- Outdoor storage and
- Additional off-site employees, as amended by the Township, BE APPROVED

Subject Property and surrounding agricultural uses



Purpose:

- Support and retain a local community business
- Improved efficiency to sort, clean and store the rental equipment
- Consolidate the storage and maintenance of the rental equipment into indoor buildings
- Reduces potential off-site impacts
- Adding one large coverall building;
- Permit additional off-site employees

Proposed Changes:

- Remove truck trailers;
- Remove a rail container;
- Consolidate open storage into buildings
- Add a new coverall building;
- Reduce the outdoor storage area.

Conceptual Site Plan



Proposed Home Industry Amendments:

- a) No change
- b) No change
- c) Gross floor area 1040 m² maximum
- d) Outdoor storage 300 m² maximum
- e) Not more than 5 non-resident employees

Southwold Official Plan

- Provide employment opportunities
- Protect agricultural land base
- Minimize future land use conflict
- Provide for rural development opportunities
- Helps to support a vibrant agri-tourism sector;
- Conforms to the On-Farm Diversified Uses criteria

Provincial Policy Statement 2024

Non-Agricultural Uses in Prime Agricultural Areas (4.3.5.2) :

- Not a specialty crop area
- Complies with Minimum Distance Separation
- No additional land is needed
- No alternative locations are needed

Conclusion:

- Conforms to Southwold Township On-farm Diversified Uses policies
- Generally consistent with Home Industry Zoning regulations
- Consistent with the Provincial Planning Statement 2024
- Conforms to the Elgin County Agricultural Area Plan policies

Amendment BE APPROVED:

- THAT Application for Zoning By-law Amendment No. ZBA 2025-07 to amend the zoning of the property known municipally as 37150 Fingal Line from Agricultural (A1) to a site-specific Agricultural Zone to permit:
 - An existing home industry
 - Buildings with a combined floor area 1040 m² maximum
 - Outdoor storage area 300 m² maximum
 - Not more than 5 non-resident employees
- as amended by the Township, BE APPROVED



TOWNSHIP OF SOUTHWOLD

Report to Council

MEETING DATE: June 9, 2025

PREPARED BY: Jeff McArthur, Director of Emergency Services/Fire Chief

REPORT NO: FIR 2025-06

SUBJECT MATTER: Activity Report for the Fire Chief, May 2025

Recommendation:

1. None – For Council Information.

Purpose:

To update Council on Fire Department Activities for May 2025.

Background:

Department updates on its activities and meeting(s) since last report:

- a. *Calls for service* – a total of 21 emergencies were responded to in the month of May, including eight MVC including one extrication, and one mutual aid call for tanker assist.
- b. *Meetings* – Fire Chief attended a County Chiefs & County Fire Prevention meeting, and several Talbotville Station site visits. Spoke at a County Emergency Management Showcase, on the County Coordinator role and Mutual Aid capabilities.
- c. *Inspections* – no new inspections conducted.
- d. *Public Education* – social media, attended the Southwold Community Policing Bike Rodeo, messaging on Shedden Station sign.

A Fire Prevention Team is being formed, to assist the Fire Prevention Officer with planning pub ed events and continuing to build our overall prevention program, while aligning with our NFPA 1035 Provincial Certification requirements.

- e. *Public Relations* – attended a planned fire drill at Southwold School, and a community gathering in Middlemarch. Hung flags throughout the Township in collaboration with Communities in Bloom.

- f. *Grants* – staff plans to submit again for the Firehouse Subs grant for a decon/equipment washer.
- g. *Talbotville Station Project* – operations have been moved into the new facility, with site work continuing.
- h. *Apparatus & Equipment* – ongoing routine maintenance including annual MTO safeties.

Construction crews on the Union Road project, have continuously worked with staff to ensure station access an emergency access on Union Road.

Report on any outstanding/unresolved concerns, issues:

- a. The Fire Chief is working with our GIS & Asset Management Coordinator on a solution to outdated mapping issues regarding fire response zones.
- b. The County Fire Chiefs are discussing options regarding Hazardous Materials response agreements, as there are currently no formal agreements within Elgin County.

Training Undertaken by Staff:

- a. Department training topics included mapping, radio operations, live fire and hose advancement.
- b. Four recruits are attending the NFPA 1001 Firefighter Recruit class through the Elgin-Middlesex Regional Fire School, with department members providing instructing support. Graduation is scheduled for June.
- c. A joint live fire training session with Dutton & West Elgin Fire Departments was held at the Mobile Live Fire Training Unit (MLFTU) at the Ontario Police College.

Capital Project Progress :

2025	Budget	Status/Comments
SCBA	\$26,200	Complete
Bunker Gear	\$21,000	To be ordered in the fall
Hoses & Appliances/Radios	\$9,000	Ongoing

Electronic Sign – New Talbotville Station (2024 allocation)	\$35,000	Planning stage
Auto Extrication Equipment	\$50,000	Complete
Talbotville Fire Station	\$4,500,000	In progress

Financial and Resource Implications:

None.

Strategic Plan Goals:

The above recommendation helps the Township meet the Strategic Plan Goal of:

- ☐ Managed Growth
- ☐ Welcoming and Supportive Neighbourhoods
- ☐ Economic Opportunity
- ☒ Fiscal Responsibility and Accountability

Respectfully Submitted by:

Jeff McArthur
Director of Emergency Services/Fire
Chief

Approved for Submission by:

Jeff Carswell
CAO/Clerk



TOWNSHIP OF SOUTHWOLD

Report to Council

MEETING DATE: June 9, 2025

PREPARED BY: Jeff McArthur, Director of Emergency Services/Fire Chief

REPORT NO: FIR 2025-07

SUBJECT MATTER: 2024 Incident Summary

Recommendation:

1. None – for Council Information.

Purpose:

To provide Council with a summary of the Emergency Incidents that the Fire Department responded to in 2024.

Background:

2024 provided another increased number of incidents for the Southwold Fire Department, which highlights the ongoing dedication and commitment of our complement of on-call firefighters.

The Totals by Type report has been included in this report and is attached as Appendix A, showing the number of incidents and % of total. The average number of responding personnel reflects the firefighters who responded to the scene in an apparatus. While not reflected in this specific report, we are fortunate to often have several additional firefighters respond to the hall(s) and are ready to respond to other emergencies or complete tasks at the station while there.

Year-to-Year Comparison of Total Incidents

2024	242
2023	213
2022	224
2021	150
2020	128

Incidents outside of Southwold:

Central Elgin	3
Dutton-Dunwich	2
Oneida	1

\$ Loss/Saved (estimated)

\$ Loss	\$231,000
\$ Saved	\$595,000

Financial and Resource Implications:

There are no financial implications currently.

Strategic Plan Goals:

Strategic Plan Goals:

The above recommendation helps the Township meet the Strategic Plan Goal of:

- ☐ Managed Growth
- ☐ Welcoming and Supportive Neighbourhoods
- ☐ Economic Opportunity
- ☒ Fiscal Responsibility and Accountability

Respectfully Submitted by:

Jeff McArthur
Director of Emergency Services/Fire
Chief

Approved for Submission by:

Jeff Carswell
CAO/Clerk

Southwold Township Fire Department
Fire Chief :Jeff McArthur
35663 Fingal Line
Fingal ON N0L 1K0
PH : 519 769-2010 FAX : 519 769-2837

Totals by Type
From Jan 1 24 to Dec 31 24

Response Type	# of Incidents	% of total	Incident Hours	Staff Hours	Average # of Responding Personnel	Average Response Time	\$ Loss
Fire	13	5.37	25 h 28m	362 h 21m	14.6	11:13	231,000
						\$ Saved:	595,000
NO LOSS OUTDOOR fire (se...	5	2.07	5 h 25m	46 h 51m	8.6	09:10	
Overheat (no fire, e.g. engines,...	3	1.24	2 h 30m	23 h 31m	10.3	10:44	
Open air burning/unauthorized...	3	1.24	2 h 50m	36 h 27m	12.3	10:59	
Other Cooking/toasting/smoke...	3	1.24	3 h 2m	49 h 22m	18.0	10:26	
Other pre fire conditions (no fi...	2	0.83	1 h 20m	5 h 52m	4.5	10:53	13,500
Alarm System Equipment - M...	13	5.37	13 h 1m	157 h 1m	11.9	09:41	
Alarm System Equipment - Ac...	4	1.65	2 h 20m	21 h 34m	8.5	11:27	
Human - Perceived Emergency	2	0.83	1 h 20m	27 h 21m	13.0	10:45	
Human - Accidental (alarm ac...	6	2.48	3 h 40m	22 h 29m	6.2	12:37	
Authorized controlled burning...	4	1.65	2 h 12m	6 h 24m	3.5	07:58	
CO false alarm - perceived em...	1	0.41	0 h 49m	7 h 21m	9.0	10:17	
CO false alarm - equipment m...	5	2.07	6 h 32m	52 h 21m	8.6	09:44	
Gas Leak - Natural Gas	1	0.41	1 h 3m	19 h 57m	19.0	16:13	
Ruptured Water, Steam Pipe	1	0.41	0 h 47m	7 h 53m	11.0	15:52	
Power Lines Down, or Arcing	1	0.41	1 h 52m	14 h 57m	16.0	11:08	
CO incident, CO present (exc f...	1	0.41	2 h 5m	21 h 17m	11.0	07:48	
Animal rescue	1	0.41	1 h 12m	12 h 14m	12.0	14:45	
Vehicle Extrication	3	1.24	4 h 45m	50 h 50m	11.0	08:32	
Vehicle Collision	36	14.88	75 h 42m	396 h 22m	9.4	11:10	
Persons Trapped in Elevator	1	0.41	1 h 27m	21 h 0m	17.0	08:07	
Rescue no action required	5	2.07	3 h 44m	22 h 20m	6.8	11:18	
CPR administered	3	1.24	3 h 40m	22 h 18m	7.0	10:02	
Asphyxia, Respiratory Condit...	9	3.72	4 h 33m	17 h 17m	3.9	08:34	
Chest pains or suspected heart...	25	10.33	15 h 10m	63 h 40m	4.4	08:52	
Burns	1	0.41	0 h 31m	2 h 4m	4.0	07:55	
Vital signs absent, DOA	4	1.65	5 h 13m	20 h 25m	4.0	06:22	
Alcohol or drug related	5	2.07	4 h 32m	22 h 33m	5.0	08:11	
Accident or illness related - cu...	9	3.72	7 h 34m	41 h 34m	5.3	08:36	
Medical/resuscitator call no ac...	48	19.83	26 h 44m	113 h 33m	4.3	09:56	
Other Medical/Resuscitator Call	9	3.72	4 h 42m	21 h 58m	4.6	08:47	
Call cancelled on route	13	5.37	4 h 0m	11 h 17m	1.4	09:07	
Incident not found	1	0.41	1 h 13m	4 h 44m	4.0	07:18	

Totals by Type
From Jan 1 24 to Dec 31 24

Response Type	# of Incidents	% of total	Incident Hours	Staff Hours	Average # of Responding Personnel	Average Response Time	\$ Loss
Assistance not required by oth...	1	0.41	0 h 29m	0 h 29m	1.0	07:45	
Total Number of Responses	242		241 h 27m	1,727 h 37m	7.0	09:57	244,500
						\$\$ Saved:	595,000



TOWNSHIP OF SOUTHWOLD

Report to Council

MEETING DATE: June 9, 2025

PREPARED BY: Paul Van Vaerenbergh, Public Works Superintendent

Brent Clutterbuck, Drainage Superintendent

Mike Taylor, Manager of Environmental Services

Aaron VanOorspronk, Director of Infrastructure and Development Services

REPORT NO: IDS 2025-28

SUBJECT MATTER: Activity Report for Infrastructure and Development Team - May 2025

Recommendation:

1. None – For Council Information.

Purpose:

The purpose of the report is to update Council on the Infrastructure and Development Services team activities for May 2025.

Development:

- Ongoing support for the Talbotville Fire Station, addressing drainage issues at the Wallis Drain crossing under Sunset. The contractor provided a quotation to complete the works, the County is disputing the cost of that replacement and the works have been deferred to County control. Coordinated utility disconnects, demolition began June 2 Phase 2 site work to begin June 9th.
- Bi-weekly meetings for the Shedden WWTP, met with LTVCA there is interest in collaborating on plantings and restoration efforts in the Open Space and undeveloped areas.
- Bi-weekly and ongoing project management for the Union Road Sanitary Sewer construction.
- Coordination with the County for the Fingal Reconstruction design. 50% of drawings for the project have been submitted. Project scope has expanded to include all of Mill Park to address storm sewer replacement down the natural drainage routes.
- Issued the Iona Road Culvert awarded, Dutton-Dunwich approved, contract with contractor for signing

- Coordination of easement and drawing reviews for Thomas Road.
- Attended the EDC meeting. The committee is taking a summer break from meeting.
- Continued various land acquisition and disposal efforts. Legal is working on agreements for the shared SWM facility in Shedden, the Commercial Plaza, and the Old Firehall.
- Continued work toward completing the EA for the expansion of the Talbotville Wastewater Treatment Facility. MECP has raised concerns about the proposed treatment volumes. The Township's engineering team to provide a quotation for the completion of a stream study.
- Continued coordination on the new Public Works Building. Work is progressing well, steel is being erected, utilities arranged, several trades will begin work in June, aiming for an August/September occupancy.
- Sent comments to the County regarding the Transportation Master Plan.
- Completed Indigenous Consultation and Financial Recording for the HEWSF Grant. Completing records on this grant will be substantial work as we progress the Ministry requests a lot of detailed information.
- Received notification the Township was not successful in its grant application to Intact.
- Ongoing work with the project team for the Talbotville Wastewater Facility expansion. The project management team is completing financial analysis for the different delivery options.
- Worked with legal and surveyors to submit plans for land acquisition for park expansion, PRV chamber, and storm outlet on Thomas Road.
- Pre-Consultation with two developments in Fingal.
- Completed consent and planning application reviews.
- Onboarded the County planning team; working on draft agreements for 4431 Union Road, 4400 Thomas Road, and 35743 Horton Street.
- Completed detailed design review for subdivision on Thomas Road.
- Review of Horton Drain Replacement, and sidewalk extension drawings. Reviewed and approved SWM facility concept for the Horton Street development, in partnership with LTVCA.
- Continued work with the consultant on the Development Charges study update.
- Ongoing coordination for the Parks and Trails Master Plan, online survey has closed. Consultant will compile the results, staff hope to bring a report to Council with feedback received, and gather Council feedback for inclusion in the plan.
- Continued coordination with LTVCA on various projects.
- Tree planting completed on Iona Road.

- Continued discussions with the Thames Valley District School Board regarding potential school locations.
- Worked with Rosy Rhubarb to complete mapping and organization of the Rosy Fun Run, significant staff time was spent on assisting with this, the GIS department likely spent 12-16 hours preparing, revising and re-revising the map for the run.
- Worked with Finance and Water to complete drafts of updated water, wastewater and stormwater policies.
- Worked on Various HR matters
- Posted for a permanent position in the Public Works Department, interviews ongoing, to be completed June 4.
- Met with the planning consultant drafting the Shedden Downtown concept
- Reviewed Insurance Risks
- Met with Health and Safety consultant, completed first health and safety walk through of the works buildings, significant issues to address, staff are working through them now
- Discussed the shared SWM facility in Fingal, with developers, County and design team staff will bring a report recommending we proceed with a shared facility for the host of benefits it would provide.
- Met with City to discuss their survey results from their Parks and Trails Master Plan.

Total list of active subdivision/site plan files is shown below:

Development Files	New this Month	Stage of Development Process	Settlement Area
Talbotville Meadows Phase 1		Residential build out	Talbotville
The Clearing		Working towards assumption	Talbotville
Enclave Phase 1		Residential build out almost complete, working towards request for assumption	Talbotville

Development Files	New this Month	Stage of Development Process	Settlement Area
Florence Court		Residential build out, working towards request for assumption	Ferndale
Talbotville Meadows Phase 2		Working towards preliminary acceptance	Talbotville
40134 Talbot Line		Site plan agreement	Talbotville
McBain Line		Draft plan, working towards engineering submission	Ferndale
35743 Horton Street (Stoss)	Worked with design team for water modelling, stormwater, drainage works and site grading activities to commence in summer	Detailed Design	Shedden
4509 Union Road (Turville)		Working towards registration of subdivision	North Port Stanley
8068 Union Road		Studies, preparing for draft plan submission	Fingal
10247 Talbotville Gore Road		Studies, preparing for site plan	Talbotville
Talbotville Meadows Blocks 177 & 178	Received signed SPA	Pre-Consultation	Talbotville
4324 Thomas Road	Completed Detailed Review sent back for final revisions	Studies, preparing for draft plan submission	North Port Stanley
7882 Union Road		Pre-Consultation	Fingal
11085 Sunset Road		Pre-Consultation	Talbotville

Development Files	New this Month	Stage of Development Process	Settlement Area
35556 Fingal Line		Background information	Fingal
North of 9877 Union Road		Pre-Consultation	Shedden
Teetzel Development		Background information	Shedden
8115 Union Road		Consultation	Fingal
Field north/east of John Street		Consultation	Shedden
11570 Wonderland Road (Marcel Equipment)		Construction	Talbotville
11432 Sunset Road		Pre-Consultation	Talbotville
36391 Talbot Line	Completed SPA	Construction	Shedden
7985 Church Street	Completed Pre-Consult with the County	Pre-Consultation	Fingal

Infrastructure:

a) Water and Sanitary:

- OCWA contract negotiations ongoing for water and wastewater operations. Waiting for their proposal.
- 88 locates were completed for various contractors and landowners in May. 397 locates received to date.
- Water main leak repair completed in front of Southwold Public School. Restoration of asphalt entrance to be completed after School is closed for summer.
- 3 existing water meters were replaced in May. 31 meters/assemblies replaced in 2025.
- Three remaining smart hydrants received from supplier. Scheduled for installation June 10th. 2025 capital project.

- Staff working on emptying equipment/materials from old water shop in Shedden. Temporary location of materials/equipment will be in building (old firehall) at main works yard.
- OCWA spring flushing and inspection completed in May. All hydrants operational.
- Coordination and meetings ongoing for St. Thomas Secondary Waterline shutdown. Scheduled date is July 11/12. Staff developing temp. Water supply plan with OCWA and member municipalities and City of St. Thomas.
- RFQ's released for sewer cleaning and inspection in Talbotville and new water service and hydrant on Talbot Line.
- WWTP EQ tanks cleaned in May. Significant debris and ragging observed in wetwell. Staff recommend that frequency of cleaning be increased from twice annually to at least three to four times per year.
- PRV valve replaced at John Wise Line and Fingal. PRV valve had failed and had a history of operational problems. Valve supplier set and calibrated PRV. Downstream pressures have dropped by about 20 PSI.
- New service installation completed at 33729 Fingal Line.
- Final Reads completed.
- Building meter assemblies for new connections and repairs.
- All water system dead-ends flushed in May.

b) ***Roads and Bridges:***



- Gravel renewal program has Continued with gravel applied to Mill Rd, Lyle Rd, Begg Rd, Middle River Rd, Coon Rd, Cattnach Line, Iona Rd, and Burwell Rd
- Bush line from Munroe to Ashmore as well as Begg Rd from John Wise to Bush Rd were pulverized in preparation for surface treatment in June
- Longhurst from Mill to John Wise and John Wise to Highway 3 were pulverised, built up with additional gravel and paved
- Oneida and McDiarmid were used by heavy dump trucks as a haul route for the Shedden sanitary project required almost daily attention and sub excavating soft spots and backfilling with granulars.

