

C-08/2026

Wednesday, April 22, 2026

9:00 AM

Town of Pelham Municipal Office - Council Chambers
20 Pelham Town Square, Fonthill

The Town of Pelham is holding hybrid meetings of Council and Committee in accordance with Procedure By-law 4507(2022). Public access to meetings will be provided in-person at the location indicated on the agenda, via Livestream: www.youtube.com/townofpelham/live and subsequent publication to the Town's website at www.pelham.ca.

Pages

1. **Call to Order and Declaration of Quorum**
2. **National Anthem**
3. **Land Recognition Statement**

The Town of Pelham is situated on treaty land, steeped in the rich history of the First Nations such as the Hatiwendaronk, Haudenosaunee and the Anishinaabe, including the Mississaugas of the Credit First Nation. This territory is covered by the Upper Canada Treaties and is protected by the Dish With One Spoon Wampum Agreement. Today, many First Nations, Métis, and Inuit people from across Turtle Island live and work in Niagara. The Town of Pelham stands in solidarity with all Indigenous peoples, past and present, acknowledging that our high standard of living is a result of the resources and lasting friendship of Indigenous peoples.

4. **Approval of the Agenda**
5. **Disclosure of Pecuniary Interests and General Nature Thereof**

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11.	Unfinished Business	
12.	New Business	
13.	Presentation and Consideration of By-Laws	
14.	Motions and Notices of Motion	

15. Resolution to Move In Camera

THAT Council resolve into a Closed Session to consider the following matters:

1. Closed Session Report 2026-0095 - Cannabis Litigation Update

Advice that is subject to solicitor-client privilege, including communications necessary for that purpose, as per Section 239(2)(f) of the *Municipal Act, 2001*.

2. Closed Session Report 2026-0091 - Non-Union Staff

Personal matters about an identifiable individual, including municipal or local board employees, as per Section 239(2)(b) of the *Municipal Act, 2001*.

Labour relations or employee negotiations, as per Section 239(2)(d) of the *Municipal Act, 2001*.

16. Rise From In Camera

17. Confirming By-Law

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18. Adjournment

Regular Council Minutes

Meeting #: C-07/2026
Date: Wednesday, April 8, 2026
Time: 9:00 AM
Location: Town of Pelham Municipal Office - Council Chambers
20 Pelham Town Square, Fonthill

Members Present: Mayor Marvin Junkin
Councillor Bob Hildebrandt
Councillor John Wink
Councillor Kevin Ker
Councillor Shellee Niznik
Councillor Brian Eckhardt
Councillor Bryce Brunarski

Staff Present: David Cribbs
Bob Lymburner
Jason Marr
Teresa Quinlin-Murphy
Jennifer Stirton
Vickie vanRavenswaay
Jodi Legros
Sarah Leach
Pamela Duesling
Ryan Cook

1. Call to Order and Declaration of Quorum

Noting that a quorum was present, the Mayor called the meeting to order at approximately 9:00 a.m.

2. National Anthem

3. Land Recognition Statement

Councillor Wink read the land recognition statement into the record.

4. Approval of the Agenda

Moved By Councillor John Wink

Seconded By Councillor Bob Hildebrandt

BE IT RESOLVED THAT the agenda for the April 8, 2026, regular meeting of Council be adopted, as circulated.

Carried

5. Disclosure of Pecuniary Interests and General Nature Thereof

There were no pecuniary interests disclosed by any of the members present.

6. Adoption of Council Minutes

Moved By Councillor Brian Eckhardt
Seconded By Councillor Shellee Niznik

BE IT RESOLVED THAT the following minutes be adopted as printed, circulated and read:

1. C-06/2026 Regular Council Meeting - March 25, 2026

Carried

7. Request(s) to Lift Consent Agenda Item(s) for Separate Consideration

Councillor Hildebrandt lifted item 8.4.2 (now item 9.1).

8. Consent Agenda Items to be Considered in Block

Moved By Councillor Bryce Brunarski
Seconded By Councillor Kevin Ker

BE IT RESOLVED THAT the consent agenda items as listed on the April 8, 2026, Council agenda be received and the recommendations contained therein be approved, save and except item 8.4.2:

8.1. Mayoral Directions and Decisions

Strong Mayor Powers were not exercised between the previous agenda's publication and the release of this agenda.

8.2. Staff Reports of a Routine Nature for Information or Action

8.2.1. Additional Residential Units - Response to Additional Public Comments , 2026-0084-Planning

BE IT RESOLVED THAT Council receive memo 2026-0084 "Additional Residential Units – Response to Additional Public Comments" for information.

8.2.2. Housekeeping Zoning Amendment Appeal Update - File No. AM 04-2025, 2026-0085-Planning

BE IT RESOLVED THAT Council receive memo 2026-0085 "Housekeeping Zoning Amendment Appeal Update – File No. AM 04-2025," for information.

8.2.3. 2026 Spongy Moth Report and Invasive Species Management Response, 2026-0078-Public Works

BE IT RESOLVED THAT Council receive report 2026-0078 "2026 Spongy Moth Report and Invasive Species Management Response," for information.

8.2.4. Update on Quaker Road Reconstruction Project, 2026-0072-Public Works

BE IT RESOLVED THAT Council receive report 2026-0027 "Update on Quaker Road Reconstruction Project," for information.

8.3. Information Correspondence

8.3.1. Mary Tucker re: Additional Residential Units in the Town of Pelham

BE IT RESOLVED THAT Council receive the correspondence from Mary Tucker regarding Additional Residential Units in the Town of Pelham, for information.

8.3.2. The Honourable Robert J Flack, Minister of Municipal Affairs and Housing, Correspondence Re: 234-2026-1123 Spring Housing Bill (2026) HoC Notification Letter

BE IT RESOLVED THAT Council receive correspondence from the Honourable Robert J Flack, Minister of Municipal Affairs and Housing re: 234-2026-1123 Spring Housing Bill (2026) HoC Notification Letter, for information.

8.4. Regional Municipality of Niagara Correspondence for Information or Action

8.4.1. Extension of the Niagara Regional Courts Inter-Municipal Agreement (Amendment 3) - Niagara Region

BE IT RESOLVED THAT Council received the correspondence from the Niagara Region dated March 27th, 2026, regarding the Extension of the Niagara Regional Courts Inter-Municipal Agreement, for information.

~~**8.4.2. Niagara Transit Fleet Electrification Strategy and Implementation Roadmap - Niagara Transit Commission**~~

~~**BE IT RESOLVED THAT Council received the correspondence from the Niagara Transit Commission dated February 17th, 2026, regarding the Niagara Transit Fleet Electrification Strategy and Implementation Roadmap, for information.**~~

8.4.3. Niagara Region Motion re: Correspondence from Regional Chair Bob Gale respecting Municipal Governance Reform

BE IT RESOLVED THAT Council received the correspondence from the Niagara Region dated March 27th, 2026, regarding Municipal Governance Reform, for information.

9. Consent Agenda Item(s) Lifted for Separate Consideration, if any

9.1 Niagara Transit Fleet Electrification Strategy and Implementation Roadmap - Niagara Transit Commission

Moved By Councillor Bob Hildebrandt

Seconded By Councillor Kevin Ker

BE IT RESOLVED THAT Council received the correspondence from the Niagara Transit Commission dated February 17th, 2026, regarding the Niagara Transit Fleet Electrification Strategy and Implementation Roadmap, for information;

AND THAT Council request the Niagara Transit Commission to provide fulsome details regarding the Hydrogen Bus Pilot Program commencing August 2026, including costs, infrastructure requirements, operational impacts, environmental considerations, and evaluation metrics by May 15, 2026.

Carried

10. Presentation and Consideration of Reports

10.1 Members of Council Reports

10.2 Staff Reports Requiring Action

10.2.1 Council Vacancy Policy S201-22 Update, 2026-0082-Clerks

Moved By Councillor John Wink

Seconded By Councillor Kevin Ker

**BE IT RESOLVED THAT Council receive report 2026-0082
“Council Vacancy Policy S201-22 Update,” for information;**

**AND THAT Council approve the amended Council Vacancy
Policy S201-22, as appended to this report.**

Carried

11. Unfinished Business

12. New Business

13. Presentation and Consideration of By-Laws

Moved By Councillor John Wink

Seconded By Councillor Kevin Ker

**BE IT RESOLVED THAT the following by-law(s) be read a first, second and
third time and passed:**

**1. By-law 19-2026 - Being a By-law to amend Zoning By-law 4481(2022), as
amended, to Regulate the Use Additional Residential Units within the Town
of Pelham**

**2. By-law 20-2026 - Being a By-law to Delegate Authority to the Chief
Administrative Officer and Certain Officers for Certain Acts During the
Restricted Acts Period, pursuant to Section 275 of the *Municipal Act, 2001*.**

**3. By-law 21-2026 - Being a By-law to set the rates of taxation for the year
2026.**

Carried

14. Motions and Notices of Motion

15. Resolution to Move In Camera

Moved By Councillor Bryce Brunarski

Seconded By Councillor Shellee Niznik

**THAT Council resolve into a Closed Session to consider the following
matters:**

1. Closed Session Report 2026-0054 - Potential Acquisition of Land for Municipal Purposes

A proposed or pending acquisition or disposition of land by the municipality or local board, as per Section 239(2)(c) of the *Municipal Act, 2001*.

Carried

16. Rise From In Camera

Moved By Councillor Shellee Niznik
Seconded By Councillor Bob Hildebrandt

**BE IT RESOLVED THAT Council now reconvene in regular session;
AND THAT Council rise from the In Camera meeting with no report;
AND THAT the Chief Administrative Officer be, and is hereby, authorized to undertake the directions provided during the In Camera meeting held on April 8, 2026.**

Carried

17. Confirming By-Law

Moved By Councillor Brian Eckhardt
Seconded By Councillor Bryce Brunarski

BE IT RESOLVED THAT the following By-law be read a first, second and third time and passed:

Being a By-law No. 22-2026 to Adopt, Ratify and Confirm the proceedings of Council of the Town of Pelham at its regular meeting held on the 08 day of April, 2026.

Carried

18. Adjournment

The meeting adjourned at 10:20 a.m.

Moved By Councillor John Wink
Seconded By Councillor Kevin Ker

BE IT RESOLVED THAT this regular meeting of Council be adjourned until the next regular meeting scheduled for April 22, 2026, at 9:00 a.m.

Carried

Mayor: Marvin Junkin

Acting Town Clerk: Sarah Leach

Recommendations of the Public Meeting under the *Planning Act* held April 15, 2026 – PCOW-02/2026

BE IT RESOLVED THAT COUNCIL HEREBY approves the following Recommendations resulting from the Public Meeting under the *Planning Act* meeting of April 15, 2026:

1. **THAT the agenda for the April 15, 2026, Public Meeting Under the Planning Act, Special Meeting of Committee of the Whole, be adopted as circulated.**
2. **THAT Committee receive report 2026-0083 “Information Report – Application for Zoning By-law Amendment – 920 Kilman Road” as it pertains to file no. AM-02-2026;**

AND THAT Committee directs Planning Staff to prepare the By-law for Director of Community Planning and Development approval.

3. **THAT this Special Committee of the Whole, Public Meeting Under the Planning Act, be adjourned.**

Public Meeting under the Planning Act
Minutes

Meeting #: PCOW-02/2026
Date: Wednesday, April 15, 2026
Time: 5:30 PM
Location: Town of Pelham Municipal Office - Council Chambers
20 Pelham Town Square, Fonthill

Members Present: Mayor Marvin Junkin, Councillor Bob Hildebrandt, Councillor John Wink, Councillor Brian Eckhardt, Councillor Shellee Niznik, Councillor Bryce Brunarski

Staff Present: Jodi Legros, Shannon Larocque, Sarah Leach, Lindsay Richardson, Andrew Edwards, Pamela Duesling

1. Call to Order and Declaration of Quorum

Noting that a quorum was present, the Mayor called the meeting to order at approximately 5:30 p.m.

2. Land Recognition Statement

Deputy Mayor Eckhardt read the land recognition into the record.

3. Opening Presentation

The Clerk provided opening remarks.

4. Adoption of Agenda

Moved By Councillor John Wink

THAT the agenda for the April 15, 2026, Public Meeting Under the Planning Act, Special Meeting of Committee of the Whole, be adopted as circulated.

Carried

5. Disclosure of Pecuniary Interest and General Nature Thereof

There were no pecuniary interests disclosed by any of the members present.

6. Planning Act Application: 920 Kilman Road - Zoning By-law Amendment AM-02-2026

The Clerk read the notice requirements into the record regarding the subject application.

6.1 Planning Report and Presentation

Andrew Edwards, Town Planner, provided an overview of the application before Council. A copy of the presentation is appended to the agenda package and is available through the Clerk.

6.1.1 Statutory Public Meeting Report - AM-02-2026 - 920 Kilman Road - Information Report, 2026-0083-Planning

6.2 Applicant Presentation

The applicant offered no comments.

6.3 Public Input

No members of the public were in attendance. The Clerk indicated the public comment portion of the application could be closed. The Committee agreed to close the public portion of the meeting and move to Committee input.

6.4 Committee Input

Councillor Niznik confirmed that the applicable zoning prohibits residential development. Andrew Edwards, Town Planner, confirmed that this restriction is standard practice for lands designated as prime agricultural areas.

Deputy Mayor Eckhardt sought clarification from the applicant that they were not taken by surprise by the requirement for an Agricultural Purposes Only (APO) condition as part of the severance. The applicant confirmed that they were aware of the requirement, noting that there were no alternative options in this area. The applicant further explained that a family member intends to purchase the dwelling only, and not the associated agricultural lands.

6.5 Presentation of Resolutions

Moved By Councillor Bob Hildebrandt

THAT Committee receive report 2026-0083 “Information Report – Application for Zoning By-law Amendment – 920 Kilman Road” as it pertains to file no. AM-02-2026;

AND THAT Committee directs Planning Staff to prepare the By-law for Director of Community Planning and Development approval.

Carried

7. Adjournment

The meeting adjourned at 5:48 p.m.

Moved By Councillor Shellee Niznik

THAT this Special Committee of the Whole, Public Meeting Under the Planning Act, be adjourned.

Carried

Mayor: Marvin Junkin

Acting Clerk: Sarah Leach

Town of Pelham Quarterly Report

Wednesday, April 22, 2026

Subject: Quarterly Report for the Reporting Period: January, February, March 2026

Department: Clerk's Office

Recommendation:

BE IT RESOLVED THAT Council receive the Q1-2026 Clerk's Office quarterly report, for information.

Department Overview and Statistics:

Year	2024	2025	2026			
Quarter (Year to Date)	Year End	Year End	Q1	Q2	Q3	Q4
Insurance or Small Claims Processed	18	50	19			
Pelham Deaths Registered	88	63	16			
Deaths Outside of Pelham Registered	85	89	25			
Lottery Licenses Issued	23	18	0			
Council Meetings Attended/Minuted	21	21	6			
Special Council Meetings Attended/Minuted	4	2	3			
COW Meetings Attended/Minuted	2	1	0			
Public Meetings Attended/Minuted	7	5	2			
Affidavits Sworn – Residents	254	133	41			
Affidavits Sworn – Non-Residents		80	12			
FOI Requests Received/Processed	40	20	7			
Closed Meeting Investigation	0	0	0			
Committee of Adjustment – Variances	38	12	4			
Committee of Adjustment – Consents	16	10	4			
Committee of Adjustment – Hearings	12	9	2			
OLT Appeals CofA	0	0	0			
Muzzle Order Appeal	1	0	0			
By-laws	91	59	18			
Vendor Licenses Issued	21	53	5			
Short Term Accommodation Licences Issued	3	5	0			
Sidewalk Patio/Sidewalk Sale Permits	4	3	0			
Special Event Permits Issued	13	15	3			

AMP Review Hearings	18	78	9
Marriage Licenses Issued	63	52	6
Civil Marriage Ceremonies Officiated	26	22	5

Note: Each quarterly figure is cumulative of the year's total

Projects:

2026 Municipal Election

Preparation for the upcoming election continues and will remain a primary focus for the foreseeable future. Clerk's staff are also attending regional election meetings to coordinate with neighbouring municipalities, share information, and discuss best practices related to election administration.

Neuvote

Touchbase meetings are ongoing with the Town's election service provider, Neuvote, to ensure the election's progress remains on track.

Clerk's Procedures

The Clerk is responsible for establishing procedures to govern the municipal election process. For the upcoming election, a significant overhaul was undertaken to the procedures used in previous elections to improve readability and usability for election workers, candidates, staff, and members of the public.

A significant portion of Q1 was dedicated to this work. With the introduction of a new voting method and election service provider, many procedures required comprehensive revisions to align with the updated processes and legislative requirements.

Elections Ontario

The Clerk's Office continues to work closely with Elections Ontario to update and refine the voters' list in advance of the distribution of the Preliminary List of Electors. All new Pelham mailing address data has been successfully transmitted to Elections Ontario, and residents will not be required to update this information themselves. Changes to the voters' list submitted by residents will continue to be accepted by Elections Ontario until August 12, 2026. After September 1, 2026, all changes, additions, or deletions to the voters' list will be processed through the Clerk's Office.

Amendments resulting from the 2024 ward boundary review have also been integrated into the Elections Ontario system. As a result, a portion of Ward Two has been incorporated into Ward One, and residents affected by this change will see the updated ward designation reflected in this election.

The Town's poll structure has also been significantly updated. Historically, smaller polling subdivisions were used when paper voters' lists were required. As the Town now utilizes electronic voters' lists on Voting Day, these subdivisions are no longer necessary. Under the revised structure, Ward One will utilize Polls 1 and 2 for its two voting locations, while Wards Two and Three will each operate with a single poll.

Candidates Information Night – April 29, 2026

Prior to each municipal election, the Ontario Ministry of Municipal Affairs and Housing hosts a Candidates Information Session to provide prospective candidates with an overview of the municipal election process, including expectations, requirements, and resources to help them prepare.

Residents of Niagara Region who are interested in running in the 2026 Municipal Election are welcome to attend. The session will take place at the Welland Community Centre on April 29 at 6:00 p.m.

While general questions may be addressed during the question-and-answer portion of the session, prospective candidates are encouraged to seek independent legal advice or consult their respective municipalities for specific information related to municipal by-laws or local procedures.

Beginning of Nomination Period

The nomination and third-party advertiser registration period begins on Friday, May 1, 2026, and will run until Nomination Day on August 21, 2026. The registration period for third-party advertisers will remain open until October 23, 2026.

Physical nomination and registration kits will be available to candidates and registrants. Both are encouraged to book an appointment with the Clerk or Deputy Clerk to submit their documentation. While physical kits are provided, candidates are encouraged to arrive at their appointment with Form 1 – Nomination Paper and Form 2 – Endorsement of Nomination completed.

Registered candidates will be posted in the hallway at Town Hall and published as soon as possible on the Town's Municipal Election webpage. Registered third-party advertisers will also be published on the Town's Municipal Election webpage as soon as possible following registration.

Town of Pelham Quarterly Report

Wednesday, April 22, 2026

Subject: Quarterly Report for the Reporting Period: Jan, Feb, March 2026

Department: Corporate Services

Recommendation:

BE IT RESOLVED THAT Council receive the Q1-2026 Corporate Services quarterly report, for information.

Department Overview and Statistics:

Overview

The Deputy Treasurer and the Treasurer worked with Finance staff on various year-end functions. Staff were working year-end closing processes, adjustments and accruals between January and March.

The 2026 Water and Wastewater Budget was presented to the audit committee in January and the Council in February.

Year-end working papers were being finalized in March in preparation for the Audit in April.

Between January and March, the Deputy Treasurer provided financial analysis and support during the development charge mediation process that unfolded at the Town over multiple days.

The final phase of AP Concur implementation and its link to Questica reporting is underway. The Deputy Treasurer held several meetings with FH Black to define reporting requirements. This work is expected to continue and be finalized in Q2.

The Town of Pelham received the GFOA's Award for Excellence in Government Finance honour for the 2024 Annual Report. This is the sixth year in a row receiving this award.

Information Technology

- ICity postal code updates for all affected residents
- Installed and configured 49 out of 65 cameras at the MCC

- Updated Stone Orchard Cemetery software to now include GIS layer for Hillside Cemetery
- Upgrade of staff laptops and mobile devices
- Configuration of NRBN phone lines to include recording capabilities
- Deployment Copilot license
- Porta Logic Bulk Water system wiring updates

Postal Code Changes

Canada Post has implemented new postal codes to support large future growth in the Fonthill area and route restructuring to adapt to the current population growth in the community. They also updated mailing addresses, civic addressing and redefined delivery boundaries where applicable. The L0S 1E1 to L0S 1E7 postal codes no longer exist, and many mail collectors at the Fonthill Post Office using L0S 1E0 were reassigned to community mailboxes.

Canada Post provided the Town with a file containing approximately 7500 changes. Corporate Service staff removed those located in Thorold that had Fonthill addresses for mailing purposes and modified the records for optimal results.

On March 9, 2026, Central Square, our software provider, completed implementation to reflect the new postal codes for the March utility billing.

Initial checks found that some addresses did not update correctly. Some properties still had the old postal codes, and some had the old P.O. box number or RR# included. The software provider's implementation reflected changes only based on the service address and didn't account for any additional information in the address field.

The Water Clerk has been identifying the incorrect records in the billing system for 5666 accounts for the March water billing. This will only capture those receiving utility bills and will also be cross-referenced with the property tax accounts. Approximately 5% of the utility billing records had issues and will be corrected by the Revenue Analyst. These changes need to be completed by September 2026, as per Canada Post, or mail with previous or incorrect addressing information will be returned.

Property Taxes

The Tax Department processed the 2026 Interim tax bills. A total of \$26,630,706 was calculated on 8,095 roll numbers. A total of 6,110 bills were sent by mail on February 5th. Those enrolled in the monthly pre-authorized payment plan do not receive an interim bill as they are mailed a letter in December.

The development of the online portal has been a great success, with more than 1,400 bills sent digitally. Online payments for Tax Certificates and Hardcopies continue to be

promoted, with 70% of documents being purchased online. This has increased accessibility for law offices, financial institutions and owners.

The Tax Department continues to make progress in collections as the final set of supplemental tax bills from 2025 has come due. Tax Sale files are being processed in a timely manner, highlighted by a successful Tax Sale held in March. As a result, the Town of Pelham has achieved its collection goals, which include the issuance of 32 cancellation certificates in March 2026.

Accounts Payable

AP Clerk continues to diligently work with staff and vendors to acquire statements and process invoices related to 2025 and 2026 in a timely and accurate manner.

AP Module was successfully closed for 2025 transactions on Feb. 6th, 2026.