2025 Capital Project Process:

2025	Budget	Actual	Status/Comment
Water and Sewer			
Shedden Wastewater Treatment Plant			Stage 2 Arch to be completed, final design review scheduled for April 22, MECP submission targeting end of April, permission to haul to Talbotville issued by the MECP

2025	Budget	Actual	Status/Comment
Talbotville Wastewater Treatment Plant			Colliers writing the RFP
South Shedden Sanitary Sewers	\$3,663,048.41		Construction underway, ground and weather conditions are less than ideal, resulting in a temporary full closure of Union Road
North Shedden Sanitary Sewers			Detailed Design and Geotechnical Investigations Underway
Roads			
Shady Lane Sidewalk	\$15,000		To Council for Award
Edge Repairs – Scotch Line	\$50,000		
Rehabilitation John Wise Line and Longhurst Line	\$900,000	\$817,658	Awarded Construction Underway, Paving Scheduled End of May
Scotch Line Resurfacing	\$175,000		Awarded
Thomas Road Construction	\$2,060,000		60% Submission Review Complete, awaiting Tender Package
Bush Line Rehabilitation	\$150,000		Awarded
Public Works Building	\$4,800,000		Footings poured, wall pours under way, steel erection scheduled for mid-May
Bridges/Culverts			
Scotch Line Culvert Replacement	\$450,000		Detailed Design Underway
Lyle Bridge Rehabilitation	\$200,000		Consultant completing deck investigation
Iona Road Culvert Replacement	\$30,000		To Council for Award

c) *Drainage:*

Drains Before Council:

Construction:

- **Gregory Drainage Works (2023):** Gregory drain construction was completed June 3rd.
- **Taylor Drain:** Robinson Farm Drainage awarded contract. The encroachment permit to work within the 401 right of way has been received from MTO. Construction is planned for this summer or fall
- **Ryan Drain (Sept 19):** We are now waiting for the completion certificate from the developer's engineer to confirm that the drain has been constructed as designed. Once the certificate is received Council will finally pass the by-law

With the Engineer:

- **Best Drain (2024)** Meeting to review the proposal of the engineer was held on April 16th. The Engineer was asked to look at some other options and provide costing to landowners
- **Bowlby Futcher Drain (2024)** Meeting to review the proposal of the engineer was held on June 3rd, 2025
- **Jones Drain (2024)**
- **Edison Drain (2024)**

For the other three above drains, meetings to review the proposal of the engineer will be arranged in the next few months.

- **Third Line – Magdala Drain (formerly Con 3, Lot 5 Drain): (June 12):**
Council returned to Engineer.
- **Bogart Drain Ext. (Dec 15):** The proponent has asked that this drain be put on hold for the time being.

- **Maintenance:** Work being assigned to contractors as requests coming in. Drainage Superintendent has been out in the field looking at maintenance requests, reviewing contractor work and fielding landowner questions.

Conference/Training:

2024 Capital Project Process:

Gregory Drainage Works – Special Assessment waterline	\$27,800
Gregory Drainage Works – Boxall Road	\$389.00
Taylor Drain – 4 th Line	\$664.00

Financial and Resource Implications:

None.

Strategic Plan Goals:

The above recommendation helps the Township meet the Strategic Plan Goal of:

- ☐ Managed Growth
- ☐ Welcoming and Supportive Neighbourhoods
- ☐ Economic Opportunity
- ☒ Fiscal Responsibility and Accountability

Respectfully Submitted by:

Infrastructure and Development
Services Team

Approved for Submission by:

Jeff Carswell
CAO/Clerk



TOWNSHIP OF SOUTHWOLD

Report to Council

MEETING DATE: June 9, 2025

PREPARED BY: Aaron VanOorspronk, Director of Infrastructure and Development Services

REPORT NO: IDS 2025-29

SUBJECT MATTER: Fingal Regional Stormwater Management Facility

Recommendations:

1. That Council endorse the concept of a regional stormwater management facility for the Village of Fingal, located in the Fingal Ball Park.
2. That Council authorize a budget of \$1,500,000 for storm sewer upsizing and construction of the facility.
3. That Council authorize the costs be recovered through direct charges to tributary development lands under Section 326 of the Municipal Act.

Purpose:

To seek Council approval to proceed with the design and construction of a regional stormwater management facility in the Village of Fingal and to confirm the financing mechanism for the project through direct benefitting charges.

Background:

The revitalization of the underutilized green space in Fingal Ball Park has previously been considered by Council through reports ENG 2024-03 and ENG 2025-05, in connection with two Trillium Grant applications. These applications proposed improvements centred around the construction of a stormwater management facility that would serve as both a functional asset and a recreational focal point, including a looped network of paved walking trails.

This concept was reviewed on-site with representatives from the Lower Thames Valley Conservation Authority (LTVCA), who expressed strong support for the project. LTVCA also offered assistance with grant applications, design input, native plantings, and interpretive signage. In addition, the Elgin Stewardship Council indicated an interest in participating in the project.

While grant applications specific to the facility have not yet been successful, the Township and the County of Elgin have secured grant funding to reconstruct Fingal and extend servicing to the area although not grant eligible the scale of the project further enhances the feasibility of the regional facility.

Separately, members of the development community have expressed interest in partnering on a shared facility, recognizing the benefits to lot yield, simplified approvals, and reduced costs. Existing commercial and residential lands in the Township, such as the commercial parcel at Union Road and Fingal Line, have limited site footprints that make it difficult to meet stormwater quantity and quality requirements independently. A shared facility would provide a practical and compliant alternative.

This convergence of public and private interests presents a unique opportunity for the Township to pursue a project with substantial community, environmental, economic, and social benefits. Given this momentum, Township staff engaged with developers, the County, and the design team for the Fingal reconstruction. All parties support this approach, which offers a holistic solution for managing stormwater while providing cost savings and public amenities.

A conceptual framework has now been developed and is presented to Council for endorsement. While the framework still requires formalization through a bylaw, engineering design, and detailed financial costing, staff seek Council's endorsement of the concept to provide direction for further development. Given the timelines associated with related grant funding, timely endorsement will enable the project team to move forward without delay.

Appendix "A" to this report includes the concept plan and preliminary cost estimate.

Financial Implications:

The preliminary project budget is estimated at \$1,500,000 for storm sewer upsizing and the design and construction of the stormwater facility within Fingal Ball Park.

Funding for this project is proposed to be recovered on a proportional basis using each property's contributing area, based on stormwater runoff. These costs would be charged directly to benefiting development lands under Section 326 of the Municipal Act, 2001, enabling recovery from properties that derive direct benefit from the facility.

The County and Township would each contribute their proportional share of costs through the construction phase. Staff will also explore opportunities for co-funding the

recreational and naturalization components of the project through applicable grant programs and partnerships with LTVCA and Elgin Stewardship Council.

Comment/Analysis:

Benefits of a Regional Facility vs. Individual Systems:

- **Cost Efficiency:** A single regional facility reduces the need for multiple small-scale systems, lowering both capital and long-term maintenance costs. Savings up to 50%, especially for small business development on existing land.
- **Regulatory Simplicity:** A centralized facility allows the Township to bring all existing municipal roads into compliance with the Consolidated Linear Infrastructure Environmental Compliance Approval (CLI-ECA). Future storm sewer replacements will not require individual treatment or site-specific solutions.
- **Enhanced Functionality:** Regional SWM systems better accommodate major storm events, improving both flood control and water quality performance.
- **Support for Infill and Small Business Development:** Small commercial and infill developments will benefit from having a shared system for stormwater control, removing a key barrier to development and lowering capital and operational costs. Savings of at least 50% for commercial business in the downtown area of Fingal.
- **Land Use Efficiency:** A larger, centralized facility uses land more efficiently than multiple small facilities and preserves more developable land within each individual project.
- **Site Plan Efficiency:** Developments using the pond would not have to submit a report, design and construct an onsite SWM facility, Evelyns struggled with this as an example, if that property was serviced by a regional facility, pay the fee and connect, at a cost reduction of 50% as compared to onsite.

Recreational and Environmental Integration:

The facility design includes a looped multi-use trail around the stormwater pond, providing opportunities for walking, jogging, cycling, and birdwatching. Trails are consistently the most used recreational feature in municipal inventories, a trend echoed in local engagement efforts and surveys.

The project will prioritize native plantings, pollinator-friendly species, and tree cover for shade and biodiversity. Educational signage and immersive natural features will create a unique destination for residents, visitors, and school groups.

Subject to final design feasibility, the pond may also support non-motorized water-based activities, such as canoeing, paddleboarding, fishing, birdwatching, or winter skating—offering four-season value.

Optimization of Township-Owned Land:

The green space at Fingal Ball Park is a largely underused municipal asset. Its proximity to the Fowler Drain and generous size make it an ideal location for a dual-purpose facility that combines essential stormwater services with enhanced recreational opportunities. A future trail connection with Shedden would further increase regional accessibility and value.

Cost Recovery:

Staff will work with the engineering consultant to prepare a bylaw to recover costs through direct benefit charges to individual development properties. This bylaw will include a rate for future consents and infill development to ensure equitable cost sharing.

As the Township would initially carry the project costs, the bylaw will include an appropriate interest charge to ensure that carrying costs are fully recaptured over time.

Financial and Resource Implications:

This project will have a significant initial financial impact and may require the Township to carry costs for a period of time, although a regional facility will provide cost benefits for all stakeholders. While providing many benefits, coordination of projects such as this that involve many stakeholders, with sometimes disparate needs and objectives can be challenging for staff to manage. A project such as this will take considerable time, from a variety of staff including Engineering, Development, Drainage, Finance, etc.

Strategic Plan Goals:

The above recommendation helps the Township meet the Strategic Plan Goal of:

- ☒ Managed Growth
- ☐ Welcoming and Supportive Neighbourhoods
- ☐ Economic Opportunity

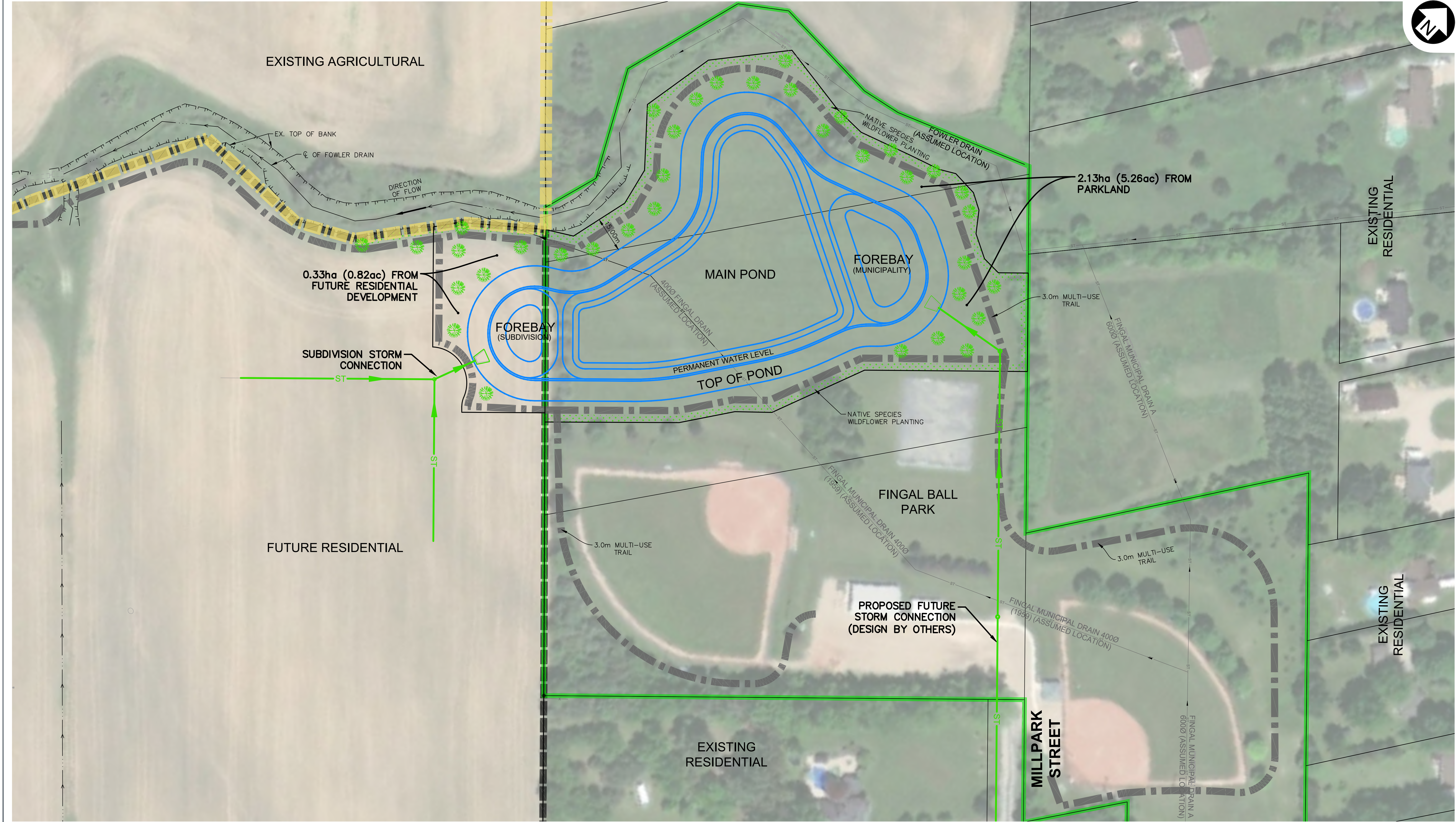
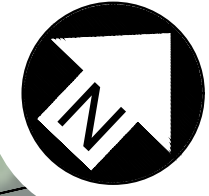
☒ Fiscal Responsibility and Accountability

Respectfully Submitted by:

Aaron VanOorspronk, L.E.T.
Director of Infrastructure and
Development Services

Approved for Submission by:

Jeff Carswell
CAO/Clerk



LEGEND

- 35556 FINGAL LINE BOUNDARY (THE LUYKS GROUP INC.)
- MUNICIPAL PARK LANDS BOUNDARY (SOUTHWOLD TOWNSHIP)
- PROPOSED STORMWATER MANAGEMENT POND
- 3.0m MULTI-USE TRAIL
- ST

EXISTING MUNICIPAL DRAIN
- FINGAL DESIGNATION LIMIT
- PROPOSED TREE PLANTINGS
- NATIVE SPECIES WILDFLOWERS
- PROPOSED STORMWATER MANAGEMENT POND

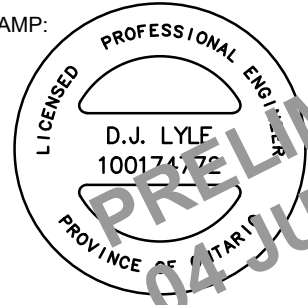
CONSULTANT:

CJDL
Consulting Engineers



Civil & Mechanical Limited
P.O. Box 450, 261 Broadway
Tillamook, Oregon, 97141-0450
Tel: 503-838-1000
Fax: 503-838-1001
cjd@cjdleng.com

STAMP:



REVISION

#	DESCRIPTION	DATE	BY
1	ISSUED FOR TOWNSHIP COUNCIL REPORT	4 JUNE 2025	DJL

FINGAL REGIONAL SWM FACILITY CONCEPT

CONTRACT #:

21037

SCALE:

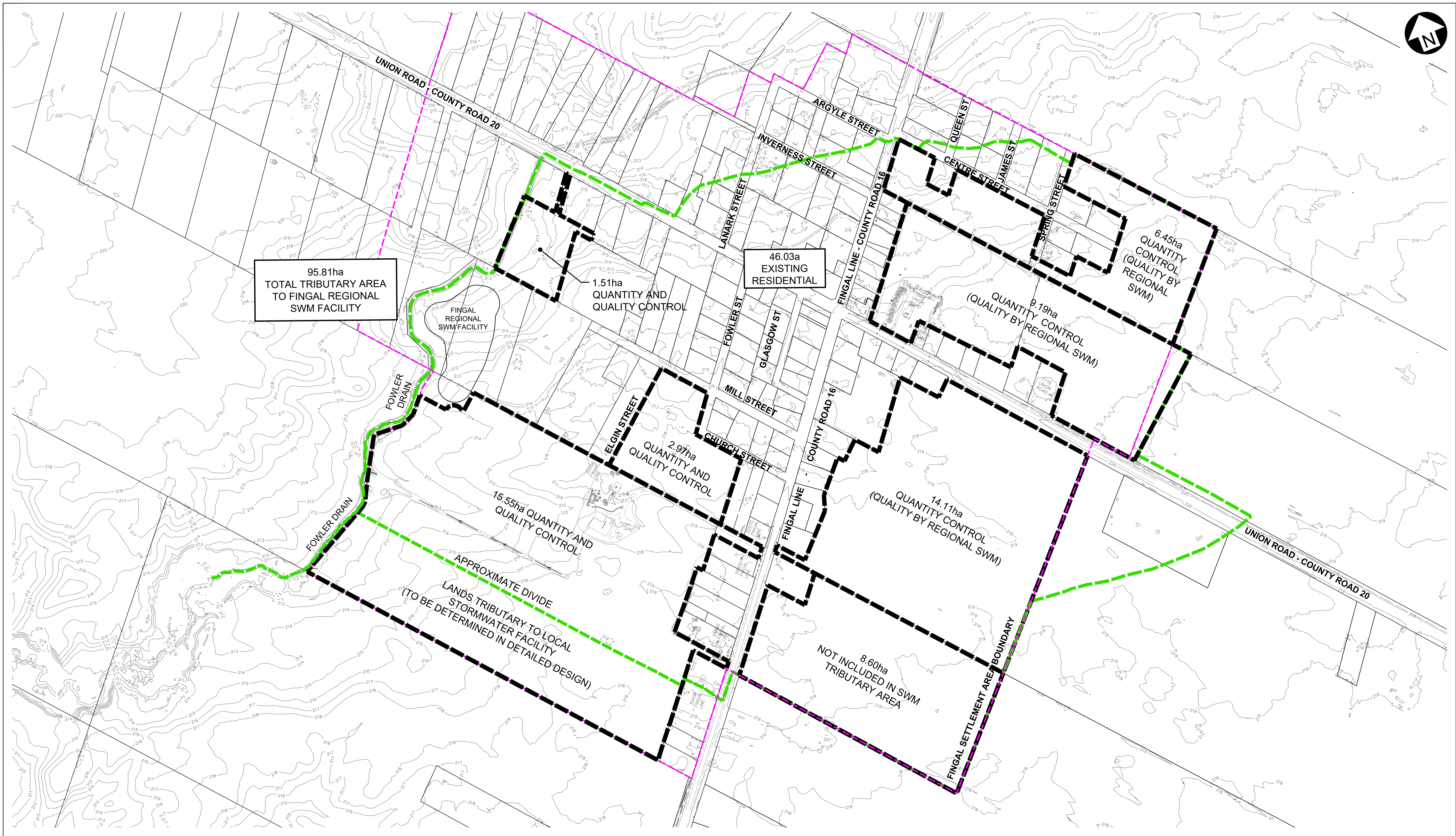
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PROJECT NAME:

35556 FINGAL LINE
RP 11M-XXX
TOWNSHIP OF SOUTHWOLD

DRAWING #:

1



LEGEND

- ST PROPOSED STORM SEWER
- ST EXISTING STORM SEWER
- ST FUTURE STORM SEWER
- PROPOSED MANHOLE, EXISTING/FUTURE
- PROPOSED CATCHBASIN, EXISTING/FUTURE
- LIMIT OF DRAINAGE AREA
- DESIGNATION LIMIT

METRIC CONTOUR ELEVATIONS IN METRES
(BY CJDJL SITE SURVEY)

CONSULTANT:
CJDJL
Consulting Engineers

STAMP:
PROFESSIONAL ENGINEER
D.J. LYLE
100174772
PROVINCE OF ONTARIO

REVISION			
1	ISSUED FOR TOWNSHIP COUNCIL REPORT	4 JUN 2025	DJL
#	DESCRIPTION	DD/MM/YYYY	BY

FINGAL REGIONAL SWM FACILITY STORM DRAINAGE SYSTEM AND AREAS

CONTRACT #: 21037
PROJECT NAME: 35556 FINGAL LINE RP 11M-XXX TOWNSHIP OF SOUTHWOLD
SCALE: 1:3000
DRAWING #: ---



TOWNSHIP OF SOUTHWOLD

Report to Council

MEETING DATE: June 9, 2025

PREPARED BY: Aaron VanOorspronk, Director of Infrastructure and Development Services

REPORT NO: IDS 2025-30

SUBJECT MATTER: Building Faster and Smarter Act 2025

Recommendation:

1. That Council authorize the staff to submit comments to the Ministry of Municipal Affairs and housing regarding the Building Faster Smarter Act.

Purpose:

This report seeks to provide staff analysis and comments on sections of the Building Faster and Smarter Act, 2025, that are pertinent to the Township of Southwold.

Background:

On May 12, 2025 the Minister of Municipal Affairs and Housing introduced the *Protect Ontario by Building Faster and Smarter Act 2025*. The aim of the legislation is to remove perceived barriers to housing construction in Ontario. Bill looks to amend several pieces of existing legislation for the sake of this report staff will focus only on those with a direct impact on the Township of Southwold. Staff have attached the correspondence to the report as Appendix "A" and the Technical Briefing as Appendix "B".