Grants, RFPs, Agreements:

Grant Name	Funder	Funding Level	Project	Department	Strategic Priority Focus	Amount Requested	Amount Received	
Enabling Accessibility Fund	Employment and Social Development Canada	Federal	Harold Black Park Accessibility Improvements	Public Works	Infrastructure Investment and Renewal	\$ 125,000.00	\$ 125,000.00	*This grant was originally declined in Q3 2025, but has now been approved
Rural Ontario Development (ROD)	Ministry of Rural Affairs	Provincial	Celebrating Fenwick Heritage	Recreation, Culture & Wellness	Community Development and Growth	\$ 229,375.00	\$ 229,375.00	
Environmental Grant	Niagara Community Foundation	Local	Yellow Fish Road Program and Earth Day Cleanup	Public Works and RCW	Environmental and Climate Adaptation	\$ 17,301.60	\$ 9,200.00	
Save On Energy Retrofit Program	Save On Energy	Private	MCC Solar Panels	RCW and Public Works	Environmental and Climate Adaptation	\$ 517,376.00	\$ 517,376.00	*This is a rebate program, not a granting program
Best Garden Contest	Miracle-Gro	Private	Town of Pelham Best Garden Contest	Recreation, Culture & Wellness	Community Development and Growth	In-kind grant of signs and prizes	In-kind grant of signs and prizes	
						Total Received:	\$ 880,951.00	

Current Bids and Tenders

Bid #	Project / CS#	Original Approved Budget	Award Value	COW Report	Description
2025-PW-27	RD 01-26	\$ 590,000.00	\$ 317,186.50	2026Q1	Preliminary Design for Merritt Road Urbanization Kerry T Howe Engineering Limited - Evaluation Score 83/100 \$354,550.00 Aspire Consulting Group Ltd - Evaluation Score 86/100 \$212,680.00 Quartek Group Inc - Evaluation Score 84/100 \$266,690.00 Upper Canada Consultants - Evaluation Score 87/100 \$317,186.50 AWARDED Urban & Environmental Management Inc - Evaluation Score 86/100 \$234,386.55 ConceptDash Inc - Evaluation Score 82/100 \$247,080.00
2026-PW-04	RD 04-26	\$ 35,000.00	\$ 12,675.00	2026Q1	2026 Bridge and Culvert Inspection Program GEI Consultants - Evaluation Score 79/100 \$10,960.00 ConceptDash Inc - Did not pass the Evaluation stage one Steenhof Building Services Group - Evaluation Score 74/100 \$33,684.50 Ellis Engineering Inc - Evaluation Score 92/100 \$12,675.00 AWARDED Omnia Engineering Inc - Evaluation Score 88/100 \$8,280.00
2026-PW-07	DRN 01-26	\$ 75,000.00	\$ 65,165.00	2026Q1	Municipal Drains Condition Survey Aquafor Beech Limited - Evaluation Score /100 \$ GEI Consultants - Evaluation Score 91/100 \$65,165.00 AWARDED
2026-PW-13	WTR 03-26	\$ 250,000.00	\$ 145,280.00	2026Q1	2026 Cast Iron Watermain Replacement Kerry T Howe Engineering Limited - Evaluation Score 88/100 \$191,011.00 Aspire Consulting Group Ltd - Evaluation Score 89/100 \$145,280.00 AWARDED Aplin & Martin Consultants Ltd - Evaluation Score 79/100 \$193,900.00 Upper Canada Consultants - Evaluation Score 88/100 \$168,359.50 Urban & Environmental Management Inc - Evaluation Score 85/100 \$194,390.00
2026-PW-08	RD 10-26	\$ 750,000.00	\$ 117,290.00	2026Q1	2026 Stormwater Management Facility Remediation Program Greenland International Consulting Ltd \$307,532.50 Aquafor Beech Limited \$182,465.00 Montrose Environmental Solutions Canada Inc \$152,188.80 Delta Science and Engineering Inc - Awarded \$117,290.00 Aspire Consulting Group Ltd \$137,520.00 Upper Canada Consultants \$167,964.00
2026-PW-10	WTR 01-25	\$ 2,000,000.00	\$ 1,839,893.48	2026Q1	Canboro Road Watermain Replacement Alfidome Construction Niagara \$2,114,669.95 Alfred Beam Excavating Limited \$2,059,490.00 Silverline Group Inc \$1,839,893.48 AWARDED Nexterra Substructures Incorporated \$2,416,090.53
2026-PW-03	WST 02-26	\$ 150,000.00	\$ 54,700.00	2026Q1	Maintenance Hole Inspection and Catch Basin Cleaning Program Ontario Utilivac and Infrastructure Group \$54,700.00 AWARDED Bob Robinson & Son Construction \$55,406.25 SQM Janitorial Services Inc \$84,210.00 Pipetek Infrastructure Services Inc \$104,000.00 Aqua Fast Flush Ltd \$132,495.61

Town of Pelham Quarterly Report

Wednesday, April 22, 2026

Subject: Quarterly Report for the Reporting Period: January, February, March 2026

Department: Fire and By-law Services

Recommendation:

BE IT RESOLVED THAT Council receive the Q1-2026 Fire and By-law Services quarterly report for information.

Department Overview and Statistics:

Fire Prevention

Fire prevention will be participating in various fire-related activities in 2026.

Over the past 3 months, several local organizations have submitted requests for the fire department to participate in events during 2026.

Residents have been consistent with renewing recreational burn permits.

Pelham residents have been requesting home inspections since January 1, 2026, due to changes to the Ontario Fire Code requiring carbon monoxide alarms. Every building that contains a residential occupancy or a care occupancy is now legally required to have a working CO alarm:

- Every building which has a fuel-burning appliance, a fireplace or a storage garage.
- On every storey of your home (including basements).
- Outside all sleeping areas (adjacent to bedrooms).

With the changing of the clocks this past month, a reminder to all residents to test your smoke and CO alarms and change batteries in your smoke and carbon monoxide alarms.

Stay safe, everyone.

Training

Recruit training continued with recruits completing rescue apparatus review, ground ladders, portable extinguishers, ropes and knots, overhaul and salvage, IMS100 course,

forcible entry, ventilation, search and rescue, and the MSA U 4-Gas monitor course, as well as the Hazmat Awareness course

Fire Hose introduction and Hose operations and streams. Recruits also completed the Hazmat Awareness written certification testing under NFPA 1072.

Department completed the Alternative Fuel Vehicle Safety Training course instructed at Niagara College

Department Pump Ops course completed with all members successfully passing the skills and written testing. Certifications to be issued

By-law

The bylaw department received 61 Bylaw complaints in the First Quarter of 2026. (January 14, February 21, March 26).

Bylaw received (23) Cannabis Odour complaints, 20 from Pelham residents and 3 from Welland. 20 of these complaints were from repeat complainants, and 3 were from new complaints.

A total of (5) *Administrative Monetary Penalty Notices (AMPS)* were issued (between both cannabis facilities) for violations of the odour management bylaw in the first quarter.

A total of 55 parking citations were issued. Noting: in March, we could not issue any penalty notices until the traffic and parking bylaw – Schedule A - was passed.

16 property standards and/or clean yards complaints submitted, investigated, and closed.

12 animal control complaints investigated by bylaw and/or SPCA. 6 dogs at large, 5 for excessive barking, and 1 for no cleanup.

Emergency Management

Pelham is now part of a Shared Service Agreement with the Town of Lincoln, the Township of West Lincoln and the Township of Wainfleet for Emergency Management Services with Cathy McGrath taking the lead role.

Suppression

In the first quarter of 2026, incident responses were at normal levels.

Projects:

Rebuilding Fire Station One is progressing.

Grants, RFPs, Agreements:

A grant in the amount of \$52,821.07 has been approved through the OFM Fire Protection Grant program. These funds will be used to purchase an SCBA washer for Station 2 and structural gloves for firefighters.

An additional grant application has been submitted to the Firehouse Subs Public Safety Foundation, with a decision expected in mid-April.

2026 FIRE & BY-LAW ADMINISTRATION

FIRE RESPONSES				
	Total	JAN	FEB	MAR
BURNING COMPLAINT	1	0	0	1
CO INVESTIGATIONS	7	3	3	1
EMERGENCY ASSISTANCE	12	3	2	7
GRASS / TREE / BUSH FIRE	0	0	0	0
HAZMAT	1	0	0	1
MEDICAL ASSIST	48	13	14	21
MVC	24	10	5	9
NON EMERGENCY ASSIST	2	0	2	0
NON EMERGENCY MEDICAL	1	0	1	0
OTHER FIRE / MUTUAL AID OTHER D	0	0	0	0
PRELIMINARY ASSIGNMENT	4	1	2	1
REMOTE ALARMS	17	6	7	4
RESCUES	0	0	0	0
STRUCTURE FIRE	1	0	1	0
UNKNOWN 911	0	0	0	0
VEHICLE FIRE	1	0	1	0
WATER RESCUE	0	0	0	0
Monthly Totals		36	38	45
Annual Total 2026	119			
Total Responses for 2025	533			

2026 FIRE PREVENTION

INSPECTIONS				
	Total	JAN	FEB	MAR
	15			
Monthly Building / Plan reviews	3	0	0	3
Tapp-C	0	0	0	0
Fireworks Permit	0	0	0	0
Open Air Burning Permit	55	11	2	42
Observed fire drill	3	1	1	1
Monthly Totals		17	10	49

Annual Total 2026	76			
Total Responses for 2025	285			
MONTHLY COMMITTEE/ASSOCIATION MEETINGS				
	Total	JAN	FEB	MAR
Regional Committee Meetings	3	1	1	1
	0			
Development Coordinator Meeting	3	0	0	3
Town staff meeting	0	0	0	0
Monthly Totals		1	1	4
Annual Total 2026	6			
Total Responses for 2025	45			
FIRE INVESTIGATIONS				
	Total	JAN	FEB	MAR
	3	2	1	0
Monthly Totals				
Annual Total 2026	3			
Total Responses for 2025	3			
PUBLIC EDUCATION				
	Total	JAN	FEB	MAR
Fire Prevention Education Event	6	2	1	3
	0			
Public Education Presentation	7	2	1	4
General inquiries	15	5	7	3
Social Media Public Education Posts	131	41	39	51
Monthly Totals		50	48	61
Annual Total 2026	159			
Total Responses for 2025	613			
OTHER ACTIVITIES				
	Total	JAN	FEB	MAR
Compliance Letter	1	0	1	0
Fire safety plan/drill scenario reviews	7	2	4	1
	0			

Monthly Totals		2	5	1
Annual Total 2026	8			
Total Responses for 2025	61			

BY-LAW SERVICES REPORT

BY-LAW COMPLAINTS RECEIVED

		JAN	FEB	MAR
COMPLAINTS RECEIVED		14	21	26
Y-T-D Total 2026	61			
TOTAL 2025	381			

CANNABIS ODOUR COMPLAINTS RECEIVED

		JAN	FEB	MAR
COMPLAINTS, PELHAM		3	6	11
COMPLAINTS, WELLAND		1	1	1
Substantiated Complaints		1	1	3
Unsubstantiated Complaints		2	5	7
Monthly Totals		4	7	12
Y-T-D Total 2026	23			
TOTAL 2025	103			

PARKING COMPLAINTS / INFRACTIONS

		JAN	FEB	MAR
COMPLAINTS		4	9	5
CITATIONS ISSUED		28	27	0
Monthly Totals		32	36	5
Y-T-D Total 2026	55			
TOTAL 2025	276			

AMP CITATIONS - NON PARKING

		JAN	FEB	MAR
AMPS CITATIONS		1		
Y-T-D Total 2026	5			
TOTAL 2025	26			

POOL & SIGN PERMITS / FILL AUTHORIZATION

		JAN	FEB	MAR
SIGN PERMITS		1	4	4
FILL AUTHORIZATION		0	1	1
Monthly Total		2	6	8
Y-T-D Total 2026	2			
TOTAL 2025	98			

PROPERTY STANDARDS / CLEAN YARD COMPLAINTS

		JAN	FEB	MAR
PROPERTY STANDARDS		2	1	2
Clean yards		2	5	4
Monthly Total		4	6	6
Y-T-D Total 2026	16			
TOTAL 2025	11			

ANIMAL CONTROL COMPLAINTS / SPCA INFRACTIONS

		JAN	FEB	MAR
Loose Animal		4	2	0
Excessive Barking		1	3	1
OTHER		1	0	0
Monthly Total		6		
Y-T-D Total 2026	6			
TOTAL 2025	1			

NOISE complaints

		JAN	FEB	MAR
Reported by complaint		1	0	2
Y-T-D Total 2026	3			
TOTAL 2025	12			

Town of Pelham Quarterly Report

Wednesday, April 22, 2026

Subject: Quarterly Report for the Reporting Period: Jan, Feb, March 2026

Department: Community Planning and Development

Recommendation:

BE IT RESOLVED THAT Council receive the Q1-2026 Community Planning and Development quarterly report, for information.

Department Overview and Statistics:

Overview

The Community Planning & Development Department has had a successful Q1 in 2026. There have been pre-consultation meetings to discuss and organize future developments, and various conditional site plan approvals have been granted.

Key policy projects are also continuing to move forward, including the Zoning By-law Housekeeping Update, the Additional Residential Unit Zoning By-law Amendment, and the new Official Plan.

Overall, development opportunities continue to move forward in the Town of Pelham as a result of the municipality's improved policy regime.

Development Planning

From January – March 2026, the Planning Division worked on the following development applications:

- 6 Subdivision / Condominium Applications
- 3 Zoning By-Law Amendments
- 6 Site Plan Applications
- 1 Development Agreement
- 5 Consent Applications
- 6 Minor Variance Applications
- 1 NEC Development Permit

A total of 7 Pre-Consultation meetings were also held.

Conditional Site Plan approval was also granted for:

- 33 Canboro Road for a 3-storey mixed-use with 1 ground-floor commercial unit and 12 apartment dwellings
- 483 Highway 20 West for an agriculture-related warehouse
- 174 Highway 20 West for 5 storey 30-unit apartment building
- 701 Quaker Road (Bauer Landing) for 52 block townhouse units

Comparative Planning Applications and Average from 2022-2026 YTD:

Annual Application Averages	2022	2023	2024	2025	2026 (YTD)	Avg.
<i>Subdivision</i>	1	0	2	2	1	1.6
<i>Condominium</i>	1	0	3	1	0	1.6
<i>Official Plan Amendment</i>	3	2	1	0	0	2.6
<i>Zoning By-Law Amendment</i>	8	11	9	4	3	10.6
<i>Site Plan Approval</i>	10	8	10	10	2	9.2
<i>Part Lot Control</i>	1	3	6	2	0	2.4
<i>Consent</i>	13	15	15	10	5	16.8
<i>Minor Variance</i>	19	25	38	11	6	28.4
<i>Development Agreement</i>	2	4	1	6	0	2.6
<i>NEC Development Permit</i>	12	16	13	3	1	10.2
<i>Communication Towers</i>	0	1	0	1	0	0.2
<i>Heritage Designation</i>	0	0	0	1	0	0
<i>Heritage Permit</i>	0	0	0	0	0	0
Total	70	85	98	51	18	86.2

MuniPaas Planning Application Portal - The online portal for pre-consultation meeting requests launched Q1 2025, but is experiencing technical challenges. The remaining development applications were added to the portal in Q4 of 2025. Staff continue to work with the consultant and the IT Manager to implement continuous improvements.

Updating Site Plan By-law – Staff have initiated work on an updated Site Plan By-law, which will be brought forward in Q3/4 2026.

Community Benefits/Updating Parkland By-law – Staff have initiated research on a **Community Benefits and Parkland By-law project**, to be introduced in Q2/Q3.

Building

During the first quarter, the Building Department issued 42 building permits and conducted 309 inspections, reflecting a steady yet manageable level of administrative work.

In line with broader economic trends, the Building Department has noticed a significant slowdown in new construction starts and overall development activity compared to previous years. This change is mainly due to sustained high interest rates and rising material costs, which have delayed construction starts.

Building Activity Statistics from January-March 2026:

Month	Building Permits	Inspect's	Demos	Commercial Sq. Ft.	New Dwellings	Value of Construction
Jan.	16	90	4	0	3	\$1,092,000
Feb.	17	87	0	1522	4	\$2,626,174
March	9	142	0	1800	2	\$3,255,000
Total:	42	309	4	3322	9	\$6,973,174

Building Permit Time Frames from January-March 2026:

Building Type and Number of required days to issue	Number of Permits Issued	Average Number of Days to Issue Permit
House: 10 days	31	8 days
Small Building: 15 days	2	12 days
Large Building: 20 days	9	18 days
Complex Building: 30 days	0	0 days
Total:	42	

Major Building Projects Over \$250,000 (excluding single-family dwelling units and towns): There is currently one project over \$250,000 in the Town of Pelham.

- \$1,500,000 - Construction of 27-unit mid-rise building - Foundation Only permit

Town Development Charges (collected by the Finance Department at the time of building permit approval): A total of \$78,858.65 was collected during the first quarter of 2026.

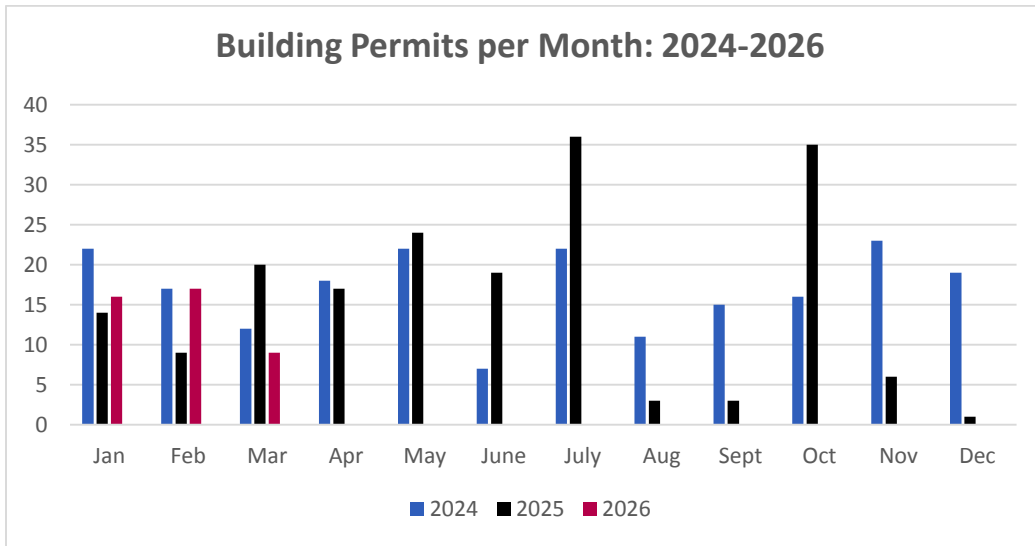
Building Enforcement - Building staff have conducted enforcement activities along with plan reviews and inspections. Most enforcement has led to voluntary compliance through education and cooperation.

Closure of Building Permits – Building staff have undertaken a Q-1 project to finalize old building files. To date, 52 inspections have occurred, resulting in many permits being finalized and various open permits moving forward with additional/ongoing works. This project is proving to mitigate municipal risk and clean up outstanding building files.

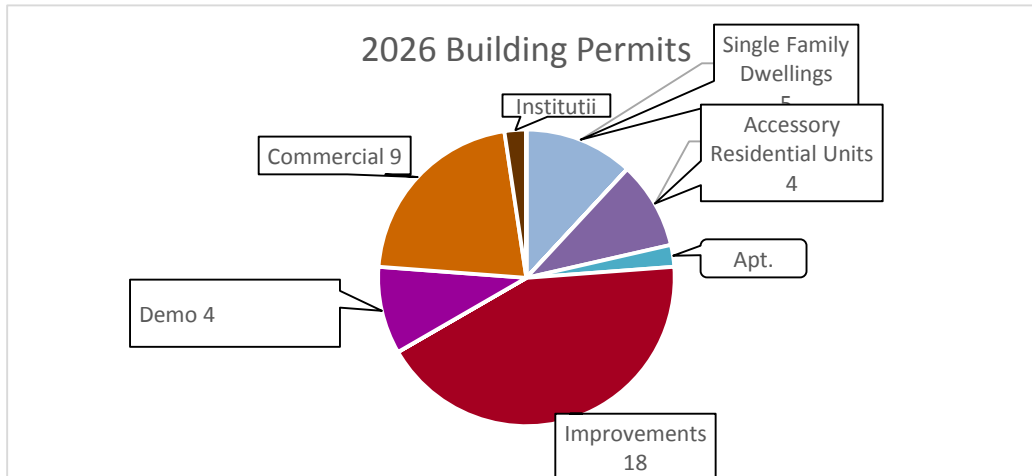
Building Permit Fee & By-law Review - The Request For Proposal to hire a consultant to review building permit fees and update the building by-law has been issued for tender. This tender closes early second quarter on April 14, 2026.

Comparative Building Permits and Average from 2022-2026:

	2022	2023	2024	2025	2026	Average (2024-2025)
Building Permits Issued	280	316	215	191	42 YTD	203



Building Permit Breakdown (Year to Date - 2026):



Policy Planning:

Housekeeping Zoning By-law Amendment - By-law 01-2026 “Housekeeping” was approved by Council in Q1. An appeal was received from Mr. Craig Larmour and filed with the Town. Since receipt of the notice of appeal, staff have received additional correspondence from the appellant further outlining the specific areas of concern, many of which staff are confident can be addressed outside of a formal hearing. Staff continue to engage with the appellant to resolve the outstanding issues and remain optimistic that a resolution may be achieved.

The Ontario Land Tribunal had tentatively scheduled a hearing on this matter for April 30, 2026. This has since been adjourned, and Staff are awaiting confirmation of a new date. Staff will continue to keep Council informed as the matter progresses.

Additional Residential Unit Zoning By-law Amendment - Staff initiated a Zoning By-law Amendment to review and update the Town’s Additional Residential Unit (ARU) regulations, including provisions related to the number of units permitted, landscaping requirements, maximum unit size, definitions and other regulations as applicable. Public consultation was a key component of this process, with a well-attended facilitation session held on January 22, 2026, followed by a statutory public meeting on February 11, 2026, during which additional feedback was received from both the public and Council. Staff incorporated this input, conducted a best-practices review, and prepared a draft bylaw for consideration.

Following the statutory public meeting, the draft by-law was refined and circulated to Dillon Consulting for peer review. A recommendation report was subsequently presented to Council on March 25, 2026, at which time Council directed staff to proceed with preparing the final by-law based on the draft presented (with a minor amendment). The final by-law was approved by Council on April 8, 2026, with the appeal period extending to May 4, 2026.

Town of Pelham New Official Plan - Council adopted the Town of Pelham’s new Official Plan on May 21, 2025, following an extensive public process, and submitted it to the Ministry of Municipal Affairs and Housing (MMAH) in early June, where it was deemed complete on June 26, 2025. Since that time, the Province has been undertaking a detailed review in consultation with partner ministries and agencies.

Preliminary feedback was discussed at a meeting with MMAH on January 27, 2026, followed by a formal issues list received on February 2, 2026. The review timeline has been longer than typical, as this represents the first review of the Town’s Official Plan under the new approval framework introduced through Bill 23, which removed approval authority from the Region. In response, Town staff have reviewed and addressed the

Province's comments, consulted with relevant agencies, and submitted a revised draft of the Official Plan to the Province for final review.

Planning Report 2026-0087 provides additional detail on the next steps required to advance the Official Plan toward Ministerial approval.

East Fonthill Secondary Plan Extension - Discussions and work on the East Fonthill Secondary Plan Extension continued in the first quarter. This project is moving slowly, as the various studies are being conducted by a third party under a Memorandum of Understanding, and the clients are not interested in progressing quickly due to the state of the economy.

South Fonthill Secondary Plan – Discussions have occurred this first quarter of the year with the South Fonthill Secondary Plan landowners, via a professional consultant, to explore a partnership/Memorandum of Understanding to move the required studies forward. An additional Request For Proposal is expected to be issued for the policy/designation works in Q3.

Environment:

Corporate Climate Change Mitigation Plan - Staff are working with a consultant to develop the Corporate Climate Change Mitigation Plan to outline a pathway for the Town to reduce GHG emissions associated with municipal assets, infrastructure, operations and services. The consultant has prepared a GHG inventory that quantifies emissions from corporate operations, including buildings, fleet, water and wastewater infrastructure, waste, and streetlights. In Q2 2026, the consultant will provide a summary of their full report, including the GHG inventory, potential emission-reduction targets, and the required actions associated with these targets.