Comment/Analysis:

Changes to the MTO and Road Building Standards:

The proposed legislative changes aim to harmonize road-building standards across the province. While many municipalities already rely on the Ontario Provincial Standard Specifications (OPSS), these are typically supplemented with localized adjustments to suit specific community needs. This practice is followed in the Township of Southwold.

In contrast, larger urban centres often adopt their own road construction standards, informed by past experience and tailored to more complex challenges such as higher traffic volumes, utility conflicts, diverse user needs, and variable ground conditions. For

example, applying Southwold's rural road-building practices in an urban centre like London would be impractical due to these differing conditions.

If the provincial objective is to reduce the cost of road construction, facilitating the extraction of granular materials by expanding and streamlining the approval of aggregate sources would have a more significant impact. Staff strongly support the streamlining of the Corridor Management System.

Recommendations:

- Establish a fast-track approval process for gravel pits located in rural areas, where access to suitable roads exists and residential impacts are minimal.
- Expedite pit expansion applications where the proposal involves extending operations into adjacent properties.
- Limit delegations at public meetings for zoning or pit approvals to those directly impacted (e.g., neighbouring properties or those within a defined radius).
- Restrict municipal council authority to deny gravel pit applications unless demonstrable and unmitigated impacts can be proven.
- In municipalities with centralized water systems and no reliance on private wells, simplify the process for gravel extraction below the water table.
- Set firm timelines for comment periods under the Corridor Management System; if no comments are submitted within the prescribed period, permits should be automatically issued.

Comments on the Changes to the Development Charges Act:

The proposed amendments include the establishment of a new regulatory authority, introducing further complexity into the Development Charges (DC) process. Rather than adding layers of bureaucracy, if the intent is to reduce housing costs, the Province should consider direct financial support in lieu of DCs. This approach would relieve both developers and municipalities of risk, as well as upfront capital costs and the significant carrying costs.

Historical market trends suggest that housing is priced at what the market will bear, not based on actual cost plus a reasonable margin. Therefore, if developers are to benefit from DC exemptions or relief, there should be a requirement for transparency in pricing—specifically, disclosing the actual cost to build versus the final sale price.

The proposal to create a regulatory authority responsible for defining “local services” versus DC-eligible services could unintentionally shift more costs onto municipalities. If a developer is prepared to build, but the municipality is not in a financial position to

advance infrastructure projects, the question remains: who covers the gap? This raises concerns about whether development timelines will begin dictating municipal capital planning priorities.

Deferring DC payments until occupancy increases the risk of missed collections. While the establishment of financial securities could mitigate this risk, municipalities should be empowered—specifically through their Chief Building Officials—to withhold occupancy permits until all outstanding fees, including DCs, are paid.

The creation of an additional regulatory body to manage DC exemptions adds unnecessary red tape. Empowering local Councils to grant exemptions, with clear policy guidance, would be a more effective solution.

Recommendations:

- Authorize Chief Building Officials to withhold occupancy permits if development charges or other fees remain unpaid.
- Introduce low- or no-interest loan programs for growth-related infrastructure (e.g., roads, water, wastewater) with flexible repayment terms. Exclude these loans from municipal debt limits. Loan issuance is subject to credible development interest (e.g., draft plan submissions) to offer reasonable guarantees of repayment through DCs and connection fees.
- Mandate developers to publicly disclose the true cost of a housing unit alongside its sale price, to ensure transparency and that cost savings are passed on to homebuyers.
- Retain the definition of local services as a municipal responsibility to account for contextual differences and protect local autonomy.

Comments on Changes to the Planning Act:

The proposed legislation would limit the number of studies municipalities may require before draft plan approval. Staff are generally supportive of streamlining requirements, particularly in areas like archaeological assessments. A screening protocol—rather than a mandatory Stage 2 study—could expedite review timelines. If artifacts are found during initial screening, a full Stage 2 study should be triggered and conducted by a licensed archaeologist. This screening process should address the diminishing use of ploughing, and focus on test pits or other methods to allow for a study to be completed during any season.

The suggestion to eliminate the need for certain minor variances warrants further clarification. The concept challenges the purpose of a minor variance process, especially when those variances may conflict with other legislative requirements, such as minimum access setbacks. A more straightforward solution would be for developers to apply appropriate zoning from the outset.

Streamlining school site approvals is strongly supported, particularly given the Township's recent experience with the challenges of this process.

Concerns remain regarding off-grid modular wastewater treatment systems. Based on the Township's experience, such systems are often unsustainable in the long term. If permitted, developers should be required to secure the ongoing operation and financial viability of these systems through default insurance or perpetual security bonds. Responsibility must remain with the original developer—not a subsidiary or holding company—to avoid the common issue of municipalities inheriting failed private infrastructure systems, while the original developer escapes with limited or no liability.

Recommendations:

- Collaborate with the Ontario Archaeological Society to develop a property risk assessment and screening process that eliminates the need for traditional ploughing practices, relying instead on walk-throughs and spot testing. Stage 2 studies would be triggered upon discovery of significant artifacts.
- Fully support the streamlining of school approval processes.
- Disallow off-grid, modular wastewater treatment facilities unless the proponent provides long-term financial security (e.g., default insurance, performance bonds) to cover municipal takeover costs in the event of failure. Responsibility must remain with the original developer, not a shell or subsidiary entity.

Other Comments – Watson & Associates

Also attached to this report as Appendix "C" are comments from Watson & Associates. Watson provides a range of services to municipalities, particularly with respect to Development Charges, Financial Analysis and Modeling, and Land Economics.

Financial and Resource Implications:

There are no financial or resource implications at this time.

Strategic Plan Goals:

The above recommendation helps the Township meet the Strategic Plan Goal of:

- ☒ Managed Growth
- ☒ Welcoming and Supportive Neighbourhoods
- ☒ Economic Opportunity
- ☒ Fiscal Responsibility and Accountability

Respectfully Submitted by:

Aaron VanOorspronk, L.E.T.
Director of Infrastructure and
Development Services

Approved for Submission by:

Jeff Carswell
CAO/Clerk

**Ministry of
Municipal Affairs
and Housing**

**Ministère des
Affaires municipales
et du Logement**



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234-2025-2204

May 13, 2025

Dear Head of Council,

On May 12, 2025 I introduced the *Protect Ontario by Building Faster and Smarter Act, 2025* ([Bill 17](#)). Through this legislation, and other changes, we are responding to recommendations and requests from municipal leaders to make it easier and faster to build new homes and infrastructure Ontario needs like transit, roads, water, and wastewater systems.

The bill contains bold actions to protect Ontario from the Ministry of Municipal Affairs and Housing, the Ministry of Infrastructure and the Ministry of Transportation. Details about the range of measures can be found in the [news release](#).

Building Code Act – Ministry of Municipal Affairs and Housing

Schedule 1 of the Bill proposes changes to the *Building Code Act* which include:

- Adding a provision to clarify that municipalities do not have the authority to create or enforce their own construction standards.
- Eliminating the requirement for a secondary provincial approval of innovative construction products for products that have already undergone a “Canadian Code Compliance Evaluation” by the federal Canadian Construction Materials Centre ([25-MMAH0042](#)). Comments can be made through the Regulatory Registry of Ontario (RR) from May 12, 2025, to June 11, 2025.

Development Charges Act – Ministry of Municipal Affairs and Housing

Schedule 4 of the Bill proposes changes to the *Development Charges Act, 1997*, to standardize the development charge (DC) methodology and framework and improve predictability of costs, include:

- Creating a regulation-making authority to merge service categories for DC credits.
- Creating a regulation-making authority to specify what constitutes a “local service.”
- Expanding the DC deferral to non-rental residential developments. Related changes include:

.../2

- Providing municipalities authority, in circumstances set out in regulation, to require financial security for payment of deferred DCs for non-rental residential developments; and
- Removing authority for municipalities to charge interest on any legislated DC deferral amounts.
- Enabling municipalities to make any changes to their DC by-laws for the sole purpose of reducing DCs or removing indexing without undertaking certain procedural requirements.
- Creating a regulation-making authority to prescribe exceptions, including conditional exceptions, to capital costs that are eligible to be recovered from DCs.
- Providing that the frozen DC rates on a development would not be applicable if the current DC rates in effect would result in a lower payment.
- Exempting long-term care homes within the meaning of subsection 2 (1) of the *Fixing Long-Term Care Act, 2021* from municipal DCs.

We are interested in receiving your comments on these proposed measures. Comments can be made through the Regulatory Registry of Ontario (RR) from May 12, 2025, to June 11, 2025:

- [RR 25-MMAH003](#): Changes to the *Development Charges Act, 1997*, to Simplify and Standardize the Development Charge (DC) Framework.

Planning Act – Ministry of Municipal Affairs and Housing

Schedules 3 and 7 of the Bill propose changes to the *Planning Act* and the *City of Toronto Act, 2006* that would help streamline and standardize municipal development processes. If passed, the proposed changes would:

- Provide authority for regulations to limit municipal complete application studies and provide greater recognition of planning reports prepared by prescribed certified professionals,
- Remove the need for certain minor variances,
- Give the Minister of Municipal Affairs and Housing the authority to impose conditions on a use permitted by a Minister's zoning order, and
- Streamline planning approvals for publicly funded kindergarten to grade 12 schools.

We are interested in receiving your comments on these proposed measures. Comments can be made through the Environmental Registry of Ontario from May 12, 2025, to June 11, 2025:

- [ERO 025-0461](#): Proposed Planning Act and City of Toronto Act, 2006 Changes (Schedules 3 and 7 of Bill 17- Protect Ontario by Building Faster and Smarter Act, 2025).

We are also interested in receiving any comments you may have on associated regulatory changes. The government is undertaking 45-day consultations on the following proposals from May 12, 2025, to June 26, 2025:

- [ERO 025-0462](#): Proposed Regulations – Complete Application (seeking feedback on proposed regulations to address complete application requirements (study/report requirements) and submissions from certified professionals)
- [ERO 025-0463](#): Proposed Regulation – As-of-right Variations from Setback Requirements (seeking feedback on a proposed regulation that would allow variations to be permitted “as-of-right” if a proposal is within 10% of requirements for setbacks from property lines applicable to specified lands)

The Environmental Registry postings provide additional details regarding the proposed changes.

Ministry of Infrastructure Act – Ministry of Infrastructure

Schedule 6 of the Bill proposes changes to the *Ministry of Infrastructure Act, 2011* (MOIA), to provide the Minister of Infrastructure with the authority to request information and data from municipalities and municipal agencies, where needed to support provincially funded infrastructure projects. This would help speed up the delivery of critical infrastructure that our growing communities need, while also supporting jobs and economic growth. Comments can be made through the Regulatory Registry of Ontario ([RR-25MOI003](#)) from May 12, 2025, to June 11, 2025.

Transit-Oriented Communities Act – Ministry of Infrastructure

Proposed changes to the *Transit-Oriented Communities (TOC) Act, 2020*, would reduce barriers to implementing the Transit Oriented Communities (TOC) by:

- Amending the definition of a “Transit Oriented Communities project” to include projects along the GO and LRT network more efficiently,
- Removing OIC approval requirements for any agreements between the Minister (or an entity with delegated powers) and a municipality, and
- Enabling the Minister to delegate certain responsibilities to Infrastructure Ontario for the purpose of developing TOCs.

We are interested in receiving your comments on these proposed changes. Comments can be made through the Environmental Registry of Ontario from May 12, 2025, to June 11, 2025:

- [ERO 025-0504](#): Proposed *Transit-Oriented Communities Act, 2020*, changes to reduce barriers to implementing municipal agreements.

Ministry of Transportation

Schedule 2 of the bill proposes a change to the *Building Transit Faster Act, 2020* (BTFA) that, if passed, would extend the use of the BTFA measures to all provincial transit projects. This change would remove barriers to building transit faster and get shovels in the ground quicker to build major provincial transit projects that connect communities.

A proposed amendment to the *Metrolinx Act, 2006*, permits the Minister of Transportation to request certain information and data from municipalities or municipal agencies necessary to support the development of provincial transit projects or Transit-Oriented Communities projects.

You may provide your comments on the proposed change to the BTFA through the Environmental Registry of Ontario (ERO) notice [ERO 025-0450](#) and the Ontario Regulatory Registry notice ([RR 25-MTO005](#)) and the Metrolinx Act ([RR 25-MTO006](#)) from May 12, 2025 to June 11, 2025.

The government invites you to review the [Environmental Registry of Ontario](#) and [Regulatory Registry of Ontario](#) posting links provided above and share any feedback you may have. If you have any questions, please reach out to my Director of Stakeholder and Caucus Relations, Tanner Zelenko, at Tanner.Zelenko@ontario.ca.

In the face of economic uncertainty, we must protect Ontario by speeding up construction so we can lower housing costs and keep workers on the job. I look forward to continued collaboration with you, our municipal partners, to create the homes that Ontario need today, tomorrow, and in the decades to come.

Sincerely,



Hon. Robert J. Flack
Minister of Municipal Affairs and Housing

- c. The Honourable Kinga Surma, Minister of Infrastructure
 The Honourable Prabmeet Sarkaria, Minister of Transportation
 The Honourable Graydon Smith, Associate Minister of Municipal Affairs and Housing
 Robert Dodd, Chief of Staff, Minister's Office
 Matthew Rae, Parliamentary Assistant, Municipal Affairs and Housing
 Laura Smith, Parliamentary Assistant, Municipal Affairs and Housing
 Brian Saunderson, Parliamentary Assistant, Municipal Affairs and Housing
 Martha Greenberg, Deputy Minister, Municipal Affairs and Housing
 David McLean, Assistant Deputy Minister, Municipal Affairs and Housing
 Caspar Hall, Assistant Deputy Minister, Municipal Affairs and Housing
 Municipal Chief Administrative Officers

TECHNICAL BRIEFING

Protect Ontario by Building Faster and Smarter Act, 2025



**PROTECT
ONTARIO**

Ministry of Municipal Affairs and Housing
May 12, 2025

Ontario 

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Streamlining/standardizing development charges framework

If you need this information in an alternative format, please contact mma.media@ontario.ca

Protect Ontario by building faster and smarter

The Protect Ontario by Building Faster and Smarter Act, 2025, if passed, would remove unnecessary barriers to building, so Ontario can get shovels in the ground faster for vital projects and protect Ontario workers during this time of increasing U.S. tariffs. The package includes legislative and related initiatives to fuel growth, create the conditions for investment, open up new markets and create good-paying jobs, and is the next step in the government's plan to protect Ontario by building a stronger, more resilient economy that can withstand whatever comes our way.

Accelerating transit and provincial infrastructure development

Faster Transit Project Delivery

- Proposed amendments by the Ministry of Transportation to the Building Transit Faster Act (BTFA) would expand the definition of priority transit projects and BTFA measures to all provincial transit projects.

Accelerating Transit-Oriented Community projects

Expanding the scope of TOC projects and reducing red tape to support delivery of the program

- Ontario is proposing to amend the Transit-Oriented Communities Act, 2020 to match similar changes proposed to the Building Transit Faster Act, 2020, to include transit projects along the GO Heavy Rail and Light Rail Transit (LRT) lines as priority transit projects.

Enabling authorities to speed up transportation permitting

Building roads faster

- Ontario will consult with municipalities and stakeholders to develop a framework that will standardize road building specifications and design across the province. That will speed up construction while reducing costs.

Speed up corridor management permits

- By reviewing MTO's corridor management permitting process Ontario will modernize MTO's corridor management approvals process and accelerate the review and issuance of highway corridor management permits.

Streamlining/standardizing municipal development processes and development charges framework

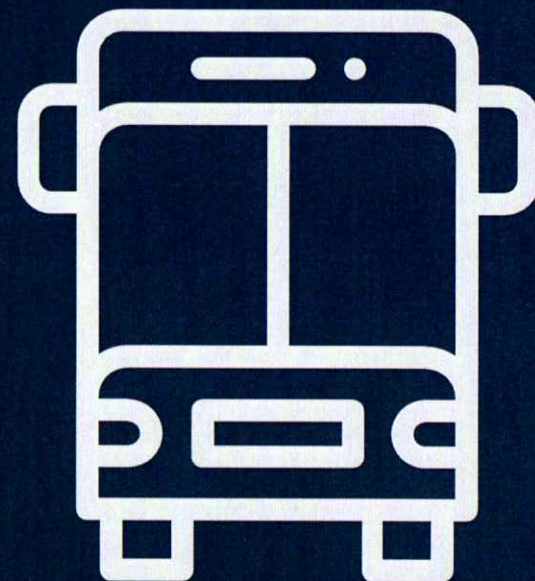
Reduce municipal requirements that impede housing development

- Ontario is proposing measures that, if passed, would: clarify that municipalities do not have jurisdiction to create construction requirements for buildings; reduce the scope and studies municipalities can require for new developments; allow for some variations from zoning by-laws without additional approvals; improve development charges standardization, predictability and transparency.

In the face of economic uncertainty, Ontario is doubling down on its **\$200 billion plan** to build by proposing changes to make it easier and faster to build new homes, and infrastructure like transit, roads, water and wastewater. This will help protect Ontario jobs and communities by encouraging new investment, creating jobs, and increasing Ontario's economic competitiveness.

Accelerating transit and provincial infrastructure development

Ontario is significantly accelerating the delivery of major transit projects by extending measures in the *Building Transit Faster Act, 2020* to all provincial transit projects.



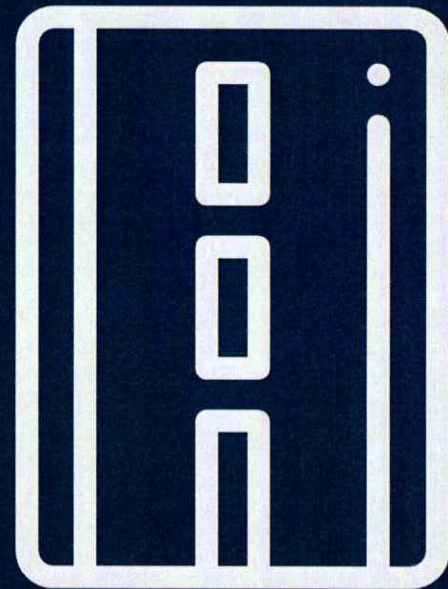
Accelerating transit and provincial infrastructure development

Initiative	Current State	Future State
Changes for Faster Transit Project Delivery	<ul style="list-style-type: none"> The <i>Building Transit Faster Act, 2020</i> (BTFA) was introduced to provide the province with the tools to expedite Priority Transit Project prescribed via regulation. There are currently challenges in meeting project timelines, land access issues, and lengthy approval and notification periods that prevent transit from being built faster. 	<ul style="list-style-type: none"> An amended BTFA and <i>Metrolinx Act, 2006</i> would, upon Royal Assent: <ul style="list-style-type: none"> Expand the applicability of the BTFA measures to all provincial transit projects without needing to prescribe projects via regulation, and Provide the Minister of Transportation, through an amendment to the <i>Metrolinx Act</i>, with the authority to request information and data from municipalities or municipal agencies required to support provincial transit projects or Transit-Oriented Communities projects..
Accelerating Transit-Oriented Communities (TOCs)	<ul style="list-style-type: none"> Minister's Zoning Order (MZO) authority needed to address certainty in land use planning matters affecting TOCs are currently under the authority of the Minister of Municipal Affairs and Housing, splitting accountability for TOC deliverables between ministries. The current definition of TOC is narrowly scoped to priority transit projects, and therefore does not cover, for example, the broader GO network. OIC approval is required to enter into ancillary TOC agreements, which can slow down execution. 	<ul style="list-style-type: none"> By providing this authority to the Minister of Infrastructure, decision-making authority would be better aligned with the Minister accountable for the TOC Program, Amending the <i>Transit-Oriented Communities Act, 2020</i> to match similar amendments proposed to the <i>Building Transit Faster Act, 2020</i> that will include projects on GO transit and LRT lines and enable the designation of TOC lands to apply more broadly. Amending the <i>Transit Oriented Communities Act, 2020</i> to exempt ancillary TOC agreements from requiring OIC approval.
Accelerating provincially funded projects delivery	<ul style="list-style-type: none"> The <i>Ministry of Infrastructure Act, 2011</i> (MOIA) was introduced to provide the scope of work that would fall within the purview and authorities of the Ministry to accelerate and deliver on government infrastructure projects. There are currently challenges in meeting project timelines, resulting in costly delays in meeting project delivery timelines. 	<ul style="list-style-type: none"> An amended MOIA, upon Royal Assent, would provide the Minister with the authority to request information and data from a municipality or municipal agency needed to support infrastructure projects funded in whole or in part by the province.