Community Climate Change Mitigation Plan - This plan focuses on inventorying and reducing community-wide emissions. The plan aims to engage the community toward a low-carbon, energy-resilient future. The outcomes of the plan include a baseline “climate report card” on municipal progress, an updated “climate report card” in one year to analyze Town mitigation planning progress, a community-wide energy and emissions inventory, and a summary report outlining results from the Energy Mapping Workshop. The workshop was held on March 24th, 2026 and was well attended. The outputs are all associated with the Net-Zero Accelerator program the Town has enrolled in, administered by non-profit consultant QUEST Canada. The outputs from the consultant and program are fundamental for and feed directly into the eventual production of the Community Climate Change Mitigation Plan.

Overall, Q1 has been a busy time for Community Planning & Development with many projects moving forward and continued development and building.

Town of Pelham Quarterly Report

Wednesday, April 22, 2026

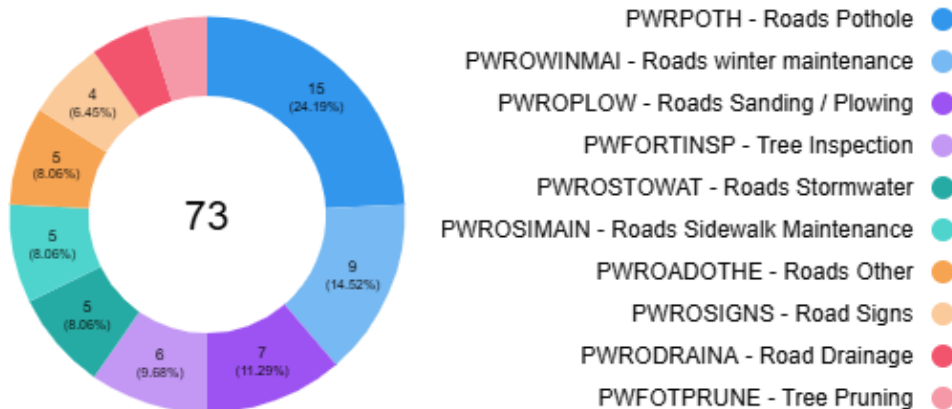
Subject: Quarterly Report for the Reporting Period: January, February, March, 2026

Department: Public Works

Recommendation:

BE IT RESOLVED THAT Council receive the Q1-2026 Public Works quarterly report, for information.

Department Overview and Statistics:



The image above shows the Department’s year-to-date cases opened in the MuniPaaS system.

Public Works Operations:

Roads

The primary function of the Roads Staff is to perform maintenance activities identified during routine road patrols as per the Ontario Regulation 239/02; Minimum Maintenance Standards (MMS) for Municipal Highways, passed pursuant to the *Municipal Act, 2001*.

Between January 1 and March 31, staff responded to 54 winter weather events, with a total snow accumulation of 204 cm and ice accumulation of 20mm in the form of

freezing rain. In conjunction with snow-clearing activities, 4350 tonnes of sand/salt were spread.

April 1, 2026, marks the end of the operations 2025-2026 Winter Season. Roads staff have begun decommissioning the winter fleet to transition into spring operations. The total cost of the 2025-2026 season is not yet known but will be communicated to Council in a future report.

Through the end of February and into March, road staff focused on patching potholes on municipal roads and on other activities, including culvert replacement and sign repair. During this period, 65 tonnes of QPR cold patch were utilized to patch potholes throughout the Town's transportation system.

During pothole repair operations, Town staff identified an issue with the asphalt trailer frame that required immediate repair. After corresponding with the manufacturer of the trailer, Town staff spoke with counterparts at the City of Welland. The staff at the City of Welland were able to repair the trailer in the same fashion quoted by the manufacturer, but for a fraction of the cost and with a faster turnaround time.

Beautification

Throughout the first quarter, both staff and the tree contractor began working on completing the tree maintenance identified in the 2025 tree inspections. As per Schedule A of the Tree Maintenance Policy S802-01, staff have begun tree limb pruning and inspection in Section 2, including South-Central Fonhill. Policy S802-01 prescribes a 7-year pruning cycle for municipal boulevard trees. Through the tree inventorying exercise, Section 2 was noted as an area requiring prioritization.

During the winter season, when not assisting in winter operations, staff perform equipment maintenance such as painting trailers and servicing small engines. Staff repair picnic tables and repaint garbage receptacles. In preparation for spring, planting bed design and the ordering of planting material also occur in this quarter.

Cemeteries

In the first quarter, cemetery staff completed 14 interments, 2 of which were traditional (full) burials. The Town has sold 8 graves to families between Hillside and Fonhill Cemeteries, bringing year-to-date plot sales to 8.

The Cemeteries Stone Orchard Software Data Transfer project has been awarded to GEI Consultants and is well underway. Staff have regular progress update meetings. Fonhill Cemetery is complete and fully functional within the Stone Orchard Software. Hillside Cemetery is complete and is being uploaded back into the Town's Stone Orchard Software. This will be completed in April 2026.

Water and Wastewater

Water/wastewater maintenance activities continue throughout the year. Operators monitor system pressure, flush water mains to ensure adequate chlorine residual and respond to customer complaints or concerns.

During this quarter, Staff facilitated the repair of (2) two water main breaks, (4) four water service leaks, and (1) one sewer lateral blockage. Water operations staff also repaired several fire hydrants and water main valves identified through annual maintenance and inspection programs in 2025.

The Niagara Region began a project to repair the Region owned Pressure Reducing Valve (PRV) on Canboro Road in March. Two overnight shutdowns of the water main were required to install the bypass piping to isolate the PRV. The bypass installation was successful. The Region is awaiting some materials before finishing the PRV repair work. Given the newly installed bypass piping, no more shutdowns of the water main are required.

Engineering

The following is a summary of the activities and projects that have occurred in the Engineering Department between January and March 2026:

Projects:

Quaker Road Reconstruction

The project includes the full urbanization of the roadway between Pelham Street and Line Avenue with concrete sidewalks on both sides, on-road cycling facilities, a new water main and services, a new storm sewer, and a new sanitary sewer. Niagara Region tendered the project in the summer of 2023, and it has been awarded to Peters Construction Group. The contractor commenced work in mid-January 2024, starting with sewer installations at the east end of the project (at the intersection of Rice Road and Quaker Road).

In the fall of 2025, the section of Quaker Road from Rice Road to Clare Avenue (Welland Side) experienced deficiencies due to unforeseen complications. These deficiencies, including road depressions along sections of the roadway, mainly affect the local water main, sanitary sewer and the road itself. These are essential services for surrounding properties. As a result, immediate repairs are needed to reduce potential risk to the public. The new work will be done in two stages: first from Rice to Montgomery Road, and then from Montgomery to Clare Avenue.

In addition, the construction of curb and gutter, sidewalks, and base asphalt was completed. Deficiencies, ditch grading, and front-yard restoration will occur in the spring of 2026. Top asphalt is anticipated to be completed in late summer 2026.

Pancake Lane Reconstruction Detailed Design

Pancake Lane, from Haist Street to Pelham Street, is to be reconstructed to include urbanization of the cross-section, upgrading the water main and sanitary sewer, and installing a new storm sewer. The Town awarded this project to UEM, which is currently undertaking the detailed design.

The Region and Town staff have discussed the proposed route for the new trunk water main. The Region proposes using Pancake Lane instead of the current route along Bigelow Crescent. The Region's water trunk main may be installed as part of the Town's urbanization project.

Following recent talks with the region, it is most likely that the Town will lead this project, scheduled for construction in 2028. The Town has engaged UEM in conversation to continue the design process. It was discussed that 75% of the design is anticipated to be delivered in Summer 2026. 100% design is anticipated to be delivered at the end of the year, pending additional geotechnical studies from the region.

Canboro Road Reconstruction Detailed Design

Canboro Road from Haist Street to Highway 20 is scheduled for reconstruction, including urbanizing the cross-section, upgrading the water main and installing storm sewers. Due to stormwater outlet constraints, the reconstruction portion of this project has been delayed until a new outlet is constructed; however, the water main will be replaced in 2026 to enable the Town to meet the grant deadline.

Canboro Road Watermain Replacement

The water main replacement, originally part of the reconstruction project and previously scheduled to begin in 2025, was delayed due to a lengthy archaeological review by the Ministry of Citizenship and Multiculturalism. The Town's retained archaeologist submitted the stage 1 and stage 2 reports to the ministry for review in 2024. To date, the stage 1 report has been reviewed and accepted, but the stage 2 report is still under review. The Project was awarded to Silverline Group in anticipation of the Stage 2 report's acceptance.

Watermain Cast Iron Replacement Design

The Town's Drinking Water Quality Management System Plan (DWQMS) has identified areas in the Town that require water main replacement. A neighbourhood in Fonthill consisting of Elm Avenue, Giles Crescent, Burton Avenue, and Linden Avenue requires water main replacement due to the age and condition of the existing infrastructure. The neighbourhood has approximately 380m of 150mm Ø cast-iron water main. Town Staff tendered the design assignment and provisional contract administration in March 2026, which was awarded to Aspire Consulting LTD through a request-for-proposal and evaluation process.

Reconstruction of Effingham St: Tice Road to 500M South of Metler Road

Effingham St from Tice Rd to 500m south of Metler Rd is to be reconstructed, including improvements to the roadway and drainage. Upper Canada Consultants is currently undertaking the design, planned for completion in 2026 and construction in 2027, pending budgetary approval.

Reconstruction of Effingham Street from Highway 20 to Canboro Road

Effingham Street from Highway 20 to Canboro Road will be reconstructed, including improvements to the roadway, a new east-side sidewalk, and new storm drainage. Upper Canada Consultants is currently undertaking the design assignment, planned for completion in 2026 and construction in 2028, pending budgetary approval.

Merritt Road Preliminary Design

Merritt Road from Pelham Street to Rice Road is to be reconstructed, including improvements to the roadway, a new multi-use trail connecting Rice Road to the Steve Bauer trail, sidewalks from Pelham Street to Line Avenue, and a new storm drainage system. The design assignment was awarded to Upper Canada consultants who are currently working on the preliminary design. Upon completion of this assignment, the Town will use this design to move forward with a design-build RFP to carry this project to construction, anticipated in 2027.

College and Emmett Street Designs

College and Emmett Street are to be reconstructed between Pelham Street and Station Street, including improvements to the roadways and sidewalks, as well as a new storm drainage system. The design was awarded to Kerry T Howe engineering, who are currently working on the design and prepared 3 cross-section options to be presented for comments at the PIC, which will take place on April 14th at Town Hall. These roads are anticipated to be reconstructed in 2027.

Church Hill Reconstruction Design

Church Hill is to be reconstructed between Pelham Street and Canboro Road, including improvements to the roadway and sidewalks, and a new storm drainage system that will also serve as an outlet for the future Canboro Road reconstruction. The design was awarded to Kerry T Howe engineering, who are currently working on the design, with construction anticipated in 2028.

Bridge and Culvert Inspection Program

The RFP for the Town's biennial bridge and culvert inspection program was awarded to Ellis Engineering. Inspections are planned in April and May with the final report submission anticipated in June.

Station Street Storm Pond Rehabilitation

This project was awarded to Duffin Contracting Inc. in 2019. With the new regulations for the CLI-ECA and the requirements set out in the Operations & Maintenance Manuals for Storm Ponds and with the scope of work changing as a result of further erosion staff prepared a report to Council which requested that the contract delivery model be changed to a design-build approach and that the project be awarded to Duffin Contracting in the amount of \$395,000 plus a project contingency of \$105,000 for a total contract value of \$500,000. Council approved the change and the award to Duffin Contracting. Duffin Contracting has been working to complete the detailed design. It is anticipated that the work will commence in the summer of 2026.

Foss Road Sanitary Sewer Design Upgrades

This project is the replacement of the 350mm dia. Sanitary Sewer on Foss Road from Church Street to the Pumping Station. The pipe will be upgraded to a 450mm dia main to provide future expansion in Fenwick. The project will also include trenchless tunnelling under the Canadian Pacific Kansas City active Railway.

The design assignment was awarded to Associated Engineering. Staff have received the 100% drawings from the consultant along with the current cost estimates. Currently in conversation with CPKC, Town Staff have tendered this project in April 2026. The construction is expected to start in July 2026.

Concrete Repair and Replacement Program (2026)

The 2024 concrete repair and replacement tender is a three-year program awarded to Sacco Construction. As the third and final year commences, Town Staff await the sidewalk inspection to review upcoming replacement and cutting locations.

Road Base and Patching Repair Program (2026)

The 2024 Road Base and Patching Repair Program is a three-year program awarded to Circle-P Paving. As the third and final year commences, Circle-P Paving await a list of repair areas from Town Staff.

Fire Station 1 Architectural Design and Pre-Qualification of Contractors

Staff issued an RFPQ to prequalify general contractors for a new Fire Station #1. The project involves constructing a new single-story fire station to replace Fire Station #1, located at 177 RR 20, Fonthill, ON. The estimated construction cost is approximately \$8,000,000.00. Staff are working with the architect and consultant to complete the design. It is expected that the project will be tendered in late fall 2025, with construction beginning in winter 2026 and completion by summer 2027. The pre-qualification application deadline is August 12, 2025.

The Town submitted the notification to the eight (8) pre-qualified firms that can submit bids for the project on March 5, 2026. A mandatory meeting was scheduled for March 20, 2026, at 177 Highway 20 West. The Town provided a deadline for the bid submissions on April 9, 2026. It is anticipated that shovels will be in the ground by May 2026.

Town Of Pelham Slope Stabilization Design

This Design Assignment Project has been awarded to Kontzamanis Grauman Smith McMillan Inc (KGS Group) for the following locations, which have been identified as having visible slope failures:

- 50 metres north of Centre Street and Roland Road North
- End of Spencer Lane overlooking Marlene Stewart Park
- Between 536 River Road and 531 River Road

The Town has received the design proposals and cost estimate for these works and will be including them in the Town's budget forecast.

Following a routine inspection of other areas adjacent to a body of water, the Engineering Group was also informed of an additional location. The location is on River Road, approximately 600m west of the airport's west entrance. The consultant (KGS Group) is reviewing the data to provide the Town with a cost estimate for the design work.

In July 2025, KGS Group presented its findings and recommendations to the Town. In the presentation, it was determined that KGS Group should prioritize completing the Centre Street/Roland Road Slope failure design due to the severity of the failure. In the fall of 2025, KGS Group presented a 90% design to the Town. The cost estimate to

complete this project is approximately \$900,000.00 to \$1,200,000.00, which was higher than anticipated.

Due to budget constraints for 2026 capital, staff suggested deferring this project to 2027. Staff will reach out in spring 2026 to request the completed design and tender documents, prepared in advance of the budget season. In the meantime, KGS Group continues to monitor slope movement using an inclinometer that measures the rate of underground movement. As of April 2026, the slopes continue to erode and will require attention in due course.

Station Street from Port Robinson Road to Hwy 20 – Phase 1 and Phase 2

The project includes the complete urbanization of the roadway, including storm sewers, concrete curb and gutter, concrete sidewalks, a multi-use pedestrian path, and upgrades to the intersections at Port Robinson Road and Summersides Blvd. The design work was completed in Q4 2025, with complexities arising from the location of the storm infrastructure outlet. The Town was required to enter into a servicing agreement with the contractor and an easement agreement with the developer to allow construction of the project on private property. A report was presented to the council in January 2026 for approval.

Phase 1 involves completing the installation of the storm sewers on private property from the outlet to Summersides Boulevard and from the stub west of the intersection of Station Street and Summersides Boulevard.

The project is currently in the tender phase and will close on April 16, 2026. The Phase 2 – Construction of Station Street from Highway 20 E to Port Robinson Road is anticipated to start in June 2026 and be completed by December 2026.

Stormwater Management Remediation Program (2026)

In Q1 of 2026, the Town released the third annual RFP for the engineering services for three Stormwater Management Ponds. In March 2026, the Town awarded Delta Science & Engineering Inc. for the design and preparation of tender documents for the River Estates SWM Pond, Rosewood Crescent SWM Pond and Daimler Woods SWM Pond, and to assist the Town with the cleanout of River Estates SWM Pond, as it is the highest priority in 2026.

Sulphur Springs Road Slope Stabilization Project

Duffin Contracting is currently in the design and consultation phase of the project, liaising with the NPCA and NEC about permitting. They have retained Maccaferi as their Geotechnical Engineer to assist with the proposed construction design and process.

Construction is anticipated to begin in the fall of 2026, pending approvals from the NPCA, NEC, DFO, and Town of Pelham Engineering staff.

Miscellaneous Topics:

In addition to the current capital projects, the Engineering staff continue to thoroughly review all Planning and Committee of Adjustment applications. Reviews entail a site visit and a detailed analysis of drawings and reports to ensure Town standards are met. For more complex applications, this process may involve multiple resubmissions and repeated staff reviews. Engineering staff also continue to manage requests to assume subdivisions and reduce securities at various stages of the development process. In addition, the engineering staff reviews lot grading plans for building permits received through the Planning Department.

Town of Pelham Quarterly Report

Wednesday, April 22, 2026

Subject: Quarterly Report for the Reporting Period: January, February, March 2026

Department: Recreation, Culture and Wellness

Recommendation:

BE IT RESOLVED THAT Council receive the Q1-2026 Recreation, Culture and Wellness quarterly report, for information.

Department Overview and Statistics:

Overview

Meridian Community Centre

January 2026 started the year off very busy at the Meridian Community Centre, as we hosted the annual Pelham International Silver Stick tournament. This year's tournament drew 76 teams and over 16,000 visitors to the facility over four days of gameplay, with spectators cheering on their teams. The Town of Pelham's Recreation, Culture and Wellness staff worked tirelessly, in collaboration with local service clubs, during the International Silver Stick opening ceremonies, operating multiple bars, serving food, and keeping all 76 team participants happy and creating memories. Over the month of January, just under 65,000 visitors entered the Meridian Community Centre for various programming, events, exercise, sports, and spectating. This was a slight decrease of less than 1% from January 2025, but a 7% increase from 2023.

February was another busy month at the Meridian Community Centre, with hockey and basketball teams playing towards the playoffs, Recreation, Culture and Wellness hosting another memorable Family Day event, and all our community members taking advantage of the internal programming. In February, the Meridian Community Centre welcomed 64,973 visitors. This was almost a 9% increase from 2024 and an even greater 12% increase from last February in 2025.

March marked the peak of the 2025/2026 recreational sports season at the Meridian Community Centre. The facility buzzed with playoff energy for many of Pelham's sports teams, as numerous spectators and family members cheered them on. Pelham Minor Hockey Association, Southern Tier Admirals, and Junior Panthers all saw their seasons conclude in the playoffs and finals. The Pelham Basketball Association season is nearing its close with the Ontario Basketball Association playdowns in our gyms, and

the Niagara Centre Skating Club is hosting its annual Gala at the Accipiter arena. Over the month of March, 59,000 visitors came through the doors of the Meridian Community Centre. This was a 1% increase from March 2025 and just over a 7% increase from March 2024.

The positive trend across the Recreation, Culture and Wellness department continues to demonstrate growth and development within the Town of Pelham’s recreational hub, offering a range of internal programming, cultural, and wellness opportunities for all our community members. The total number of visitors and community members at the Meridian Community Centre was 188,225, representing an almost 4% increase from the 181,452 visitors in the first quarter of 2025.

Meridian Community Centre Usage



Meridian Community Centre – Facility Usage By Hour – Q1

± For the months January 1st – March 31st, 2025 compared to January 1st – March 31st, 2026

	2025	2026
	Hours	Hours
Arena		
User Group Ice Rentals	- 1078.58	- 1212.75
Pelham Raiders Lacrosse	-	-
Private Ice Rentals	- 569.75	- 597.00
Recreation & Wellness Programming (Shinny, Stick & Puck etc.)	- 1963	- 2463
Private Gym Rentals	- 176.00	- 145.25
User Group Gym Rentals	- 1081.50	- 1097.25
Arena Usage Subtotal	4868.83	5515.25
Multi-Purpose Space		
Room Rentals MCC	- 935.00	- 872.25
Room Rental OPTH	- 256.00	- 296.75
Recreation Programming (Yoga, 55+, drop-in basketball etc.)	- 1632	- 1894
Multi-Purpose Space Usage Subtotal	2823	3063
Total Hours	7691.83	8578.25



Pelham Farmers' Market

The Farmers' Market executive met in January to discuss the 2026 season. Vendor applications were available online from February 1st to March 1st. The executive met again in March to select vendors. The 2026 season will feature 19 vendors, including 9 farmers and a non-profit booth. The season will begin on Thursday, May 7th, and run every Thursday until October 1st, 2026. This season, the Pelham Farmers Market will be held in the adjacent parking lot, increasing visibility and accessibility. The executive has planned a few community engagement opportunities throughout the season. More information on the Farmers Market, including vendors, is available on the website: www.pelham.ca/farmersmarket

Summer Chill Supper Market

Town Staff have begun planning the 2026 Summer Chill Series Supper Market. This year's series will start on Thursday, June 11th, and run each Thursday until September 10th. As in previous years, the event will feature local entertainers, food vendors, a bike valet, a green zone, lawn games, shuttle service, and a picnic area. The food and entertainment applications have been submitted and approved. This season, 11 local food vendors will offer a variety of offerings, and local entertainers will start each week's event. The Terry Fox Foundation has once again committed to volunteering weekly in the Green Zone. In addition, local businesses can sponsor the bike valet, with one already committed to sponsoring once a month. The Bandshell Concerts will run from June 18th to September 10th. The Bandshell Concert lineup will be announced on April 9th, 2026. This year, Town Staff has secured an additional shuttle bus to help attendees get to and from the event and alleviate parking concerns.

Big Band

The Town of Pelham's Big Band Dance Night, featuring the Jimmy Marando Swing Band, takes place every third Tuesday of the month in the Accursi Room. It is a night filled with swing, jazz, classical music, and dancing! This event offers free admission, with food and beverages available for purchase. It welcomes those of all ages.

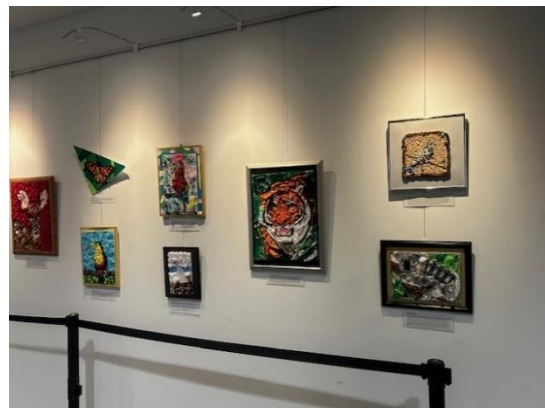


MCC Art Walls

During Q1 of 2026, art displays were showcased on the MCC art walls. In January, a St. Catharines artist showcased his incredible drawings and paintings of hockey players and other influential figures in the MCC Atrium. For the remainder of Q1, the Pelham Art Association showcased its artwork. Both shows brought vibrancy to the atrium walls and received many compliments.

E.L. Crossley students continued to display their work in the MCC upper hallway throughout January 2026. In February, the upper hallway featured watercolour paintings by Niagara artist Joanne Hoekstra. In March, the Quilt Guild of Niagara showcased some of their quilts for National Quilt Month. These quilts broaden perspectives on what art can be. There have been many positive comments about the display's quality and craftsmanship.