Enabling authorities to speed up transportation permitting and harmonizing road construction standards

Ontario is reviewing MTO's corridor management permitting process and standards to confirm that the processes and standards are aligned with government policies.

Ontario is also looking to standardize road building standards across the province and consult with municipalities and industry stakeholders on road construction standards.

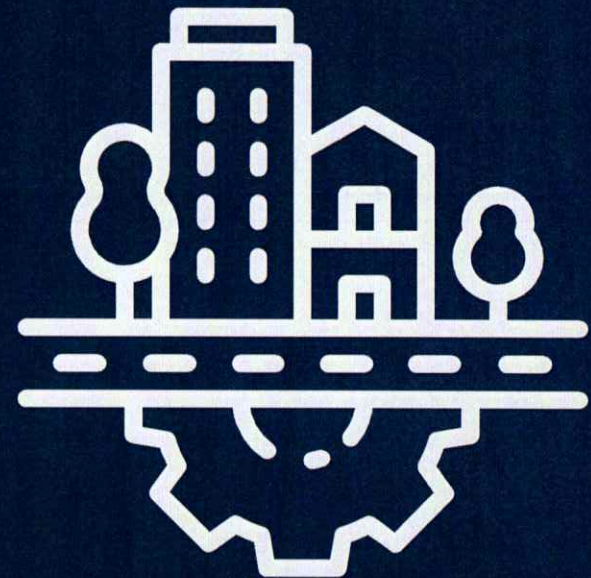


Enabling authorities to speed up transportation permitting and harmonizing road construction standards

Initiative	Current State	Future State
Reviewing Corridor Management Permitting Process and Standards	<ul style="list-style-type: none"> The <i>Public Transportation and Highway Improvement Act</i> (PTHIA) governs the protection and management of provincial highway corridors. MTO's corridor management requirements, standards and processes are based on a balanced risk-based approach that prioritizes public safety, mobility and protecting for future needs of highway corridors. The standards and processes conflict at times with a proponent's preferences for proposed developments. Approximately 2-3% of the 2,000 development proposals processed annually are escalated internally as the developer's preferences conflict with ministry standards, and a mutually acceptable solution is elusive. In these cases, file resolution periods are extended, and projects can be delayed. 	<ul style="list-style-type: none"> MTO to undertake a review of the current Corridor Management process and standards. The purpose of the review is to confirm that the processes and standards are aligned with government priorities and supporting policies. The Ministry will provide options and recommendations, including on highway corridor setback standards, building and land use permits, encroachment permits and access management permits and a proposed implementation plan by the end of July 2025.
Harmonization of Road Construction Standards	<ul style="list-style-type: none"> The road construction industry has advocated for the harmonization of certain road building standards which can differ amongst Ontario's 444 municipalities. 	<ul style="list-style-type: none"> MTO will consult with municipalities and stakeholders by fall 2025 on a framework for greater harmonization and clarified governance of municipal standards, which will lead to cost savings through more efficient design and technical review, greater construction efficiencies, and streamlined procurement processes.

Streamlining/standardizing municipal development processes and development charges framework

Ontario is proposing to reduce red tape, municipal requirements that impede housing development, and increase accountability and encourage innovation.



Streamlining municipal development processes

Initiative	Current State	Future State
Ensuring Municipalities Abide by Building Code	<ul style="list-style-type: none"> The <i>Building Code Act</i> requires that municipalities adhere to the provincial standards outlined in the Code, and they cannot pass by-laws respecting the construction of buildings. However, despite this, builders are having to comply with different construction requirements depending on the project location and municipal preferences. 	<ul style="list-style-type: none"> Same set of rules for everyone in Ontario. Clarity that municipalities do not have the authority to require their own unique standards beyond the Building Code, helping to provide consistency, reduce costs, and increase uniformity of technical standards for builders. These changes would help standardize construction requirements, resulting in faster approvals and reduced costs to help build more homes faster. It also prevents developers from having to re-design their products and designs from one jurisdiction to another saving money and time.
Study Requirements and Certified Professionals	<ul style="list-style-type: none"> Currently, there is inconsistency in the scope, type and number of studies required for planning applications across Ontario. Municipalities are currently requiring various studies and reports that are not identified within their official plans and these requirements are not consistent across jurisdiction, leading to delays and complications in the application process. 	<ul style="list-style-type: none"> Through legislative changes to the <i>Planning Act</i> and the <i>City of Toronto Act, 2006</i> effective upon Royal Assent, municipalities would no longer have the ability to require new complete application studies/reports beyond what is currently identified in their official plans except where/if MMAH approves new requirements. As well, MMAH would have the regulation-making authority to create rules to: <ul style="list-style-type: none"> List topics that can't be required for a complete application Specify the only studies that can be required for a complete application. Require municipalities to accept studies from certified professionals. This will create more consistent and predictable requirements across municipalities.
As-of-right Variations from Setback Requirements (Minor Variances) –	<ul style="list-style-type: none"> A minor variance is a small change from a zoning by-law. Currently, approval for a minor variance can only be given by a committee of adjustment who must consider 4 tests when making their decision – whether it: 1) Is minor, 2) Meets the intent of the official plan, 3) Meets the intent of the zoning by-law, 4) Is desirable for development 	<ul style="list-style-type: none"> Through an amendment to the <i>Planning Act</i> effective upon Royal Assent MMAH would have the regulation-making authority to allow variations to be permitted "as-of-right" if a proposal is within a prescribed percentage (e.g., 10%) of setback requirements in specified lands (e.g., urban residential lands), there will be a reduced necessity for planning applications for minor variances, streamlining processes and reducing barriers for development. The ministry would have flexibility to adjust rates in future. The measure would reduce red tape and address barriers to getting homes and renovations built faster. Fees for a minor variance application can help save approximately \$1,000 to \$5,000 per development and can help eliminate 12-15 months to a development project.

Streamlining municipal development processes

Initiative	Current State	Future State
Minister's Zoning Orders	<ul style="list-style-type: none"> MZOs are used to fast-track development projects in Ontario, often bypassing municipal zoning decisions. This has raised concerns about transparency and environmental impacts. The Auditor General, proponents, municipalities and stakeholders have recommended that the Minister should have authority to make MZOs subject to the fulfillment of conditions. 	<ul style="list-style-type: none"> Through legislative changes to the <i>Planning Act</i> effective upon Royal Assent, the Minister would have authority to impose conditions that must be met before a use permitted by an MZO comes into effect. These conditions could involve actions for municipalities and/or proponents, helping to improve accountability and ensure projects meet provincial objectives.
Streamline Planning Approvals for Schools	<ul style="list-style-type: none"> Currently, the placement of school portable classrooms on public school sites that existed after 2007 can be subject to site plan control under the <i>Planning Act/City of Toronto Act, 2006</i>. Education stakeholders, including school boards, identified this as an impediment to school capacity planning School boards have noted that municipal zoning by-laws are generally not permissive, adding to a lengthy process for new schools. 	<ul style="list-style-type: none"> Reduced barriers and length of approvals for school boards to expand capacity through amendments to the <i>Planning Act</i> and the <i>City of Toronto Act, 2006</i> to exempt the placement of portable classrooms on all school sites from municipal site plan control; and Amending the <i>Planning Act</i> to provide explicit permission to allow for publicly funded schools (kindergarten to grade 12) and associated childcare on urban lands zoned for residential uses.
Streamline Approvals for Construction Material	<ul style="list-style-type: none"> Currently a secondary provincial approval for innovative construction products through a Minister's Ruling is required, even if has already been evaluated by the federal agency, the Canadian Construction Materials Centre. 	<ul style="list-style-type: none"> Legislative and regulatory changes to the <i>Building Code Act</i> and the 2024 Building Code to eliminate the need for a secondary provincial approval would speed up the process. Manufacturers would have one less approval to obtain, thereby streamlining approvals and providing early access to Ontario's construction market. Manufacturers would be able to save up to almost \$800 in application fees and access the Ontario market approximately 90 days sooner in the process.
Preferential Treatment for Canadian Manufacturers	<ul style="list-style-type: none"> Manufacturers must apply to the Building Materials Evaluation Commission (BMEC) for an authorization of their innovative construction product (e.g., fiberglass rebars, which are known to perform the same as steel rebars but half the cost), before it can be used in Ontario. Applicants pay a fee of \$11,000 + tax totaling approximately \$12,000. Canadian applicants do not have any advantage over international applicants in this process. 	<ul style="list-style-type: none"> Through Minister's regulation, MMAH would amend the 2024 Building Code to eliminate application fees for Canadian manufacturers. MMAH will work with the Ministry of Economic Development, Job Creation and Trade and BMEC to explore opportunities to prioritize Canadian manufacturers. This would have a positive impact on domestic supply, innovation and economic growth. The elimination of the BMEC fee would save manufactures of innovative building materials approximately \$12,000.

Streamlining municipal development processes

Initiative	Current State	Future State
Inclusionary Zoning (IZ)	<ul style="list-style-type: none"> IZ was enabled in Ontario in 2018 under the <i>Planning Act</i> and an associated regulation (O. Reg. 232/18) as a way for municipalities to require affordable residential units in developments (of 10 or more units) IZ can only be used in Protected Major Transit Station Areas (PMTSAs), in a community planning permit system area ordered by the Minister, or in a municipality prescribed by the Minister. Currently, municipalities can establish set-aside rates (how many units) and affordability periods (how long the units need to be affordable) at their discretion, as long as they first complete an assessment report and economic study. Recent economic shifts already impacted the homebuilding sector. If IZ requirements are set too high, this is likely to stall the development of both market units and affordable IZ units, leading to lower housing starts overall. 	<ul style="list-style-type: none"> Through amendments to the Minister's IZ regulation, MMAH would establish a 5% maximum set-aside rate and a 25-year maximum affordability period in PMTSAs. This change would help to ensure that IZ does not prevent housing projects from proceeding as a result of market conditions and economic viability. Economic modelling has demonstrated that IZ capped at 5% could result in more projects being viable in the current market conditions. This percentage could be adjusted based on market conditions in future.
Provincial Policy Tests	<ul style="list-style-type: none"> Under the current system, outside of the Greenbelt Area, Minister's Zoning Orders are not required to be consistent with provincial policy. However, official plan decisions and some minister's orders are required to be consistent with the provincial planning statement and conform with provincial plans. 	<ul style="list-style-type: none"> MMAH would consult on opportunities for making provincial policy tests inapplicable with respect to all of the Minister's decisions under the <i>Planning Act</i> (e.g., approval of municipal official plans), on a case-by-case basis to enable priorities. This reform could support increased flexibility for the Minister in decision making, thereby enabling faster, and potentially strategic, decisions aimed at increasing housing supply. It would not be intended for broad, routine use. A transparent and accountable oversight framework, would be developed to support implementation.
Streamlining Official Plans	<ul style="list-style-type: none"> Concerns have been raised that municipal official plans have become lengthy, complicated, and highly restrictive planning documents that take multiple years to prepare and update. 	<ul style="list-style-type: none"> MMAH would consult with municipalities on proposed legislation/regulatory changes needed to establish simplified, standardized and inclusive land use designations with more permitted uses. This would be more predictable and faster for developers and approvers, especially if coupled with moving toward a permit-based system for zoning.

Streamlining municipal development processes

Initiative	Current State	Future State
Official Plan Population Updates	<ul style="list-style-type: none"> Recent MOF forecasts indicate that some areas will experience higher growth than previously estimated. MMAH assessed that some of the 50 large and fast-growing municipalities official plans (OPs) are outdated or misaligned with the new projections The provincial growth planning guidance hasn't been updated since 1995. 	<ul style="list-style-type: none"> Undertake targeted outreach to municipalities where additional population growth is projected to surpass previous estimates in their current official plans (OPs). Require those municipalities to update their plans to align with the Ministry of Finance's October 2024 population forecast, or approved upper tier forecasts, whichever is higher. The updates would be informed by updated provincial growth planning guidance (i.e., Projection Methodology Guideline [PMG]). The PMG is currently undergoing its first update since 1995. The PMG plays a vital role in helping municipalities plan for growth in a manner consistent with provincial priorities. Through this action, municipalities will have updated OPs that reflect current population projections, ensuring better planning for future growth.
Planning, Data, and Building Code IT Solutions	<ul style="list-style-type: none"> There is currently no provincial land use IT/data system when a municipality is the approval authority. The Building Code is currently not digitized hence its utility in expediting permitting applications is limited. 	<ul style="list-style-type: none"> MMAH would explore the standardization of municipal data tracking in the land use planning, building code and permit applications spaces, and leverage technology (e.g., Artificial Intelligence, enhanced digitization of Building Code) to better automate planning and permitting processes and improve transparency. The Ministry would also publish municipal planning data on an Ontario webpage.
Providing More Flexible Design and Construction Options for Four-Storey Townhouse Units	<ul style="list-style-type: none"> Currently, four-storey townhouses are permitted under the Ontario Building Code and Ontario Fire Code, but they often require an Alternative Solutions pathway, similar to a custom and targeted approach, for approval. This process can be complex and costly, impacting the economic viability of such projects. 	<ul style="list-style-type: none"> Consultation will consider whether amendments to the Ontario Building and Fire Codes could improve economic viability of single-unit four storey townhouses, coupled with a focused package of compensating measures for fire and life safety requirements. These changes may allow houses with more living area or bedrooms to be developed on small footprints and more predictable and transparent construction requirements, which could improve the economic viability of these projects to incent more development, contributing to more family-sized units.

Streamlining municipal development processes

Initiative	Current State	Future State
Streamlining the Development of Communal Water/Sewage Systems and Permissions for Distributed, Modular "Off-Grid" Water Treatment Facilities -	<p>Communal Water/Sewage Systems</p> <ul style="list-style-type: none"> Legislation requires municipal consent for the construction of communal water/sewage systems. These systems are built and operated by private owners in low density developments and they are not tied to the municipal water and wastewater system. At this time, there is no uniform process to seek municipal consent and there may be barriers to receiving it (e.g., ongoing operating costs, environmental impairment resulting from operator or system failure). Beyond use of own-source revenues (e.g., property taxes), some municipalities (small and rural) have little resources to mitigate any potential risks. <p>Modular "Off-Grid" Water Treatment Facilities</p> <ul style="list-style-type: none"> Exploring modular "off-grid" water treatment facilities (including proponent funded)-as a potential tool to help underserved rural communities with low-cost options for water/sewage servicing as part of a communal system. 	<ul style="list-style-type: none"> Consultations will consider potential approaches to streamline municipal consents for communal water/sewage systems and modular "off-grid" water treatment facilities to support greater adoption, where appropriate and unlock housing supply in underserved rural communities.
Exploring a Public Utility Model for Water and Wastewater Infrastructure	<ul style="list-style-type: none"> Accelerating housing supply requires expansion in water and wastewater infrastructure capacity across the province. Municipal water and wastewater services are facing pressures related to both aging infrastructure and growth needs. As noted by the Association of Municipalities of Ontario's Local Authority Services, the cost of expansion is not generally recovered from water and wastewater user rates. In municipalities that collect development charges. These charges are used to fund growth-related infrastructure. 	<ul style="list-style-type: none"> The province is exploring the use of a public utility model (e.g., establishing a new type of municipal service corporations) for water and wastewater to provide opportunities to enable infrastructure expansion. Targeted changes to the existing municipal services corporation-model could include: <ul style="list-style-type: none"> Governance: Appointing a skills-based municipal services corporation board with municipal representation to enable timely and effective decision-making. Financial: Access to favourable financing opportunities for municipal services corporations to pay for-water and wastewater investments. Water and wastewater systems would remain publicly-owned.

Streamlining/standardizing development charges framework

Ontario is proposing to simplify and standardize development charges and work with municipalities to reduce fees that can add to the cost of a new home.

The majority of the proposed changes are based on feedback from the municipal and building sectors. If passed, many of the proposed changes would require implementing regulations that will be consulted on by the province.



Streamlining/standardizing development charges framework

Initiative	Current State	Future State
Create regulation-making authority to merge DC service categories for credit purposes	<ul style="list-style-type: none"> Under the <i>Development Charges Act, 1997</i>, builders can recoup costs for eligible infrastructure that they build in the form of a credit to be used towards their payable DCs. However, unless the municipality provides an exemption through an agreement, these credits can only be used towards DCs for the same service (e.g., DC credits for road infrastructure can only be applied to road DCs). This current structure limits the amount of DC credit room for developers to receive reimbursement for work performed. 	<ul style="list-style-type: none"> A proposed legislative change would give the province regulation-making authority to merge related service categories for the purpose of DC credits (for example, road credits could be applied to transit DCs). If a regulation is made, it would allow developers to receive credit for work that they perform over a broader range of categories. This would also enhance consistency with municipal plans such as Transportation Master Plans. This proposal was identified by the Association of Municipalities of Ontario and the Ontario Home Builders' Association.
Create regulation-making authority to define a local service	<ul style="list-style-type: none"> Local services are infrastructure that a municipality may require a developer to build, as a condition of their development. These capital services may be installed and/or paid for by the developer. The <i>Development Charges Act, 1997</i>, prohibits municipalities from levying DCs on "local services," but there is no definition of "local services" in the Act. This lack of a definition for local service infrastructure has led to disputes between municipalities and developers about what infrastructure is deemed to be a local service. 	<ul style="list-style-type: none"> A proposed legislative change would provide the province with regulation-making authority to define local services to assist in standardizing what infrastructure services are captured under municipal local service infrastructure policies compared to infrastructure services captured by DCs. This would help to reduce disputes between developers and municipalities causing delays in housing and other developments proceeding. This proposal was identified by the Association of Municipalities of Ontario and the Ontario Home Builders' Association.

Streamlining/standardizing development charges framework

Initiative	Current State	Future State
Defer payment of DCs for all residential developments	<ul style="list-style-type: none"> Under the <i>Development Charges Act, 1997</i>, only rental housing and institutional developments (e.g., retirement homes) are subject to a mandatory payment deferral. For developments subject to the DC deferral provisions, DCs are paid in annual installments beginning at building occupancy, rather than at the time of municipal building permit issuance. This provides more cashflow flexibility for these developments as they pay their DC rates much later in the development approvals process. Municipalities may charge interest on deferred DCs to help offset deferred revenues. Non-rental residential developments generally pay DCs at the building permit issuance and do not benefit from the current DC deferral provisions. The <i>Building Code</i> only requires occupancy permits (OP) for certain residential developments where developers want occupancy to begin prior to construction being completed. To receive an OP, the Code requires developers must meet certain health and safety standards. 	<ul style="list-style-type: none"> A builder could elect that DCs for any residential development be deferred from building permit issuance, until building occupancy to provide greater cash flow flexibility. If a residential development is not subject to an occupancy permit, a municipality may require a financial security (e.g., a letter of credit) to secure payment of DCs at the time of building. Municipalities would not be able to charge interest on any legislatively-deferred payments. Proposed regulation-making authority would enable the government to prescribe the instruments (i.e., financial securities) a municipality could require to secure payment of DCs. For consistency across all types of developments subject to the DC deferral provisions, it is proposed that interest payments would also be removed from the existing deferral for rental and institutional developments. <ul style="list-style-type: none"> For example, in a large central Ontario municipality, this could reduce costs for rental housing development by approximately 11 percent. This proposal was a recommendation in Mississauga's Partners in Homebuilding: Mayor's Housing Task Force Report.
Help enable by-laws to be amended to reduce DC rates without certain procedural requirements	<ul style="list-style-type: none"> If a municipality wishes to amend their DC by-law to provide new developments relief from increases due to planned indexing of rates, introduce exemptions or discounts, or introduce an annual phase-in of rate, the municipality would need to undertake steps such as developing a new background study. DC background studies can take up to a year to produce and be quite costly. 	<ul style="list-style-type: none"> Municipalities would be enabled to make any changes that would only have the effect of reducing DCs without having to amend or undertake a new background study, hold public consultations, etc. <ul style="list-style-type: none"> For example, municipalities could remove annual indexing, allow for annual phasing-in of DCs, and provide exemptions or discounts without the need to undertake certain lengthy procedural requirements. This would save time and improve cost certainty for new developments. Potential savings would vary based on municipal size, DC by-law complexity and amendment sought. Analysis of a small, central Ontario municipality illustrated potential financial savings of up to \$60,000 and more than 6 months saved in staff time spent. This proposal was identified by the City of Toronto.

Streamlining/standardizing development charges framework

Initiative	Current State	Future State
Help enable use of the Non-residential Building Construction Price Index (BCPI) for London	<ul style="list-style-type: none"> Currently, only the Toronto and Ottawa-Gatineau StatsCan Non-Residential Building Price Index is available for use for the purpose of indexing DCs. 	<ul style="list-style-type: none"> It is proposed that the new StatsCan Non-residential Building Construction Price Index for London would be prescribed as additional option for the purposes of indexing DCs. <ul style="list-style-type: none"> This would provide Southwestern Ontario municipalities that use DCs to use an index that more closely reflects their costs (instead of the Toronto index). This proposal is aligned with a request from the City of London to the province to provide local flexibility to reduce their DC by-laws rates from indexing.
Create regulation-making authority to prescribe limits on recoverable capital costs	<ul style="list-style-type: none"> The <i>Development Charges Act, 1997</i>, lists eligible capital costs, such as land, buildings, and computer equipment, to be recovered from DCs. Currently there is regulation-making authority to prescribe the services for which only land would be an ineligible capital cost for DCs. According to a recent report by BILD/OHBA, while land costs are a reasonable eligible DC cost, the eligible land values being estimated and included in DC background studies can significantly inflate municipal DC rates across eligible services. 	<ul style="list-style-type: none"> The proposed legislative change would create a regulation-making authority to prescribe limits and exceptions to the eligible capital costs, including land costs. This proposal would help make DC costs more predictable across all municipalities and DC services. This proposal was identified by the Association of Municipalities of Ontario and the Ontario Home Builders' Association.

Streamlining/standardizing development charges framework

Initiative	Current State	Future State
Help enable developments to benefit from the lowest applicable DC rate	<ul style="list-style-type: none"> The DCs on a particular development are frozen when a site plan application or zoning application is made and typically payable at the time of building permit issuance at that frozen rate, plus municipal interest. If a homebuilder is issued their building permit within 18 months of the relevant application being approved, they pay the DC frozen rate. Otherwise, they pay the DC rate in effect at that time. In some circumstances, the DC rate in effect at the time can be lower than the frozen rate at the time of payment. 	<ul style="list-style-type: none"> A development receives either the frozen DC rate or a lower DC if the rates have been reduced during the freeze period. This will help to create predictability. In the future, frozen developments could benefit from this change, which could result in DCs being as much as \$45k lower for a single-detached home, as seen in the City of Vaughan.
Exempt long-term care homes from municipal DCs.	<ul style="list-style-type: none"> DCs paid by long-term care homes (non-profit and "for profit" entities) are not paid at building permit issuance (as they are for most other developments) but are instead deferred and paid in 6 annual installments over five years beginning at the time of issuance of an occupancy permit. Municipalities may charge these types of developments interest on the amounts deferred, which may increase costs further. However, even though LTC developments benefit from the existing DC deferral, payment of DCs for these institutions can serve as a financial barrier for the building of this provincial priority. 	<ul style="list-style-type: none"> Make a legislative amendment to make long-term care homes exempt from municipal development charges on a go-forward basis. This would remove a financial barrier for LTC developments and could incent more builders to construct LTC homes for Ontario's aging population. Removal of development charges will contribute to achieving the government's 58,000 LTC bed commitment by removing costs that can total over \$30,000/bed.

Streamlining/standardizing development charges framework

Initiative	Current State	Future State
Prescribe methodologies for calculating the benefit of new infrastructure to existing development	<ul style="list-style-type: none"> Under the <i>Development Charges Act, 1997</i>, municipalities are required to deduct the costs for the share of infrastructure that would benefit existing development from the total capital cost that can be recovered from DCs. In determining DCs, "benefit to existing" (BTE) reflects the portion of a project's costs that are deducted from the total project's costs to account for the value that infrastructure provides to those already living in the area. This deduction ensures that DCs are used to cover the costs directly attributable to growth. There is no consistent formula or definition for calculating BTE development in the legislation. <ul style="list-style-type: none"> Calculations are made at the discretion of municipalities based on local circumstances. The BTE is typically calculated as a percentage of the total cost of each project or piece of infrastructure. This percentage reflects the proportion of the project's benefit. The BTE deduction reduces the amount of the infrastructure cost that can be recovered from new development through DCs. A regulation-making power exists to prescribe methodologies for calculating the benefit to existing development. 	<ul style="list-style-type: none"> Pending feedback from consultations with the development industry and municipalities, the government could prescribe a methodology, through LGIC regulation, for calculating the benefit of new infrastructure on existing development. This would provide homebuilders with better clarity and cost certainty and make municipalities more transparent on the methodology used to determine their DCs. This proposal was identified by the Association of Municipalities of Ontario and the Ontario Home Builders' Association

Streamlining/standardizing development charges framework

Initiative	Current State	Future State
Increased Transparency Through Annual Reporting	<ul style="list-style-type: none"> Under the <i>More Homes Built Faster Act, 2022</i> (Bill 23), legislative changes were made to require that municipalities must spend or allocate 60% of the money collected from DCs in a reserve fund for select services (i.e., water, wastewater, and roads) at the beginning of each year. Municipal treasurers must prepare a financial statement accounting for the DC funds collected and in reserves each year. <ul style="list-style-type: none"> This statement has to be made publicly available on the municipality's website, if the municipality has one. Additionally, regulatory changes were made to require, beginning in 2023, the statement to set out whether the municipality anticipates incurring the capital costs projected in the background study. <ul style="list-style-type: none"> If not, an estimate of the anticipated variance from that projection needs to be provided along with an explanation for it. There has been criticism that information on the municipal collection and use of DCs (e.g., annual treasurer statement) is not made readily accessible on municipal websites and is difficult to obtain. 	<ul style="list-style-type: none"> Make regulatory changes to expand the DCA requirement that municipalities must spend or allocate 60% of the money in a reserve fund for select services (i.e., water, wastewater, and roads) at the beginning of each year to all services (e.g., libraries, fire, police, childcare, etc.); for example, municipalities would have to spend or allocate 60% of the money in a reserve fund for recreation at the beginning of each year. Consult on use of existing regulation-making authority for additional requirements to enhance municipal DC information transparency. Additionally, the Ministry will explore amendments to standardize DC background studies and improving public accessibility of annual municipal treasurer DC statements, using an existing authority. This will lead to increased transparency to the public on the municipal collection and use of DCs towards infrastructure investment

June 4, 2025

To the Ministry of Municipal Affairs and Housing:

Re: Regulatory Registry 25-MMAH003 Comments - Assessment of Bill 17 (Protect Ontario by Building Faster and Smarter Act, 2025)

We would first like to thank you for taking the time to review our commentary on the proposed legislative changes to the *Development Charges Act* (D.C.A.) set out in Bill 17, *Protect Ontario by Building Faster and Smarter Act, 2025* (herein referred to as Bill 17). Our firm, Watson & Associates Economists Ltd. (Watson), is a leader in municipal finance, planning, and land economics and represents over 250 municipalities and local boards across Canada. Our firm is one of the foremost experts in development charges (D.C.) in Ontario, and has worked with municipalities in British Columbia, Alberta, Saskatchewan, Manitoba, New Brunswick, and Nova Scotia on similar matters.

The following provides our comments on the proposed legislative changes and our perspectives on the potential impacts they may have on municipalities in Ontario.

1. Definition of capital costs, subject to regulation

The proposed change would add the words “subject to the regulations” to section 5 (3) of the D.C.A.”

- The proposed amendment expands the scope of the Province’s authority to limit eligible capital costs via regulation.
- The D.C.A. currently provides this ability to limit the inclusion of land costs.
- The Province intends to engage with municipalities and the development community to determine potential restrictions on what costs can be recovered through D.C.s.

Commentary from organizations in the development community suggests these discussions may continue to focus on limiting the inclusion of land costs in the D.C. calculations. More specifically, the focus has been on removing the cost of land from the historical level of service calculations, while preserving the eligibility of land costs for D.C. recovery. The proposed amendment, however, provides broad authority for limiting eligible capital costs (i.e., the scope of regulatory authority is not restricted to land).

Impact of Proposed Changes

Restriction of eligible costs may delay investments in growth-related infrastructure that is required to build housing.



Municipalities utilize D.C.s to recover the capital costs associated with new development and redevelopment. Prior to the 1997 legislative changes, D.C.s recovered close to 100% of the growth-related costs attributable to new development. After the 1997 legislation came into place, the share of growth-related costs recovered by D.C.s reduced to approximately 70-75%¹. The legislative changes in 2019 further reduced the share of the growth-related costs recovered from D.C.s. These cost reductions must be funded from other municipal revenue sources (i.e. taxes and rates). Further restricting D.C. eligible capital costs will increase funding pressures from municipal taxes and user fees.

The increased funding pressure coincides with the recent implementation of the *Infrastructure for Jobs and Prosperity Act, 2015*. This Act requires municipalities to prepare a financial strategy for how they will manage their existing infrastructure, future infrastructure, and address any infrastructure deficits. In this context, if funding for growth-related capital costs have to compete for tax/user fee funding, investment in growth-related infrastructure may be delayed. This would serve to further slow the construction of new housing.

Moving authority to the regulations creates uncertainty

The proposed changes provide the Province with the flexibility to move quickly with changes to the definition of eligible capital costs through regulations. While administratively expedient for the Province, this will create uncertainty for municipal financial planning.

The municipal financial planning framework starts with the development of an Official Plan. This Official Plan identifies the anticipated growth and development for a municipality. Master plans are created in this context, which identify the anticipated capital needs required to service that development. The D.C. background study and by-law are subsequently prepared using this information to address a portion of the municipality's long-term funding plan.

This financial planning framework takes years for municipalities to properly prepare. If the definition of D.C. capital costs can be swiftly changed through regulation, municipalities will be required to adjust funding for capital projects through the annual budget process. This would not align with the long-term financial plans that were previously established and creates uncertainty for municipalities. This may require further contingency planning by municipalities, which may include delays in investment of growth-related infrastructure or require municipalities to incur additional financing costs to fund growth-related infrastructure without a dedicated funding source, thereby adding to the affordability concerns of exiting residents.

¹ Based on historical analyses prepared by Watson & Associates Economists Ltd.



2. Deferral of D.C. payment to occupancy for residential development

The proposed changes to section 26.1 of the D.C.A. provide that a D.C. payable for residential development (other than rental housing developments, which are subject to payment in instalments) would be payable upon the earlier of the issuance of an occupancy permit, or the day the building is first occupied. Only under circumstances prescribed in the regulations may the municipality require financial security for the D.C. payable. Municipalities will not be allowed to impose interest on the deferral of D.C. payment to occupancy.

The Province has noted its intent to mitigate risk for municipalities. As such, the prescribed circumstances may allow for securities when no occupancy permit is required.

Impact of Proposed Changes

Administration costs will be significant across the Province

There are over 200 municipalities with D.C. by-laws that fund growth-related capital costs of infrastructure. Many of these municipalities have limited administrative capacity due to their size. Previous amendments to the D.C.A. required payment in instalments for rental housing and institutional development. These changes required some small to mid-sized municipalities to create internal administrative processes to prepare agreements (or incorporate necessary wording into development agreements) and track payments over a 5-year term for these types of development.

Rental housing and institutional development within these communities is generally limited and as such, the increased administration is generally manageable. Most D.C. by-laws require the payment of D.C.s for all other development types (e.g., commercial, industrial and ownership-residential) at building permit issuance. Deferring the time of D.C. payments for all residential development types to occupancy will require all municipalities to establish separate processes to manage and track payments and securities separately. This will create additional administrative complexity in preparing rules and processes for different types of development.

Cashflow for D.C. projects will be impacted leading to delay in development of growth-related infrastructure

Watson conducted an analysis of the 2020 Financial Information Returns. Through this analysis, 213 municipalities reported on D.C. reserve funds. Assessing the D.C. reserve funds for these municipalities, approximately 70% of the reserve fund



balances related to the 30 municipalities of the Greater Toronto and Hamilton Area¹. The remaining 30% of D.C. reserve fund balances relate to 183 municipalities. Moreover, for the non-GTHA municipalities, the D.C. reserve fund balances for water and wastewater services averaged \$1.22 million and \$1.77 million per municipality, respectively. It can cost between \$1.50 million and \$3.00 million to construct a 1km wastewater main, depending on location and size of pipe. Therefore, on average, cashflow impacts to municipalities may cause delays in the construction of growth-related infrastructure.

The nature of the D.C. funding is such that the municipality does not collect all of the D.C. revenue until all development is constructed. Deferred payments for all residential development to occupancy will further delay receipt of D.C. revenues and slow municipal cashflows (i.e. lessening reserve fund balances). This may serve to delay construction of growth-related infrastructure, slowing development. Alternatively, municipalities may have to debt-finance the growth-related infrastructure projects, subject to debt capacity constraints, which would increase D.C. rates and reduce debt financing availability for other municipal initiatives.

Conflict with subsection 26(2) of the Act

Section 26(2) of the D.C.A. provides that municipalities may impose D.C.s for water, wastewater, services related to a highway, and stormwater services at the time of subdivision agreement. This provides municipalities with cashflow assistance for growth-related infrastructure, as the D.C.s are collected earlier in the development process (i.e. most D.C.s are collected at the time of building permit issuance). Based on the proposed changes, it appears that section 26(2) may no longer be available to municipalities as it is in direct conflict with the proposed changes.

Impacts on residential development rate freeze provisions of the Act

Currently section 26.2, of the D.C.A. requires that a development that proceeds through Site Plan or Zoning By-law Amendment approvals shall have their D.C. determined based on the rates in effect at the time of the planning application. Section 26.2 (5) then states that:

- (5) Clauses (1) (a) and (b) [i.e., the rate freeze] do not apply in respect of,
 - (a) any part of a development to which section 26.1 applies if, on the date the first building permit is issued for the development, more than 18 months has elapsed since the application referred to in clause (1) (a) or (b) was approved;
 - or

¹ GTHA municipalities include those in Durham, York, Peel, Halton, Toronto, and Hamilton.



(b) any part of a development to which section 26.1 does not apply if, on the date the development charge is payable, more than 18 months has elapsed since the application referred to in clause (1) (a) or (b) was approved.

For residential subdivisions that proceed through Site Plan or Zoning By-law Amendment applications, since section 26.1 does not apply, the rate freeze only applies to the part of the development that receives their building permit before the 18 months has elapsed. With the proposed changes, a residential subdivision will have the rate frozen as of **the first building permit of the development**. The Province should clarify the definition of “development” for the purposes of this section as a residential subdivision may be constructed over a number of years. Perhaps a clause similar to that of Section 26(1.1) “multiple phases” would provide the needed clarity.

Need for clear regulatory guidance through consultations with the municipal sector and development community

The Province has committed to consultations regarding the potential use of financial securities in certain circumstances to ensure payment of D.C.s at occupancy, where no occupancy permit is required. Through preliminary discussions with staff in the municipal sector, it appears there may be various interpretations of authorities to withhold occupancy permits until receipt of payment of D.C.s. If occupancy or occupancy permits cannot be withheld without the payment of D.C.s and the D.C.A. has not required the provision of securities or an agreement to be entered into with respect to the deferral of D.C.s until occupancy, the only recourse for municipalities to recover the costs may be to add the amount to the tax roll. The impact of this would be to shift the obligation to pay the D.C. from the builder to the homeowner (who would have already paid the D.C.s through their purchase price). Furthermore, requiring a financial security where no occupancy permit is required will increase administrative burden. There is a need for clear guidance in the regulations and detailed consultations with the municipal sector and development community to ensure implementation of this proposed change is effective.

3. Ability for residential and institutional development to pay a D.C. earlier than a by-law requires

Currently, if a person wishes to waive the requirement to pay their D.C. in instalments as per section 26.1, an agreement under section 27 of the D.C.A. (early payment agreement) is required. The proposed changes state that, “for greater certainty, a person required to pay a development charge under this section may pay the charge before the day it is payable even in the absence of an agreement under section 27.” Note this would apply to all residential development.



Impacts of Proposed Changes

Current process is simple to implement

Under the current legislation, a person may waive the requirement to pay in instalments by entering into an agreement under section 27 of the D.C.A. To implement this in a simple and effective manner, municipalities have created short agreements which seek to simply acknowledge the waiving of the instalment payments. Niagara Region for example, has created a one-page Early Payment Agreement form¹.

New wording unclear in intent and may have unintended consequences

The proposed changes state that a person required to pay a D.C. under section 26.1 may pay the charge before the day it is payable even in the absence of an agreement under section 27. Since all residential development would have D.C.s payable under this section, the wording implies that any person required to pay residential D.C.s may do so before it is payable under the terms of the D.C. by-law. This is problematic for municipalities, as the development community may elect to pay D.C.s before indexing or before a municipality passes a new D.C. by-law (where a publicly available D.C. background study may be indicating a potential increase in the charge). D.C. by-laws are indexed to ensure the charges reflect cost inflation of the underlying municipal capital projects. Furthermore, D.C. by-laws are regularly updated to ensure they align with the capital planning needs of the municipality. Allowing the payment of discounted D.C. rates due to early payments will result in lower D.C. revenues than required to meet the actual capital costs of growth-related projects.

This would create an additional administrative burden for municipalities, as they would need to track when developments have paid their D.C. Depending on the size of the municipality, this could be in respect of thousands of building permits per year. Since the wording states “before the day it is payable”, it is unclear how early the payments may be made. Can a person pay their residential D.C.s prior to registration of a subdivision? Can they pay prior to application?

It would also have cashflow impacts as D.C.s may be paid prior to the rationalization of the development in the D.C. background study calculations. This would lead to higher D.C.s for future development.

4. Removal of interest for legislated instalments

The proposed changes to section 26.1 of the D.C.A. would remove the ability to charge interest on instalment payments for rental housing and institutional development types.

¹ <https://www.niagararegion.ca/business/property/pdf/early-payment-form.pdf>



This change would also apply to the remaining instalment payments for existing rental housing and institutional development deferrals once Bill 17 receives Royal Assent.

Impact of Proposed Changes

Cashflow impacts for municipalities

This proposed amendment would reduce the D.C. revenues collected by the municipalities that would be used to fund growth-related infrastructure projects. As noted above, this may result in project delays or the need for debt financing of growth-related projects.

5. Grouping of services for the purpose of using credits

Section 38 of the D.C.A. allows a person to construct D.C. recoverable works on a municipality's behalf, subject to an agreement. The person constructing the works receives a credit against future D.C.s for the service(s) to which the works relate. A municipality can agree to allow the credits to be applied to other services in the D.C. by-law. The proposed amendments would allow the Province to, through regulation, deem two or more services to be treated as one service for the purpose of applying credits.

Impact of Proposed Changes

Removal of municipal discretion

Currently municipalities have the ability to agree to apply credits to other services within a D.C. by-law. In many cases, the municipality will undertake a cashflow analysis of their D.C. reserve funds to determine if this is feasible. This proposed change appears to remove a municipality's discretion to combine services by agreement in certain instances.

Cashflow implications for municipalities

Combining services for the purposes of credits would have cashflow implications for municipalities, where funds held in a D.C. reserve fund for a service not included under the section 38 agreement would be reduced. This could delay the timing of capital projects for these impacted services and/or increase financing costs, as municipalities tend to confine funding for projects to the reserve funds available for that service and not borrow between reserve funds/services.

6. Defining local services in the regulations

Section 59 of the D.C.A. delineates between charges for local services and, by extension, those that would be considered for recovery within a D.C. by-law.



Municipalities typically establish a local service policy when preparing a D.C. background study to establish which capital works will be funded directly by the developer, as a condition of approval under section 51 or section 53 of the *Planning Act* (i.e., local service), and which will be funded by the D.C. by-law.

Impact of Proposed Changes

Need for robust consultation to avoid unintended consequences

The proposed amendments would allow the Province to make regulations to determine what constitutes a local service. Although the Province has noted that this will be defined through consultations, there may be unintended impacts. For example, if the definition of a local service is too broad, it may lower the D.C. but increase the direct funding requirements on one particular developer. If the definition is too narrow, the opposite would result, whereby local services would be broadly included in D.C. funding, thereby increasing D.C. rates.

Additionally, what is deemed a local service may vary by municipality due to characteristics of size, density, and types of development. For example, defining a specific watermain diameter size as a local service would be problematic as the size requirements for a specific development in a small community may be different compared to a similar development in a larger community.