The MCC Art Walls are booked with artists through July 2026. Staff continue to connect with local artists to display their work throughout the MCC. The Pelham Cultural Advisory Committee continues to receive 15% of sales to help maintain the art walls and other cultural projects in the community.





Comedy Night in Pelham

On February 28, 2026, the Garden City Comedy Festival hosted "Comedy Night in Pelham," featuring an incredible line-up of comedians, including Simon Rakoff (JFL/CBC), Rebecca Reeds (Winnipeg Comedy Festival/The Debaters), and Gerry Hall (JFL42/Sirius XM), with Niagara's own David Green (JFL Toronto/Canada's Got Talent) as host. It was a sold-out show with 181 in attendance, filling the Accursi Room. Bar service and food were available for purchase and operated by Town staff. It was a great evening filled with laughs!

The next Comedy Night in Pelham is planned for Saturday, July 11th, 2026.

More information and tickets will be available at www.gardencitycomedyfestival.com closer to the event date.



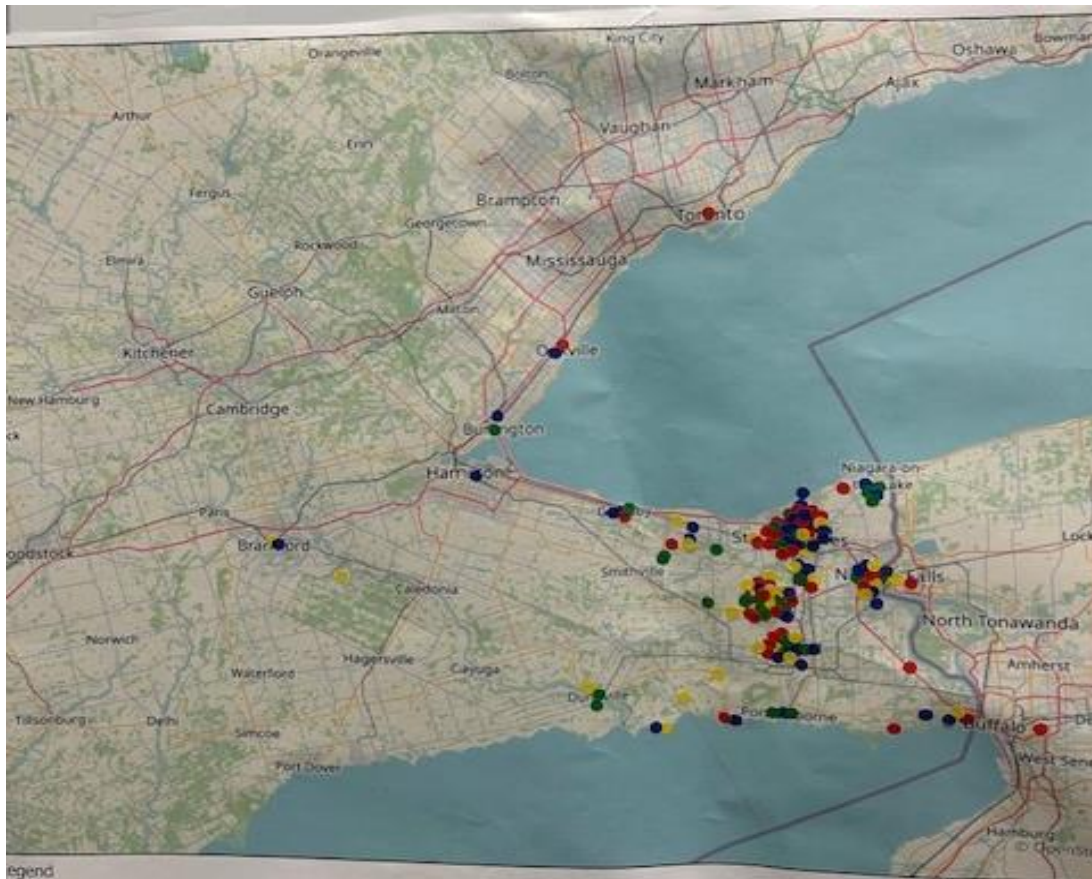
Canada Day

The Canada Day Working Group began meeting in Q1 to plan the 2026 Canada Day event at Harold Black Park on July 1st. The day will include a Grande Parade down Haist Street, live entertainment, a licensed area, a Kids Zone sponsored by the Rotary Club of Fonthill, food and craft vendors, including the food pavilion run by the Lions Club of Fonthill, and will end with a beautiful fireworks display.

Culture Crawl

On Sunday, March 8th, the Town of Pelham, the Niagara Geopark, and the Brown Homestead hosted the second annual Culture Crawl in the MCC's Accursi Room. Thirty-two historical societies, museums, and heritage and cultural organizations set up interactive booths throughout the room for families and attendees to explore.

There were 309 attendees, including representatives from all 12 municipalities in the Niagara Region. The photo below shows where attendees came from.



The event was well-received by both the organizations and the attendees. It provided a space to connect and share information about community heritage projects,

preservation efforts for historical landmarks and buildings, and museum programming, and to promote local volunteer opportunities.

The Culture Crawl also featured the Niagara in Focus project. Developed, facilitated, and hosted by The Brown Homestead in partnership with Niagara Geopark, Niagara in Focus is a community place-making project inviting residents to share a single photograph that captures their relationship with Niagara. Collected images were curated by decade, displayed at the Culture Crawl, and then moved to the Brown Homestead for ongoing community connection and reflection.

2026 Participants

Niagara Geopark/GeoClub
NPCA & Ball's Falls Heritage Village
Nelles Manor Museum
Save Ontario Shipwrecks
Thorold Museum
Lincoln Museum
Brown Homestead
Historical Society of St. Catharines
Wainfleet Historical Society
Wainfleet Relics
Riverbrink Art Museum
Author Roger Bradshaw
Niagara-on-the-Lake Museum
Port Colborne Heritage & Marine
Museum
Welland Central Fire Hall
The Colonel John Butler (Niagara)
Branch of Loyalists

Heritage Thorold
Ontario Ancestors
Niagara Railway Museum
Welland Museum
Willowbank School of Restoration Arts
The Pelham Historical Society
Niagara Falls Museum
Lincoln Pelham Public Library
Author Mark Wilkie
Your Homegrown Niagara Magazine
Town of Pelham
Niagara Academy for Indigenous
Relations
Amusement Park History
Barefoot Bushcraft
Lundy's Lane Historical Society
Brock University Department of History



Carousel Players Theatre Show

RCW staff hosted a children's theatre show on Saturday, March 28th, in the MCC's Accursi Room. Carousel Players Theatre performed "Like it or Not" by Katey Hoffman, a story about two Grade 6 friends as they navigate coming of age and what it means for their friendship. The show was recommended for ages 8 to 12. There were 32 people in attendance. The performance was very well received, with positive remarks from participants and strong audience engagement during the post-show question-and-answer period.



Lighting/Utility Box Project

The Pelham Cultural Advisory Committee has begun planning to wrap three utility boxes in Pelham again this year. The project includes having E.L. Crossley students design an art piece that will be manufactured as a vinyl wrap and installed on utility boxes. The goal is to wrap three boxes in 2026.

Family Day

The 2026 Family Day event welcomed about 2555 people to the MCC. Families enjoyed open family gym time featuring activities such as the learn-to-play lacrosse area run by the Pelham Raiders, bouncy castles, arcade games, pickleball, basketball, and more! Families lined up for interactive opportunities, including face painting, balloon animals, laser tag sponsored by the Mayor's Youth Advisory Collective, and, new this year, a virtual reality simulator. The Rotary Club of Fonthill sponsored a public skate on the Duliban Insurance rink. This year also featured a drop-in workshop: The Fabric of Our

Being, which honours the International Decade for People of African Descent. Participants helped shape the creative direction of a large community quilt by exploring their own experiences and developing an individual 8.5-by-11-inch art tile.

This fun-filled day also included a Community Expo, which allowed 8 community volunteer groups, service clubs or sports teams to engage with the community and share information on their upcoming seasons, projects, and volunteer opportunities.





Lights, Camera, Community!

On March 12, the Town of Pelham, in partnership with Niagara College’s Acting for Film and Digital Media program, hosted “Lights, Camera, Community!” at Old Pelham Town Hall. The event highlighted local cultural opportunities and gave the sixteen attendees a behind-the-scenes look at television and film sets. In small groups, Niagara College student actors presented prepared scene work, complete with costumes and props, while being filmed. The performances provided a venue for students to sharpen their skills, boost confidence, adapt on the fly, and connect with the community. Thirteen second-year students performed a series of short scenes, allowing audiences to experience emerging talent in an intimate setting and giving the actors a chance to apply their training in front of a live audience.



Seniors Writing Workshop

On April 17th, Yvonne Van Lankveld will host a free Seniors Writing Workshop from 3:30 pm-5 pm in the Kinsmen Room of the MCC. The workshop will guide participants through the basics of writing, why it makes your brain happy, common mistakes, and

what it takes to get your work published. For more information or to register, visit: www.pelham.ca/culture

Black History Month – Tales of Tubman Presentation

On Thursday, February 12th, the Kinsmen Room of the MCC hosted Rochelle Bush, a trustee and the resident historian of the Salem Chapel, Harriet Tubman Underground Railroad National Historical Site, and the owner and operator of Tubman Tours Canada. The presentation highlighted the legendary Underground Railroad (UGRR) conductor Harriet Tubman, tracing Tubman's life journey from the United States to Canada and back. It covered her life in bondage,



Civil War service, and, more importantly, the decade she spent in the Town of St. Catharines plotting her "Southern Raids," aka rescue missions. Attendees provided positive feedback and praised the presenters' comprehensive knowledge of Tubman's journey.

PD Day Camps

The Town of Pelham hosted 2 PD Day camps in January and February, welcoming 31 campers to the MCC for fun activities, including crafts and gym time. PD Day camps provide care for campers from 9 am to 4 pm and include a hot lunch from Cook's Corner.

March Break Camp

Registration for March Break Camp filled up quickly in 2026, welcoming 65 campers! This program grew, based on the community's need and interest, from a maximum of 49 campers in 2025. Campers participated in traditional camp activities, skated, travelled to the movies, and had visits from the library and a magician throughout the week! New this year, the Town partnered with the Little Medical School Inc. to offer a Little Veterinarian: Equine Specialty Camp over March Break for campers ages 6-11.

Summer Camp

Preparation for Summer Camp programs has begun, with staff hiring complete and registration open. Camp activities for the 2026 season include trips to Centennial Park, skating at the MCC, crafts, weekly out-trips, and surprise camp guests each week! This year, the Town will also offer specialty camps in partnership with Pelham Soccer, the Pelham Fire Department, Little Medical School, and Evolve for Scooter and Skateboard Camp.

MYAC

MYAC hosted a Regional Youth Group meeting, welcoming other Youth Advisory groups from across the region to network, brainstorm and collaborate. The event, hosted at the MCC, welcomed over 65 youth from Welland, Niagara Falls, Fort Erie, Thorold and the library. This was an extremely successful way for youth to meet like-minded individuals, network and collaborate on future projects and initiatives. MYAC hopes that this will be an annual opportunity. MYAC is planning to host an upcoming Public Skate in April to raise funds and awareness for Pathstone Mental Health.



Active Programs

SeniorFIT

This year, SeniorFIT programming added 5 participants per session to account for increased community interest.