The principal intent of a local service policy should first be defined. The defining parameters should be agreed upon in consultation with a representative cross section of municipal and development community representatives. Representatives should comprise urban, semi-urban and rural municipalities, as well as residential and non-residential development industry representatives to inform the diverse perspectives of local services. The regulations should also provide flexibility for the varying degree of circumstances observed by the over 200 municipalities across the Province that impose D.C.s.

Utilizing regulations creates uncertainty in financial planning

Incorporating the proposed definition in the Regulations to the D.C.A. may create uncertainty in financial planning. As noted in Item 1, the municipal financial planning framework is established over a number of years. The expedient nature of a regulatory change could impact the recovery of costs for growth-related infrastructure, thereby impacting development. For example, a water master plan typically defines the infrastructure required to support the anticipated growth and development. Master plans generally focus on higher-order infrastructure needs, with more localized infrastructure being defined through the development process and included in development agreements. Should a regulatory change reduce the scope of local services (e.g., limits the size of a watermain that can be required as local service), a municipality may be required to revise the scope of their water



master plan to ensure the capital needs are identified, and subsequently update their D.C. background study to incorporate these costs. These updates would generally take years to complete, depending on the magnitude of the changes and size of the municipality.

7. Exemption for long-term care homes

The D.C.A. defines long-term care homes as institutional development. As such, D.C.s imposed on long-term care homes are subject to annual instalment payments under section 26.1 of the D.C.A. The proposed amendment would exempt long-term care homes from the payment of D.C.s. This exemption would also apply to any outstanding D.C. instalment payments on long-term care home developments.

Impacts of Proposed Changes

Cashflow impacts for municipalities and increased pressure on taxes and rates

The D.C.A. does not allow reductions in D.C.s to be funded by other types of development. As such, the D.C. exemption for long-term care homes will have to be funded from other municipal revenue sources. The overall impact on municipalities may be minimal relative to their overall D.C. collections, depending on the number of long-term care homes being constructed in the municipality.

8. Streamlined D.C. by-law process to reduce charges

The proposed changes to section 19 (1.1) of the D.C.A. would allow for a streamlined process when a municipality amends a D.C. by-law for the following purposes:

- Repeal or change a D.C. by-law expiry date (consistent with current provisions);
- Repeal a D.C. by-law provision for indexing or to provide for a D.C. not to be indexed; and
- Decrease the amount of a D.C. for one or more types of development.

The streamlined process only requires passing an amending by-law and providing notice of by-law passage. This process removes the requirements under the D.C.A. to prepare a D.C. background study and undertake at least one public meeting. Moreover, amending by-laws for these purposes are not appealable to the Ontario Land Tribunal.

Impact of Proposed Changes

Reduction in administrative burden

Limiting the streamlined D.C. by-law amendment process to situations where the D.C. is being reduced for a type of development would allow municipalities to adjust the charges for changes in assumptions (e.g. reductions in capital cost estimates,



application of grant funding to reduce the D.C. recoverable amount), adding exemptions for types of development, and phasing-in the D.C. over time.

Unclear when this may be utilized

It is unclear if the streamlined process would apply where exemptions are being provided based on characteristics other than development type. For example, where a municipality is exempting a geographic area, such as an industrial park, downtown core, major transit station area, etc. Clarity should be provided in the legislation in this regard.

Reduced transparency for the general public

While administratively expedient, eliminating the statutory public process for reductions in D.C.s will not provide the general public with an opportunity to delegate Council on the matter or appeal the amending by-law to the Ontario Land Tribunal. This reduces transparency, as reductions in D.C.s through exemptions would need to be funded from non-D.C. revenue sources such as property taxes.

9. Lower charge for rate freeze

Section 26.2 of the D.C.A. requires that, for developments proceeding through a site plan or zoning by-law amendment application, the D.C. be determined based on the rates that were in effect when the planning application was submitted to the municipality. This allows for the determination of the charge earlier in the development process, as most D.C. by-laws determine the charges at the time of building permit issuance. In some instances, the D.C. that would be imposed at the time of building permit issuance may be lower than that in place at the time of planning application. Where rates have been determined as per section 26.2 of the D.C.A., the proposed amendments would require municipalities to apply the lower of the charges determined at the time of planning application or as required under the D.C. by-law (e.g. building permit issuance).

Note, interest charges for the D.C. determined at the time of planning application may still be imposed.

Impact of Proposed Changes

Lower of the charges imposed appears positive

These proposed changes are positive as developers would not be charged in excess of current rates, and municipal capital costs, where charges are lower. Moreover, developers who proceed in a timely manner would not be penalized with additional interest costs for the period between planning application and D.C. by-law timing of payment.



10. Noted areas for future changes to D.C.s

In the Province's announcement, they indicated additional changes can be expected to follow the proposed regulatory changes and/or ongoing consultations.

The Province has indicated its intent to add the Statistics Canada Non-Residential Building Construction Price Index for London to the prescribed indexes in the regulations. This would allow municipalities in Southwestern Ontario to utilize the London series for indexing purposes. This appears to be a reasonable addition to the legislation and will better align the underlying capital cost in D.C. by-laws with changes in the area. The Province should consider allowing municipalities to amend their D.C. by-laws using the streamlined D.C. amendment process to reference this index where appropriate.

The Province also indicated its intent to consult on potential approaches to standardize benefit to existing (B.T.E.) deductions. Municipalities generally follow best practices in regard to B.T.E. deductions. Currently, there is no standardized approach across all municipalities. Providing a standardized approach may be problematic, as capital projects, capital costs, and circumstances in different municipalities may be unique. Robust consultations should be undertaken prior to the implementation of any changes in this regard due to the wide-ranging implications anticipated for municipalities.

Lastly, the announcement included commentary on expanding the Annual Treasurer's Statement reporting requirements. Under the D.C.A. currently, municipalities must allocate 60% of monies in their D.C. reserve funds to projects for services related to a highway, water, and wastewater services. The Province has indicated that it may consider expanding this requirement to more services. If expanded to additional services, this change would impose an additional administrative burden on municipalities.

11. Concluding Remarks

Based on the proposed changes and individual municipal circumstances, municipalities may experience a reduction in D.C. revenues and cashflows. Possible implications include funding of growth-related capital needs from non-D.C. municipal revenue sources, slowing the timing for growth-related capital projects, and increased debt financing which may lead to ultimately higher D.C. rates and utilization of tax-supported funds to address growth-related needs, impacting affordability for existing residents and businesses.

The impacts of the more significant changes being considered (i.e., changes to the definition of capital cost, grouping of credits, defining local services, and prescribing a methodology for benefit to existing) will not be known until the release of the draft regulations for consultation.



The approach of effecting legislative change through regulations, as opposed to the requirements of passing a Bill through the legislative process reduces transparency and opportunity for public input. This also creates issues with municipalities' ability to react to the legislative changes and to update master plans and D.C. by-laws, where needed.

We appreciate the opportunity to comment on the legislative changes and would appreciate any opportunity to participate in ongoing consultation regarding the above legislative changes.

Yours very truly,

WATSON & ASSOCIATES ECONOMISTS LTD.

Andrew Grunda, MBA, CPA, CMA, CEO

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

Sean-Michael Stephen, MBA, Managing Partner

Daryl Abbs, BA (Hons), MBE, PLE, Managing Partner

Jamie Cook, MCIP, RPP, PLE, Managing Partner

Jack Ammendolia, BES, PLE, Managing Partner



TOWNSHIP OF SOUTHWOLD

Report to Council

MEETING DATE: June 9th, 2025

PREPARED BY: Corey Pemberton, Director of Building and Community Services

REPORT NO: CBO 2025-14

SUBJECT MATTER: Activity Report for May 2025

Recommendation:

1. None – For Council Information.

Purpose:

The update Council on monthly activities since last report.

Background:

1. 2023/2025 Capital Project Process:

2023		
Projects	Budget	Status/Comment
Parks		
Corsley Park parking lot widening	\$10,000	
Dog waste bins and signage	\$2,000	
Park benches	\$16,000	Ongoing
2025		
Township Office		
Security Upgrades	\$40,000	Quote received installation pending
Parks		
Walking trails conversion to concrete	\$5,000	
Lawnmower	\$30,000	Received

Parks and Trails Master Plan – funded through Green Lane Community Trust Fund	\$47,600	In Progress
Corsley Park sanitary Connection	\$30,000	

Comments/Analysis Building:

See Appendix "A" attached, the Permit Comparison Report.

Financial and Resource Implications:

None

Strategic Plan Goals:

The above recommendation helps the Township meet the Strategic Plan Goal of:


- ☐ Managed Growth
- ☐ Welcoming and Supportive Neighbourhoods
- ☐ Economic Opportunity
- ☒ Fiscal Responsibility and Accountability

Respectfully Submitted by:

Corey Pemberton
Director of Building and Community
Services

Approved for Submission by:

Jeff Carswell
CAO/Clerk

				Township of Southwold			
				Permit Comparision Summary			
				Issued For Period May 2025			
Current Year to Date 2025				Previous Year to Date 2024			
PERMIT CATEGORY	PERMIT COUNT	FEE	COST OF CONSTRUCTION	PERMIT CATEGORY	PERMIT COUNT	FEE	COST OF CONSTRUCTION
Accessory structures	5	1,778	386,500	Accessory structures	11	3,522	429,300
Agricultural	2	14,730	1,800,000	Agricultural	4	2,500	680,421
Change of Use				Change of Use			
Commercial				Commercial	1	5,798	483,212
Demolition	6	960	128,920	Demolition	2	450	30,000
Heating				Heating			
Industrial Building	3	1,520	349,999	Industrial Building			
institutional Building				institutional Building			
Miscellaneous	1	150	110,000	Miscellaneous			
Plumbing	4	780	34,500	Plumbing	2	300	8,500
Pools	2	1,005	100,000	Pools	3	450	167,000
Residential Building	11	27,074	6,214,600	Residential Building	18	24,147	6,191,675
Sewage System	6	3,000	124,400	Sewage system	6	3,000	138,400
Signs	1	150	5,000	Signs			
Combined Use	1	6,855	840,000	Combined Use			
TOTAL	42	58,002	10,093,919	TOTAL	47	40,167	8,128,508

Current Year				Previous Year			
TOTAL PERMIT ISSUED		42			47		
TOTAL DWELLING UNITS CREATED		13			10		
TOTAL PERMIT VALUE		10,093,919			8,128,508		
TOTAL PERMIT FEE		58,002			40,167		
TOTAL INSPECTION COMPLETED(YTD)		505			667		

May 2024 Compared to May 2025							
Current Year				Previous Year			
	PERMIT COUNT	FEE	COST OF CONSTRUCTION		PERMIT COUNT	FEE	COST OF CONSTRUCTION
Accessory structures	2	1,229	36,500	Accessory structures	3	3,690	48,000
Agricultural	1	980	100,000	Agricultural			
Change of Use				Change of Use			
Commercial				Commercial			
Demolition	2	360	53,920	Demolition			
Heating				Heating			
Industrial Building				Industrial Building			
institutional Building				institutional Building			
Miscellaneous	1	150	110,000	Miscellaneous			
Plumbing	1	180	17,000	Plumbing			
Pools	1	330	50,000	Pools	1	650	70,000
Residential Building	3	6,780	665,000	Residential Building	3	23,098	1,000,000
Sewage System	1	1,000	30,000	Sewage System	2	2,000	49,400
Signs				Signs			
Combine Use	1	6,855	840,000	Combined Use			
TOTAL	13	17,864	1,902,420	TOTAL	9	29,438	1,167,400



TOWNSHIP OF SOUTHWOLD

Report to Council

MEETING DATE: June 9th, 2025

PREPARED BY: Corey Pemberton Director of Building and Community Services

REPORT NO: CBO 2025-15

SUBJECT MATTER: Stone Pillars at Keystone Complex

Recommendations:

1. That Report CBO 2025-15 regarding the stone pillars at the entrance to the Keystone Complex be received for information;
2. That Council direct staff to proceed with repair of the stone pillars at the entrance to the Keystone Complex at the estimated cost of \$2,400, to be funded from the Keystone Complex Reserve. **OR,** That Council direct staff to investigate the cost of relocating one of the pillars and to engage with community groups for feedback on the potential relocation.

Purpose:

The purpose of this report is to seek Council's direction regarding the repair or potential relocation of the stone pillars at the entrance to the Keystone Complex.

Background:

Council previously requested that staff investigate the cost to repair the existing stone pillars located at the entrance of the Complex.

Comment/Analysis:

In response to Council's request, staff obtained a cost estimate of \$2,400.00 to complete the repairs to the existing stone pillars. During internal discussions, it was noted that there may be interest in relocating at least one of the pillars to accommodate a potential widening of the entrance in the future. The existing entrance is about 7.7 m (19') wide. Typical two-way commercial entrances are 8-10 m. It has been noted the smaller entrance may help to slow traffic. Staff are seeking Council's direction on whether to proceed with the repair or investigating the cost and feasibility of relocating one pillar, in addition to consulting with community groups on this potential change.



Financial and Resource Implications:

The estimate received for repairing the existing pilers is \$2,400.00. At this time, staff have not obtained quotes for the relocation of a pillar. Any required funding for this project would be drawn from reserves. Staff time would be limited to sourcing relocation quotes and engaging with user groups for their input.

Strategic Plan Goals:

The above recommendation helps the Township meet the Strategic Plan Goal of:

- ☒ Managed Growth
- ☐ Welcoming and Supportive Neighbourhoods
- ☒ Economic Opportunity
- ☒ Fiscal Responsibility and Accountability

Respectfully Submitted by:

Corey Pemberton
Director of Building and Community
Services

Approved for Submission by:

Jeff Carswell
CAO/Clerk



TOWNSHIP OF SOUTHWOLD

Report to Council

MEETING DATE: June 9th, 2025

PREPARED BY: June McLarty, Deputy Clerk

REPORT NO: DPC 2025-01

SUBJECT MATTER: 2025 Summer Council Meeting Schedule

Recommendation:

1. That Council cancels the second regular Council meetings in July and August, 2025 (July 28, 2025 and August 25, 2025).
2. That a Special Council Meeting be scheduled if warranted.

Purpose:

To seek approval from Council for summer meetings.

Background:

At the October 28, 2024 Council meeting, Council approved the 2025 meeting schedule. The second meeting in July and August were listed as optional but could be held if sufficient business requires them.

Comments/Analysis:

Historically, the summer meeting schedule is reduced by many organizations and municipalities. Cancelling the second meeting in July and August would allow staff more time to work on projects and schedule vacation time.

Special meetings could be scheduled to comply with the regulations under the Planning Act and the Drainage Act as well as any other time sensitive matters.

Financial and Resource Implications:

The cost savings may be minor as staff are not required to attend two meetings in July and August.

Strategic Plan Goals:

The above recommendation helps the Township meet the Strategic Plan Goal of:

- ☐ Managed Growth.
- ☐ Welcoming and Supportive Neighbourhoods
- ☐ Economic Development
- ☒ Fiscal Responsibility and Accountability.

Respectfully Submitted by:

June McLarty
Deputy Clerk

Approved for Submission by:

Jeff Carswell
CAO/Clerk



TOWNSHIP OF SOUTHWOLD

Report to Council

MEETING DATE: June 9th, 2025

PREPARED BY: June McLarty, Deputy Clerk

REPORT NO: DPC 2025-02

SUBJECT MATTER: Holiday Office Hours for Christmas 2025

Recommendation:

1. That Council approve the closure of the Municipal office from 12:00 p.m. Wednesday December 24, 2025, and reopen at 8:00 a.m. on Monday January 5, 2026 with staff utilizing Vacation or Banked-Time or days in lieu of the days that are not statutory holidays during the closure (4.5 days required).

Purpose:

To seek approval from Council for the office hours over the 2025 Christmas Holiday season.

Background:

The Municipal office traditionally closes during the holiday season to allow staff to spend time with their families and to accommodate the reduced demand for municipal services during this time.

Comments/Analysis:

Closing the municipal office during the specified period allows staff to utilize vacation or banked or lieu time, contributing to employee well-being and morale. Essential services, such as snow removal, building inspections, water/wastewater operations, fire, etc., will continue to operate without interruption. Based on the way the holidays fall, the following calendar illustrates the proposed closure for 2025. Staff will be required to use 4.5 days for the closure. Staff were consulted and agree with this recommendation.

Proposed Closure in Yellow

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
7	8 Council Meeting	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
			Office Closes at 12 p.m.	Christmas Day	Boxing Day	
28	29	30	31	1 New Years Day	2	3
4	5 Office reopens at 8:00 a.m.	6	7	8	9	10
11	12 First Council Meeting for 2026	13	14	15	16	17

Financial and Resource Implications:

There are no significant financial implications associated with the proposed closure, as staff will use existing vacation or banked or lieu time balances.

Strategic Plan Goals:

The above recommendation helps the Township meet the Strategic Plan Goal of:

- ☐ Managed Growth.
- ☐ Welcoming and Supportive Neighbourhoods

- ☐ Economic Development
- ☒ Fiscal Responsibility and Accountability.

Respectfully Submitted by:

June McLarty
Deputy Clerk

Approved for Submission by:

Jeff Carswell
CAO/Clerk



TOWNSHIP OF SOUTHWOLD

Report to Council

MEETING DATE: June 9, 2025

PREPARED BY: Jeff Carswell, CAO/Clerk

REPORT NO: CAO 2025-34

SUBJECT MATTER: CAO/Clerk Activity Report - May 2025

Recommendation(s):

1. None – For Council Information.

Purpose:

To update Council on the CAO/Clerk Activities for May 2025.

Meetings/Events:

May was a very busy month with over 50 meetings in the calendar. Following are several highlights from May:

- Biweekly Senior Management and Staff Meetings
- Elgin County Partners in Response Showcase
- Insurance Risk Report
- Parks and Trails Master Plan Open House
- Health & Safety Service Provider Meetings
- Various HR Meetings/Hearings
- Southwold EDC Meeting
- AODA Audit Meetings
- Group Benefits Meeting
- St. Thomas Parks and Recreation Master Plan Input
- Resident Emergency Communication System Demos
- Various Development Meetings
- Talbotville WWTP meetings with Colliers, Stantec, MECP
- Elgin County CAO Meeting
- Laserfiche AP Project

Recruitment/Staffing:

Recruitment for a Public Works Equipment Operator position closed on May 22nd. Interviews have taken place and a decision should be made shortly.

As reported earlier, Public Works Superintendent Paul Van Vaerenbergh announced he will be retiring October 31st, 2025.

Grant Application Progress and Updates:

The municipality was successful on the following grant applications for 2024. As new applications are submitted for 2025, they will be added to this list:

- Community Emergency Management Preparedness Grant – New Generator and Portable Radios – *SUCCESSFUL – Funding of \$50,000.00*
- Fire Marshal's Public Fire Safety Council – New Smart Boards for Fire Halls – *SUCCESSFUL – Funding of \$1,950.03*
- Enabling Housing Water Systems Fund Grant – *SUCCESSFUL* – Signed Transfer Payment Agreement for \$27.8 Million for Shedden & Fingal Sanitary Servicing
- Fire Protection Grant – *SUCCESSFUL* – Transfer Payment Agreement on Agenda for January 13th meeting – *Funding of \$16,460.90.*
- Community Sport and Recreation Infrastructure Grant – Corsley Park Trails (additional, paving & amenities) – ***UNSUCCESSFUL – The grant application was for \$484,325 (50% Funding) Green Lane Trust had committed \$85,000 towards the Township's share and the balance of funding (~\$400,000) was TBD. Subject to Green Lane Trust approval, the \$85,000 may be utilized for a much more limited amount of trail paving, although with the Parks and Trails Master Plan in progress, there may be merit in determining the outcome and recommendations of that project. As well, staff are fully engaged with many ongoing projects and while paving would be relatively simple, it will take time for coordination.***
- Flood Hazard and Identification Mapping Program – *Application Submitted by LVTCA with Southwold support*
- Intact Municipal Climate Resiliency Grants Program – *Application Submitted – \$180,000 for Shedden and Fingal Stormwater Master Plans, Shared Stormwater Facility Design – UNSUCCESSFUL*
- Ontario Trillium Foundation – Fingal Park Trail Improvements – *Application Submitted*

- Canada Housing Infrastructure Fund (CHIF) – Talbotville Wastewater Treatment Plant – *Application Submitted with assistance from Colliers*
- Municipal Housing Infrastructure Program – Health and Safety Water Stream (MHIP-HSWS) – Provincial CHIF Stream – Talbotville Wastewater Treatment Plant – *Application will be based on Federal CHIF – Application being submitted by Colliers – budget was available from prior CHIF*

Shared Services

Planning services from the County of Elgin started at the end of April. County staff will typically be in the Fingal Office on Mondays, but residents can meet with them on other days at the County building. Staff are available to Southwold every day. To date, service delivery and the transition has been relatively smooth. We will continue to refine processes and address any issues that may arise to ensure a high service level.

West Elgin had some questions about the building services agreement and proposed cost increase for 2025. We have reviewed the proposed rates and provided extensive information about rationale and justification. From our understanding, they are very pleased with the service provided. We have been advised that West Elgin has accepted the rate increase and approved the agreement.

Policy Development

Policies and procedures are at various stages of development and will be brought forward for approval when ready. While most are updates and improvements to existing policies, it is important to have these updated to ensure clarity to residents, developers, facility users and staff. In addition to policy development, additional time and resources need to be allocated to the rolling the policies out, staff training and documentation related to implementation. For HR and H&S Policies training and documentation is very important and an area that needs additional attention. There have also been some updates to the OHSA that will require policy updates. Pitman Safety Solutions will be assisting with these new requirements.

2025 Budget and Projects:

Staff are continuing to plan out and implement the various projects and programs approved in the 2025 budget. Several projects from 2024 remain in progress.

Project	Budget	Status/Comments
<i>Carried forward from 2024</i>		
Laserfiche Accounts Payable Workflow	\$20,000	Ricoh has completed development and the workflow is being used by staff. Ongoing training and minor tweaks to the workflow will be completed in the coming weeks. Based on initial observations the workflow will greatly enhance the Accounts Payable process. All invoices processing and approvals will take place through the workflow, which ensures the invoice is brought into Laserfiche at the beginning of the process rather than at the very end. While there will be some time savings, the improvements are more related to accuracy, tracking and efficiency with invoices being in Laserfiche from the start of the process. Previously, filing invoices for retrieval often got delayed due to other urgent tasks.
HR / H&S Policy and Program Updates/Improvements	\$5,000	In progress with contracted external assistance. An initial audit and workplan to reach compliance is being completed. Funding the WSIB Rebate is being applied to this project.
2025		
Website Hosting – Forced Update	\$11,000	Existing website providing is indicating the need to upgrade to the newest platform – impact and alternatives being investigated
Council Chamber Renewal	\$20,000	Project scope and tasks to be determined

Project	Budget	Status/Comments

Financial and Resource Implications:

There are no financial or resource implications from this report.

Strategic Plan Goals:

The above recommendation helps the Township meet the Strategic Plan Goal of:

- ☐ Managed Growth
- ☐ Welcoming and Supportive Neighbourhoods
- ☐ Economic Opportunity
- ☒ Fiscal Responsibility and Accountability

Respectfully Submitted by:

Jeff Carswell
CAO/Clerk



Premier of Ontario, The Honorable Doug Ford (sent by email, premier@ontario.ca)

Provincial Minister of the Environment, Conservation and Parks. MPP, Todd McCarthy (sent by email, todd.mccarthy@pc.ola.org)

Provincial Minister of Municipal Affairs and Housing, MPP, Rob Flack (sent by email, rob.flack@pc.ola.org)

Sarnia Lambton Bkejwanong Provincial MPP, Bob Bailey (sent by email, bob.baileyco@pc.ola.org)

Sarnia Lambton Bkejwanong Federal MP, Marilyn Gladu (sent by email, marilyn.gladu@parl.gc.ca)

AMO (sent by email, amo@amo.on.ca)

All Municipalities (sent by email)

May 27th, 2025

Please be advised that the Council of the Town of Plympton-Wyoming, at its Planning Council meeting on May 26h, 2025, passed the following motion calling for a pause of the enactment of BILL 5 PROTECT ONTARIO BY UNLEASHING OUR ECONOMY ACT 2025:

MOTION TO PAUSE BILL 5 PROTECT ONTARIO BY UNLEASHING OUR ECONOMY ACT 2025

Whereas the province has introduced Bill 5, Protect Ontario by unleashing our Economy 2025 which is intended to speed up housing and economic development in Ontario.

And whereas the proposed legislation will include the repeal of the Endangered Species Act of 2007 and replace it with the Conservation Species Act of 2025.

And whereas the Ministry of Environment, Conservation and Parks primarily manages the Act, The Committee on the Status of Species in Ontario (COSSARO) is responsible for assessing and classifying species.

And whereas COSSARO is comprised of experts with scientific and traditional knowledge and operates independently from the government ensuring impartial assessments of species at risk, the provincial cabinet will now decide what species will remain or be removed from endangered, concerned or at-risk status.

And whereas the current law considers the habitat to be all the areas that the species relies on for living, gathering food, migrating, hibernating and reproducing. The new law however, narrows that definition to "a dwelling place, such as a den, nest or other similar place, that is occupied or habitually occupied by one or more members of a species for the purposes of breeding, rearing, staging, wintering or hibernating"

And whereas the legislation would gut environmental assessment processes, speed mining and infrastructure development and take a "register-first, ask-questions-later" approach that would allow developers to begin projects before their environmental implications are fully known and allow for economic zones which will eliminate any environmental mitigation measures or protections.

And whereas the legislation would eliminate provincial responsibility for federally listed migratory birds and aquatic species because it says such birds and species are under federal jurisdiction, even though the province has historically administered such duties.


And whereas the government will enhance funding for the Species Conservation Program, which will see contributions more than quadruple to \$20 million each year for on the ground projects that directly support efforts to conserve and protect listed species, the funding will only go to projects in regions that would otherwise not be considered viable for housing priorities, essentially allowing for the extirpation of local ecoregions in Ontario.

And whereas while development is necessary for human progress, Bill 5 will pose significant challenges to mitigating water, soil and air pollution; will overexploit natural resources, and increase invasive species in each uniquely identified ecoregion in Ontario.

Now therefore be it resolved that the Council of Plympton-Wyoming urges the government to pause the proposed legislation and maintain strong environmental laws that prevent extinction of species and protect local ecoregions.

And furthermore, the Council of Plympton-Wyoming asks that the government recognize and give meaningful consideration to ecoregions in Ontario through their unique perspectives and preserve Ontario's natural heritage systems in the application of any proposed updated provincial legislation for the long-term growth, sustainability and well-being of our communities.

If you have any questions regarding the above motion, please do not hesitate to contact me by phone or email.



Mackenzie Baird
mbaird@plympton-wyoming.ca
Planning Technician
Town of Plympton-Wyoming



THE CORPORATION OF THE TOWNSHIP OF SOUTHWOLD

BY-LAW NO. 2025-38

Being a by-Law to permanently close the portion of municipal highway Ford Road, known as Part 1 of Plan 11R-11357.

WHEREAS Section 9, 11 and 34 of the Municipal Act, 2001, c. 25, enables the municipality to pass by-laws permanently closing highways;

AND WHEREAS the Council of the Township of Southwold deems it expedient to permanently close a portion of Ford Road, known as Part 1 of Plan 11R-11357;

AND WHEREAS notice of the proposed by-law has been given in accordance with the Municipal Act, 2001

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF SOUTHWOLD ENACTS AS FOLLOWS:

1. That the portion of Ford Road, known as Part 1 of Plan 11R-11357 is hereby permanently closed.
2. The Mayor and Clerk are authorized to execute all documents necessary to effect the closure and register this by-law with the appropriate Land Registry Office.
3. This by-law shall come into force and effect on the date of its passing.

READ A FIRST AND SECOND TIME, CONSIDERED READ A THIRD TIME AND FINALLY PASSED THIS 9TH DAY OF JUNE, 2025.

Mayor
Grant Jones

CAO/Clerk
Jeff Carswell



THE CORPORATION OF THE TOWNSHIP OF SOUTHWOLD

BY-LAW NO. 2025-39

Being a By-law to Amend By-law No. 2011-14

WHEREAS under Sections 34 and 36 of the Planning Act, R.S.O. 1990, c. P. 13, authorizes municipalities to pass and amend zoning by-laws governing the use of land, buildings and structures;

AND WHEREAS the requirements for the giving notice and the holding of a public meeting of a zoning by-law amendment have been met;

AND WHEREAS the Council of the Corporation of the Township of Southwold deems it advisable to amend By-law 2011-14, being the Zoning By-law of the Township of Southwold;

THE COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF SOUTHWOLD HEREBY ENACTS AS FOLLOWS:

1. **THAT:** Schedule 'A', Map 6 of By-Law No. 2011-14, as amended, is hereby amended by changing from Agricultural 1 (A1) Zone to Agricultural 1 Special Provision 73 Holding (A1-73(H)) Zone those lands outlined in heavy solid lines and filled with hatching on Schedule 'A' attached hereto and forming part of this By-law on lands legally described as Concession North of Talbot Road East (NTRE) South Part Lot 27 Registered Plan 11R506 Parts 1-5, Geographic Township of Southwold, Elgin County.
2. **THAT:** Subsection 5.4 of By-law 2011-14, as amended, is hereby amended by adding the following Special Provision:

" (bv) **A1-73(H) As shown on Schedule A, Map No. 6**

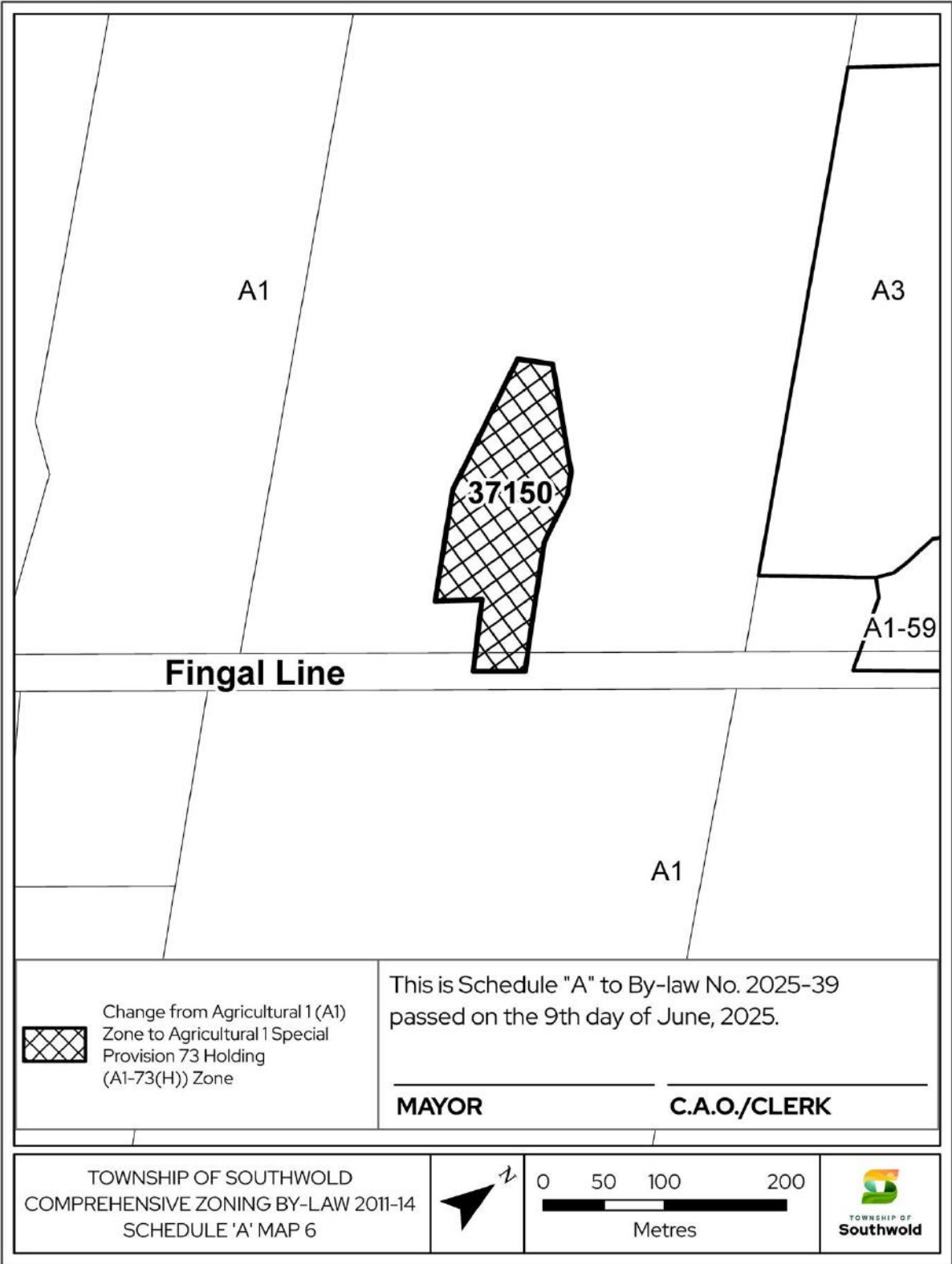
 (i) Additional Zone Requirements
 "Notwithstanding the provisions of Section 3.14, A home-industry is subject to the following provisions:
 1. For any lot, the gross floor area devoted to home industries shall not exceed 1,040 m² (11,194.5 ft²).

2. The total amount of open storage shall not exceed 300 m² (3,229.2 ft²).
 3. Home industries shall not employ more than five non-residents.
 4. The remaining provisions of Section 3.14 continue to apply.
- (ii) The Holding provision may only be removed once a Site Plan Agreement has been entered into with the Municipality."
3. **THAT:** this By-law shall come into force pursuant to Sections 34(2) and 36 of the Planning Act, RSO 1990.

**READ A FIRST AND SECOND, CONSIDERED READ A THIRD TIME, AND FINALLY
PASSED THIS 9th DAY of JUNE 2025;**

Mayor
Grant Jones

CAO/Clerk
Jeff Carswell





THE CORPORATION OF THE TOWNSHIP OF SOUTHWOLD

BY-LAW NO. 2025-40

**Being a By-law to establish a levy for the year 2025,
to adopt tax rates for 2025 and to provide for penalty
and interest in default of payment and the collection thereof.**

WHEREAS it is necessary for the Council of the Township of Southwold, pursuant to Section 312 (2) of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, to levy a separate tax rate on the assessment in each property class in the local municipality ratable for local municipal purposes;

AND WHEREAS the Council of the Township of Southwold has adopted the budget estimates for the year 2025 requiring a local levy of \$7,153,451 for municipal purposes;

AND WHEREAS the Council of the Corporation of the County of Elgin, pursuant to the Municipal Act, 2001, S.O. 2001, c. 25, as amended, has established the tax ratios for the year for the upper-tier municipality and its lower-tier municipalities through By-Law No. 25-10;

AND WHEREAS it is necessary for the Council of the Township of Southwold, pursuant to Section 311 (10) of the Municipal Act, 2001, S.O. 2001, c. 25, as amended, to levy the tax rates specified in the upper-tier rating by-law passed for that year and further these tax rates are set out in Schedule "A" to this By-Law;

AND WHEREAS the Province of Ontario has, by regulation, specified certain tax rates for school purposes be levied and further these rates are set out in Schedule "A" to this By-Law;

AND WHEREAS the Municipal Act 2001, S.O. 2001, c. 25, as amended, requires tax adjustments to certain properties within the commercial and industrial assessment classes or subclasses;

NOW THEREFORE the Council of the Corporation of the Township of Southwold enacts as follows:

1. THAT the assessment contained in the assessment roll of the Township of Southwold as made pursuant to Province of Ontario Regulations and dated December 10, 2024 be hereby adopted and confirmed as the assessment on which the rate of taxation for the year 2025 shall be levied.
2. THAT the said assessment roll be hereby adopted and confirmed as the last revised assessment roll for the said Municipality.
3. For the purposes of providing for the Corporation's general municipal purposes, the tax rates set out in Schedule "A" be hereby adopted and levied for the year 2025 upon the whole of the said assessment of the Corporation according to the last revised assessment roll.
4. For the purposes of providing for the County of Elgin general levy, the tax rates set out in the County of Elgin by-law 25-10 be hereby levied for the year 2025 upon the whole of the said assessment of the Corporation according to the last revised assessment roll.
5. For the purposes of providing for the public and separate school education purposes, the tax rates set out by the Minister of Finance under O. Reg. 400/98, as amended, of the Education Act be hereby levied for the year 2025 upon the respective portions of the said assessment of the School supporters of the Corporation according to the last revised assessment roll.
6. That the Corporation provide for the required tax adjustments under Part IX of the Municipal Act, 2001, S.O. 2001, c. 25, as amended for commercial and industrial properties.
7. All taxes and other special rates shall be paid into the office of the Tax Collector or Treasurer of the Township of Southwold.
8. The said final tax levy shall become due and payable one-half on or before August 29, 2025 and one-half on or before October 31, 2025 and non-payment of the amount, as noted, on the dates stated in accordance with this section shall constitute default.
9. For payments-in-lieu of taxes due to the Township of Southwold, the actual amount due and payable shall be based on the last revised assessment roll and the tax rates for the year 2025.

10. For railway rights-of-way and electrical corridors, taxes due to the Township of Southwold shall be calculated in accordance with the regulations established by the Minister of Finance and shall be based on the last revised assessment roll.
11. On all taxes which are in default on the 1st day following the above-noted due dates, a penalty of 1.25% shall be added and thereafter interest of 1.25% per month shall be added on the 1st day of each and every month the default continues.
12. On all taxes in default on January 1, 2026, interest shall be added at the rate of 1.25% per month for each month in which the default continues.
13. Penalties and interest added on all taxes of the final tax levy in default shall become due and payable and shall be collected forthwith as if the same had originally been imposed and formed part of such unpaid tax levy.
14. THAT the Tax Collector shall mail or cause to be mailed to the address of the residence or place of business of the property owner, a notice specifying the amount of taxes payable by each property owner for each property as outlined in Section 343 (6) of the Municipal Act S.O.2001, c.25.
15. THAT the Tax Collector may send a tax bill to the taxpayer electronically in the manner specified by the Treasurer and Tax Collector, if the taxpayer has chosen to receive the tax bill in that manner as outlined in Section 343 (6.1) of the Municipal Act S.O.2001, c.25.
16. THAT the Treasurer and Tax Collector, or designates, are hereby authorized to accept part payment from time to time on account of taxes due and to give a receipt of such part payment, provided that acceptance of any such part payment shall not affect the collection of any percentage charge imposed and collectable under Section 6 in respect of non-payment of any taxes or any class or any instalment thereof.
17. All by-laws inconsistent with the provisions of this by-law are hereby repealed.

**READ A FIRST AND SECOND TIME, CONSIDERED READ A THIRD TIME AND
FINALLY PASSED THIS 9th DAY OF JUNE, 2025.**

Mayor
Grant Jones

CAO/Clerk
Jeff Carswell

Schedule "A" to By-law 2025-40

2025 Tax Rates

Property Class		Township	County	Education	Total
Residential - RT	Occupied	0.00584497	0.00694535	0.00153000	0.01432032
Residential	FAD Phase 1	0.00292249	0.00347268	0.00076500	0.00716017
New Multi-residential	Occupied	0.00584497	0.00694535	0.00153000	0.01432032
Multi-residential	Occupied	0.01168936	0.01389001	0.00153000	0.02710937
Multi-residential	FAD Phase 1	0.00292249	0.00347268	0.00076500	0.00716017
Commercial - CT	Occupied	0.00957172	0.01137371	0.00880000	0.02974543
Commercial - CU	Excess Land	0.00957172	0.01137371	0.00880000	0.02974543
Commercial - CX	Vacant Land	0.00957172	0.01137371	0.00880000	0.02974543
Commercial -1 st Subclass - C0	On-Farm Bus.	0.00239293	0.00284343	0.00220000	0.00743636
Commercial -2nd Subclass - C7	On-Farm Bus.	0.00239293	0.00284343	0.00220000	0.00743636
Industrial - IT	Occupied	0.01300564	0.01545410	0.00880000	0.03725974
Industrial	FAD Phase 1	0.00292249	0.00347268	0.00880000	0.01519517
Industrial - IH	No Support	0.01300564	0.01545410	0.01250000	0.04095974
Industrial - IU	Excess Land	0.01300564	0.01545410	0.00880000	0.03725974
Industrial - IX	Vacant Land	0.01300564	0.01545410	0.00880000	0.03725974
Industrial - 1 st Subclass - I0	On-Farm Bus.	0.00325141	0.00386353	0.00220000	0.00931494
Industrial - 2 nd Subclass - I7	On-Farm Bus.	0.00325141	0.00386353	0.00220000	0.00931494
Large Industrial - LT	Occupied	0.01655178	0.01966784	0.00880000	0.04501962
Large Industrial - LU	Excess Land	0.01655178	0.01966784	0.00880000	0.04501962
Landfills	Occupied	0.19523742	0.23199301	0.00880000	0.43603043
Pipelines - PT	Occupied	0.00669015	0.00794965	0.00880000	0.02343980
Farm - FT	Occupied	0.00134434	0.00159743	0.00038250	0.00332427
Managed Forests - TT	Occupied	0.00146124	0.00173634	0.00038250	0.00358008

Property Class		2025 Education Rates for Retained PILs
Residential	Occupied	0.00153000
Residential	FAD Phase I	0.00076500
New Multi-residential	Occupied	0.00153000
Multi-residential	Occupied	0.00153000
Multi-residential	FAD Phase 1	0.00076500
Commercial	Occupied	0.00980000
Commercial	Excess Land	0.00980000
Commercial	Vacant Land	0.00980000
Commercial -1 st & 2 nd Subclass	On-Farm Bus.	0.00220000
Industrial	Occupied	0.01250000
Industrial	No Support	0.01250000
Industrial	Excess Land	0.01250000
Industrial	Vacant Land	0.01250000
Industrial – 1 st & 2 nd Subclass	On-Farm Bus.	0.00220000
Large Industrial	Occupied	0.01250000
Large Industrial	Excess Land	0.01250000
Landfills	Occupied	0.23687812
Pipelines	Occupied	0.00980000
Farm	Occupied	0.00038250
Managed Forests	Occupied	0.00038250

June is Seniors Month

Fit, Active and Healthy Seniors

Information for Seniors in Ontario

The [Ministry for Seniors and Accessibility](#) works with community organizations to offer supports and services to help seniors stay active, safe and socially connected. Seniors and their families can find the information they need to connect to government services and community supports at ontario.ca/Seniors.

Seniors Community Grant Program

This program funds local not-for-profit community groups and organizations to deliver projects, supports and resources for seniors that provide opportunities for greater social inclusion, volunteerism and community engagement. Find information about the [program online](#).

Seniors Active Living Fairs

Seniors can find information about government programs and services as well as information about healthy aging and active lifestyles to keep them active and engaged. Learn more about [seniors fairs in your community](#).

Seniors Active Living Centre programs

Seniors Active Living Centre programs help local seniors stay active, become more involved in their community, and meet new friends in person or online.

These programs include:

- unique social activities
- learning and educational opportunities
- recreational programming
- online/remote programming.

The government is expanding the number of programs in 2025, so more seniors across the province can get the services that meet their needs close to home. This year, there are more than 400 programs across the province.

To find a Seniors Active Living Centre program, please:

- visit the [Seniors Active Living Centre locator map](#)
- contact your municipality
- call 2-1-1.



June is Seniors Month

Fit, Active and Healthy Seniors

Age-friendly communities

Age-Friendly Communities are inclusive, accessible environments with programs and services that help seniors stay connected. These communities can include improved transit and housing, as well as opportunities for civic and social participation.

Learn more at ontario.ca/AgeFriendly.

Health 811

Health 811 is a free, secure and confidential service Ontarians can call or access online 24 hours a day, 7 days a week to receive health advice from qualified health professionals, such as a registered nurse, locate local health services and find trusted health information.

This service is available in both English and French, with translation support offered in other languages.

- Call: 811
- Toll-free TTY: 1-866-797-0007
- Chat live online
- Visit ontario.ca/Health811

Seniors Safety Line

Seniors Safety Line is a 24/7, confidential and free resource. It provides counselling, information, safety planning and referrals in 240 languages for seniors in Ontario who are experiencing, or are at risk of, any type of abuse or neglect.

Call Toll-free: 1-866-299-1011. or
TTY 1-866-299-0008

More information

Learn more about:

- Seniors Month at ontario.ca/SeniorsMonth.
- ministry programs and services at ontario.ca/msaa.
- resources for seniors with the updated [Guide to Programs and Services for Seniors in Ontario](#).
- for other programs and services available in your area visit: 211ontario.ca.
- Seniors' INFOLine
Call: 416-326-7076
Toll-free: 1-888-910-1999
TTY: 1-800-387-5559

Follow us on social  [@SeniorsON](#)  [@SeniorsOntario](#)  [@Seniors and Accessibility](#)

Ministry for Seniors and Accessibility
ontario.ca/SeniorsMonth



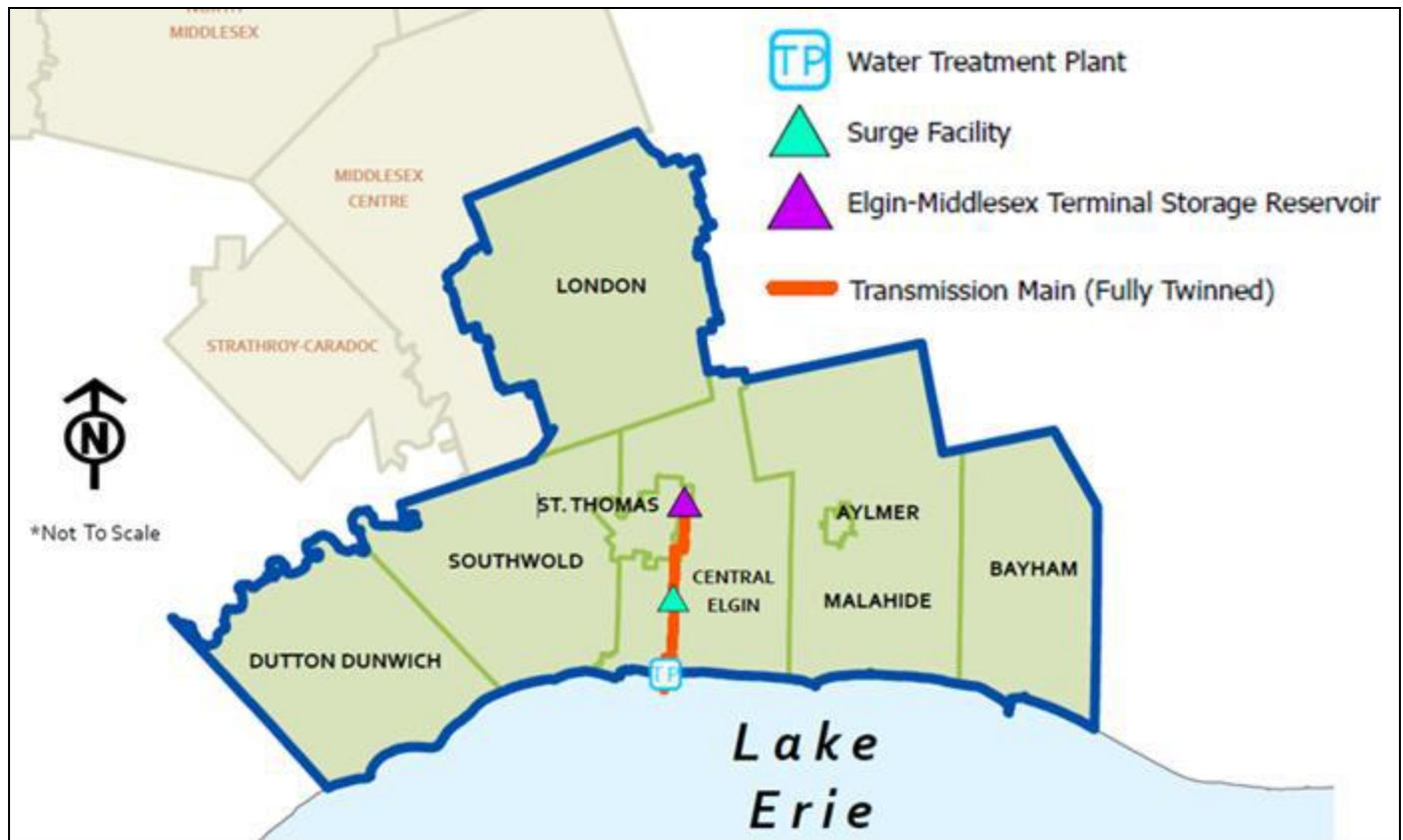
**PROTECT
ONTARIO**



Elgin Area Primary Water Supply System Master Plan Notice of Public Information Centre

The Elgin Area Primary Water Supply System (EAPWSS), through its consultant AECOM, is completing a Municipal Class Environmental Assessment (MCEA) Master Plan study to develop and assess a range of water servicing strategies to accommodate near, mid and long-term future growth, while maintaining the reliability and sustainability of the utility. See Map for existing infrastructure and member municipalities. A link to visit the project web page is provided below:

<https://www.huronelginwater.ca/lake-huron-primary-water-supply-system-master-plan/>



This MCEA Master Plan Study will document existing conditions, water demand forecasts, water modelling, and engage key stakeholders, the general public and Indigenous Communities and provide recommendations for the regional water system to address system growth and infrastructure needs to maintain levels of service.

The Process

This study is being completed in accordance with the Ontario Environmental Assessment Act following Approach #1 of the Municipal Engineers Association Municipal Class EA (as amended in 2020) Master Planning process. At the conclusion of the study, a suite of recommended projects will be identified including the MCEA Schedule (Exempt, Schedule B or C). This Master Plan being

completed at a broad level of assessment, therefore requiring more detailed investigations at project specific level for any recommended Schedule B or C projects.

A Virtual Public Information Centre (PIC) will be held on June 25th 2025, to introduce the study, present existing conditions, the alternative servicing strategies, evaluation criteria, and the servicing strategies including the associated recommended projects and schedule.

Date: June 25th, 2025

Time: 6:00 pm

Format: Zoom Webinar Presentation followed by a question period

To Register for this PIC please send an email request to: Paul.Adams2@aecom.com.

For more information or if you want to be placed on our project contact list for updates, please contact us at:

Marcy McKillop, P.Eng.

Environmental Services Engineer
Regional Water Supply
Lake Huron and Elgin Area Primary Water
Supply Systems
235 North Centre Road, Suite 200
London ON, N5X 4E7
Tel: 519-930-3505 x4976
Email: mmckillop@huronelginwater.ca

Paul Adams, CPT

Environmental Planner,
AECOM Canada ULC.
250 York Street, Suite 410
London ON, N6A 6K2
Tel: 519-636-6448
Email: paul.adams2@aecom.com

The personal information submitted in relation to this Master Plan is collected under the authority of the *Municipal Act*, 2001, S.O. 2001, c.25 and will be reviewed to provide subsequent Master Plan study development, communications and events. With the exception of personal information, all comments will form part of the public record for this Master Plan in accordance with the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's *Environmental Assessment Act*.

Questions about this collection should be addressed to Marcy McKillop, Environmental Services Engineer at 235 North Centre Road, Suite 200, London, ON N5X 4E7. Tel: 519-930-3505 ext. 4976, email: mmckillop@huronelginwater.ca

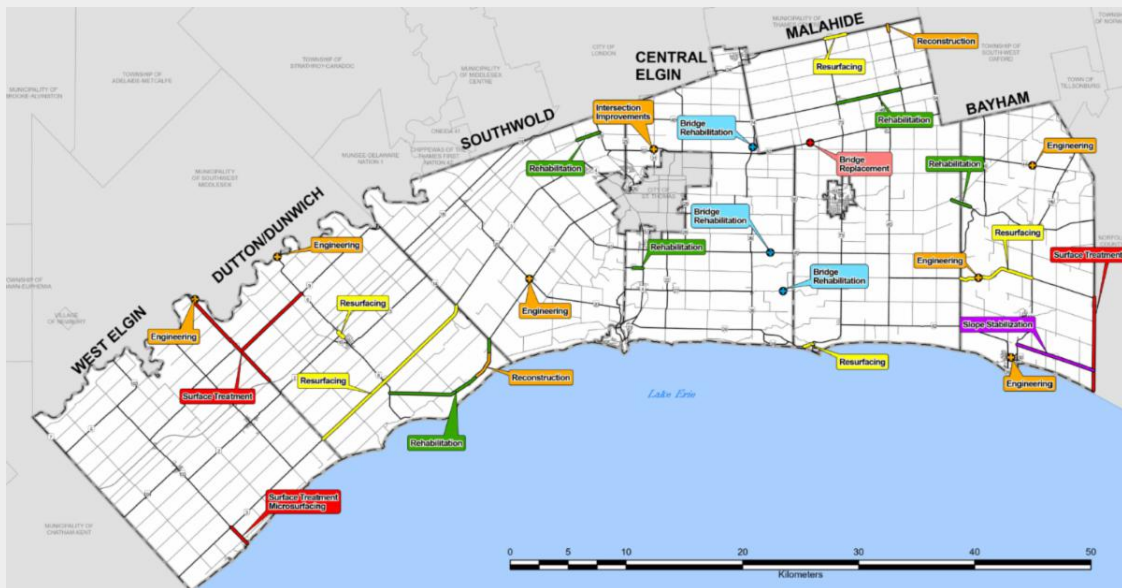


ECONOMIC DEVELOPMENT

Summer
Edition 2025



With warm weather comes another season of growth, investment, and connection. From infrastructure improvements to business spotlights and tourism initiatives, there's plenty happening across Elgin County to support our thriving business community.



Port Talbot Hill Reconstruction (CR16)

Starting June 9, construction will begin on CR16 (Fingal Line) at Talbot Creek in Dutton Dunwich. This project involves deep sewer crossings and will require single-lane and occasional full closures.

Stay informed at [Municipal 511](#).



Help Shape Transportation in Elgin County - We Want Your Input

We've resumed work on Elgin's Transportation Master Plan (TMP) - a long-term strategy guiding how people and goods move throughout the County through to 2054.

Why Your Input Matters:

As a business owner, transportation is vital for deliveries, employee commutes, and customer access. Your feedback will help us build a safe, efficient, and accessible network for today and tomorrow.

[View the Materials](#)

[Take the Survey](#)

BUSINESS INVESTMENTS



Elgincentives Community Improvement Plan Review Completed

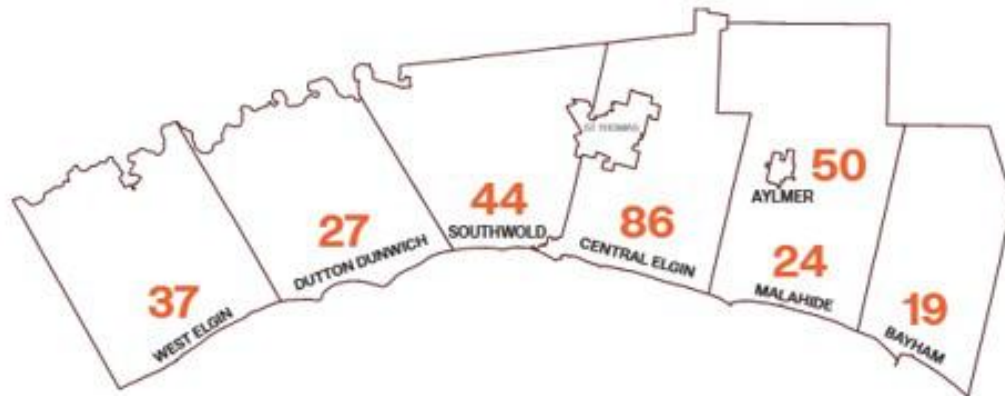
In Fall 2024, Elgin County completed a full review of the Elgincentives Community Improvement Plan, which provides grants for downtown revitalization, property improvements, and job creation.

This review ensures the program continues to deliver strong results for local businesses.

287 (90%) of 319
Applications Approved

\$1.56 Million¹ in Grant
Funding Approved

\$9.44 Million²
Invested by Applicants



Elgincentives Grant Approvals by Municipality (2015 to 2024)

[Read the Full Report](#)

TOURISM & ECONOMIC DEVELOPMENT INITIATIVES



New Tourism Website Now Live!

We're excited to announce the launch of our new tourism website (elgintourism.ca), designed to spotlight local destinations, businesses and events.

Do you operate a tourism-related business?

Contact tourism@elgin.ca to be added to the directory.

A Warm Welcome to Elgin's

STUDENTS



Arden Doupe

Marketing
Assistant

Allie Pimlatt

Tourism Assistant,
Port Stanley Visitor Centre

Ella Broadhead

Administrative
Assistant

Meet Our Summer Students

This summer, three incredible students have joined the Economic Development & Tourism team to support outreach, visitor engagement, and business promotion. Be sure to say hello if you see them out in the community!

"Support Local" Social Media Series

This spring, we featured 20 remarkable businesses, such as [Minerva Art Gallery](#) (photographed) through our social media, celebrating local businesses and their stories.



Follow [Elgin County](#) on Facebook to see the full series.

BUSINESS NETWORKING & WORKFORCE INITIATIVES



2025 St. Thomas, Elgin County & Area Job Fair Recap

On April 23, over 800 job seekers connected with 39 employers at the 2025 Job Fair hosted by Employment Services Elgin. Elgin County was a proud partner in this successful event, which helped match local talent with exciting career opportunities.

Cultivating Success 2025 - SOLD OUT!

Thank you to everyone who registered for our business networking event on June 18 at Prim Peony in Dutton Dunwich!



We're looking forward to an evening of wood-fired pizza, live music by Connor Wilson, expert insights, and valuable networking.

CELEBRATING MILESTONES

70 Years of Canadale Nurseries

Since 1955, Canadale Nurseries has grown from a small roadside stand into a cornerstone garden centre known for its top-quality plants and community involvement



📍 269 Sunset Dr, St. Thomas

🌐 canadale.ca

📷 [@canadalenurseries](https://www.instagram.com/canadalenurseries)

175 Years of Backus Page House Museum

Located in Wallacetown, this heritage site brings Elgin County history to life with engaging exhibits, nature trails, and community programming.



📍 29424 Lakeview Line, Wallacetown

🌐 backuspagehouse.ca

📷 [@backuspagehouse](https://www.instagram.com/backuspagehouse)



Are You a New Business or Celebrating a Milestone?

We want to hear your story! Whether you're celebrating a grand opening or a major anniversary, reach out to economicdevelopment@elgin.ca to be featured in a future newsletter.

BUSINESS SPOTLIGHT



Hoffsuemmer Grains: Giving Back at the Core

Michelle and Nick Hoeffsuemmer have built their grain operation in Southwold on more than just farming—they've made community giving a priority.

Read the full story here: [Hoeffsuemmer Grains builds business around being community-minded | St. Thomas Times-Journal](#)

BUSINESS RESOURCES

Workshop: "Financial Projections Made Easy" - June 25

Hosted by the Elgin Business Resource Centre, this free session helps business owners looking to strengthen their financial planning skills.

What You'll Learn:

- Developing effective revenue models
- Pricing strategies
- Creating accurate cash flow projections



Register Today

Elgin County Economic Development & Tourism

www.elgincounty.ca



Elgin County | 450 Sunset Drive | St. Thomas, ON N5R 5V1 CA

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THE CORPORATION OF THE TOWNSHIP OF SOUTHWOLD

BY- LAW NO. 2025-41

Being a by-law to confirm the resolutions and motions of the Council of the Township of Southwold, which were adopted on June 9, 2025.

WHEREAS Section 5(3) of the Municipal Act, 2001, Chapter 25, provides that a municipal power, including a municipality's capacity, rights, powers and privileges under section 8, shall be exercised by by-law unless the municipality is specifically authorized to do otherwise;

AND WHEREAS it has been expedient that from time to time, the Council of the Corporation of the Township of Southwold should enact by resolution or motion of Council;

AND WHEREAS it is deemed advisable that all such actions that have been adopted by a resolution or motion of Council only should be authorized by By-law;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF SOUTHWOLD ENACTS AS FOLLOWS:

1. That the actions of the Council of the Township of Southwold at the Regular Meeting of Council held on June 9, 2025; in respect to each report, motion, resolution or other action passed and taken by the Council at its meetings, is hereby adopted, ratified and confirmed, as if each resolution or other action was adopted, ratified and confirmed by its separate by-law.
2. That the Mayor and the proper officers of the Corporation are hereby authorized and directed to do all things necessary to give effect to the said action, or obtain approvals, where required, and, except where otherwise provided, the Mayor and the Clerk are hereby directed to execute all documents necessary in that behalf and to affix the Corporate Seal of the Township of Southwold to all such documents.

**READ A FIRST AND SECOND TIME, CONSIDERED READ A THIRD TIME, AND
FINALLY PASSED THIS 9th DAY OF JUNE, 2025.**

Mayor
Grant Jones

CAO/Clerk
Jeff Carswell