Membership Usage Numbers
 556 Members
Plus Drop-In Program Admissions

Program	Quantity
55+ Aerobics	50
60+ Shinny	130
Activity Drop In	15
Adult/Preschool Skate	133
Adult Only Skate (Adult)	312
Adult Only Skate (Senior)	11
Adult Public Skate	468
Basketball Drop In	21
Chair Yoga Drop In	79
Family (Adult/Preschool)	24
Family Music Drop In	147
Family Public Skate	123
Flexagility	10
Hatha Yoga Drop In	25
Lift & Sweat	15
Meditation Drop In	1
Men's Shinny	267
Mom and Baby Fitness Drop In	39
Orchestra Music Drop In	84
Parent & Tot Drop In	93
Pickleball Drop In	969

Pickleball Drop In Youth	1
Step Drop In	20
Stick & Puck (6 to 13)	165
Stick & Puck (14+)	75
Stick & Puck (55+)	158
Student/Senior/Child Public Skate	802
Ticket Ice	55
Volleyball Drop In	78
Women's Learn To Play Hockey	9
Women's Shinny Combo	37
Women's Shinny Hockey	67
Yogalates Drop In	25
Youth Drop In	57
Zumba Drop In	125

Registered Program Admission Numbers

Program	Quantity
Adult Learn to Skate – Beginner	15
Adult Learn to Skate – Level 2	12
Adult Power Skate	21
Babysitting Courses	19
Carousel Theatre	25
Gentle Aerobics	25
Home Alone Course	6

Junior Music Theatre	8
Kinder Music Theatre	20
PD Day Camps	31
Pickleball Advanced Clinic	7
Spin	68
Spin & Strength	11

Summer Camp

Preparation for Summer Camp programs has begun, with staff hiring complete and registration open. Camp activities for the 2026 season include trips to Centennial Park, skating at the MCC, crafts, weekly out-trips, and surprise camp guests each week! This year, the Town will also offer specialty camps in partnership with Pelham Soccer, the Pelham Fire Department, Little Medical School, and Evolve for Scooter and Skateboard Camp.

Pelham Winterfest

Pelham Winterfest concluded with the International Silverstick Hockey Tournament, hosted by the Pelham Minor Hockey Association. The tournament ran from January 8th to 11th and featured more than 65 teams from across North America. Opening ceremonies on January 8th included pin trading, a parade, and a performance by the local band The Figure Four. Over the weekend, 17,745 athletes and spectators attended the tournament.

The last Winterfest Workshop of 2025/2026 was held on January 9, 2025. The Wonderful Winter Lino Cut Print Workshop was facilitated by Pelham resident Sherry Wilkinson. The workshop was sold out, with 12 participants who provided positive feedback on both the workshop and the instructor.



Pelham Summerfest

The Pelham Summerfest Working Group has been diligently handling sponsorship and logistics for Pelham Summerfest 2026. The vendor and entertainment applications are now closed and under review by the working group. Pelham Summerfest will return to downtown Fonthill from July 16th to 19th.

Volunteer Fair

On March 5th and 7th, a Volunteer Fair was held in the atrium of the Meridian Community Centre. The fair showcased a variety of local organizations and the volunteer opportunities they offer in the community. Dozens of residents and visitors attended and gathered information about upcoming volunteer opportunities. Staff received positive feedback from both attendees and participating organizations. Participating organizations included the Fonthill Lions, the Kinsmen Club of Fonthill & District, Pelham Art Festival, Niagara Geo Park, Pelham Advocates for Trees and Habitat, the Niagara Centre Skating Club, Town of Pelham Recreation, Culture & Wellness Department, Town of Pelham Clerks Department, and Pelham Summerfest.



Volunteers

As of March, the RCW department has received five new applications for events including Summer Chill, Canada Day and Summer Fest. These applications were submitted following the volunteer fair hosted on March 5th and 7th in the Meridian Community Centre Atrium. Community organizations reported positive outcomes from their involvement in the fair, which has led to plans to make it an annual event. The RCW Admin completed 25 follow-up contacts with applicants from the end of last year. Additionally, 36 former volunteers were contacted to introduce them to their new contact, provide updated volunteer roles and descriptions, and gauge interest in 2026 events.

Volunteer shifts across all events have started to be filled, and with continued follow-up and engagement, it is likely this will be a successful volunteer event season.

Dedication Program

In Q1, there were inquiries regarding the dedication program. These are in progress and relate to the Fonthill Cemetery and North Pelham Park. Additionally, a request was made to update an older bench plaque due to wear and tear. The plaque has been purchased and will be reattached to the existing bench.

Seniors and Community Services

During the first quarter of 2026, Seniors and Community Services programming continued to focus on supporting the well-being, independence, and social connection of older adults in Pelham. Programming during this period included educational workshops, wellness initiatives, community partnerships, and the successful completion of a grant-funded recreation program.

Seniors at Play Program

The Seniors at Play initiative concluded in March 2026, after a successful program period that began in September 2025. Funded by the Seniors Community Grant, the program featured recreational and exploratory components to encourage movement, social interaction, and participation in Town programming.

Average Bi-Weekly Bocce Attendance: Approximately 25 participants
Bocce Tournament (March 19, 2026): 24 participants (12 teams of two)
Try-It Passes Distributed: Over 160

Participation remained consistent throughout the program, with strong engagement in the biweekly bocce drop-in. The concluding tournament highlighted the connections, skill development, and positive social environment fostered by the program, underscoring the continued value of low-barrier seniors' recreation opportunities.



Seniors at Play Workshop Series

A variety of educational and wellness-focused workshops were delivered during Q1 as part of the Seniors at Play initiative and broader seniors programming:

Self-Defense Workshop – Daw Martial Arts (January 15, 2026)

Attendance: 65 participants

Mindfulness Workshop – JoySoleVitality (February 12, 2026)

Attendance: 87 participants

Grief and Loss Workshop – Hospice Niagara (March 12, 2026)

Attendance: 22 participants



Attendance across workshops varied by topic, with strong participation in safety and wellness sessions. The series offered opportunities for learning, reflection, and personal well-being, reinforcing the importance of providing diverse, responsive programming for older adults.

Community Engagement & Partnerships

Masters of Applied Gerontology Program – Guest Lecture (February 6, 2026)

Katie Kilbreath, Seniors and Community Services Programmer, was invited to deliver a guest lecture in the Community Services for Older Adults course for the second consecutive year, providing students with an overview of municipal recreation programming for older adults.

The presentation highlighted the role of municipalities in supporting age-friendly communities, reducing social isolation, and enabling older adults to age in place. Real-world examples and program insights were shared to deepen student understanding and bridge theory and practice.

The course instructor's feedback indicated that the presentation was comprehensive, engaging, and impactful for student learning. This opportunity also strengthened ongoing relationships with post-secondary partners and encouraged future student placements within the department.

Pelham Seniors Advisory Committee (PSAC)

Regular updates and ongoing communication with the Pelham Seniors Advisory Committee continued throughout Q1. Staff provided program updates, shared feedback, and supported the committee's advisory role on seniors' services and initiatives in the Town.

Art Your Service (AYS) Updates

Art Your Service (AYS) is a virtual seniors programming platform offering free online programs to subscribed Pelham residents through a Town-funded membership.

Subscribers: 135 (as of the end of Q1)

Subscriber levels continued to grow throughout the quarter, reflecting heightened awareness and interest in accessible virtual programming options for older adults.

Seniors Database Email Newsletter

The Seniors Database Email Newsletter continued to be updated and distributed during Q1.

Subscribers: 1107

Issues Sent During Q1: 3

The Q1 subscriber count increased from 1076 in Q4 2025. The newsletter remains a key communication tool for sharing program information, upcoming events, and relevant resources with older adults across the community.

Summary

Q1 programming demonstrated a continued focus on holistic well-being, combining physical safety, mental wellness, and emotional support through a variety of workshops and partnerships. Strong workshop participation, particularly in safety and mindfulness, highlights ongoing community interest in both preventive and wellness-based programming.

The successful conclusion of the Seniors at Play program further demonstrated the impact of consistent, low-barrier recreational opportunities in fostering social connection, skill development, and community building among older adults.

Food & Beverage

The Food and Beverage team (F & B Team) has expanded Cook's Corner's concession menu to drive revenue and developed an in-house catering menu tailored for meetings and intimate events. Additionally, we've added local vendor Oliver's Butcher and Catering to our supplier list; they supply 100% beef burgers for Cook's Corner and support larger catered events. At Ciolfi's Corner, we've introduced a variety of lighter fare options, including nachos with queso, and a new selection of seasonal beverages to better serve a wider range of guests. This quarter's highlight for the F&B Team was the smooth execution of the International Silver Stick Tournament. From January 8 to 11, 2026, the F&B Team generated over \$23K in revenue, serving more than 5100 guests.

Town of Pelham Quarterly Report

Wednesday, April 22, 2026

Subject: Quarterly Report for the Reporting Period: Jan, Feb and March 2026

Division: Communications and Government Relations

Recommendation:

BE IT RESOLVED THAT Council receive the Q1-2026 Communications and Government Relations quarterly report, for information.

Projects:

During the first quarter of 2026, the Communications Department delivered support across a wide range of corporate priorities, strategic initiative and community-facing programs. A focus was placed on supporting the Niagara Region Governance Review as well as the Additional Residential Unit (ARU) Zoning By-law presentation and dedicated website page. The department led and produced print and digital media for numerous activities at the Meridian Community Centre including the new Volunteer Fair. The department also monitored and responded to all media requests, the general inbox and social media comments. Additional initiatives included participation in the Ontario Emergency Preparedness - Emergency Information Officer two-day training, the preparation and distribution of media releases, council highlights, and grant submissions, as well as communications support for final reporting requirements associated with completed grants. The department also onboarded the new part-time social media and design specialist in mid-February.

Government Relations:

The Communications Department supported a range of government relations, governance, and mayoral engagement activities during Q1. This included assistance at the ROMA Conference and participation in two ministerial delegations with the Ministry of Infrastructure to review the Housing-Enabled Water Systems Fund (HEWSF), as well as with the Ministry of Tourism, Culture, and Gaming to advocate for a revised definition of "tourist" to enable the community to access additional grant funding opportunities. In support of the Niagara Region Governance Review, the department developed and delivered key communication tools, including video production, a dedicated website page, and an online public engagement form to support community awareness and participation. The department also provided support to the Mayor at a number of community events, including the Mayor's Youth Forum, Citizen of the Year celebration,

the Legion Branch #613 Ribbon Cutting, flag raisings for Meals on Wheels and Crime Stoppers. Further design support for the Chamber of Commerce presentation related to the Town of Pelham was also provided.

Grants:

During the Q1 reporting period, staff completed applications for 15 grants aligned with the Town's Strategic Priorities, totalling \$1,486,723.87. A summary of all submitted grants is included below. In addition, the communications team attended a meeting with Niagara Nutrition Partners to review eligibility and future funding opportunities and completed a grant review with editing support for a Pelham Cares application.

Strategic Priority Focus: Environmental and Climate Adaptation

Centennial Park EV Chargers

- Funder: Ontario Vehicle Innovation Network (Ontario Ministry of Transportation); EV ChargeON Grant
- Amount Requested: \$149,830.20

Yellow Fish Road Program and Earth Day Cleanup

- Funder: Niagara Community Foundation; Environmental Grant
- Amount Requested: \$17,301.60

Phragmites Stormwater Pond Cleanup

- Funder: Invasive Species Centre; Invasive Phragmites Fund
- Amount Requested: \$5,000.00

Pelham Town Hall Energy Audit

- Funder: Enbridge; Municipal Building Audit Offer
- Amount Requested: Free building audit (no cash value)

Strategic Priority Focus: Community Development and Growth

Pelham Summer Chill Support

- Funder: Tourism Niagara; Tourism Partnership Niagara Grant
- Amount Requested: \$19,500

Winterfest Ice Carving Presentations

- Funder: Ontario Arts Council; Ontario Arts Presenters Fund
- Amount Requested: \$5,000

Town of Pelham Best Garden Contest

- Funder: Scott's Miracle-Gro and Communities in Bloom; Best Garden Contest
- Amount Requested: signs and prizes for winners (no cash value)

Senior Active Living Centre Operational Funds and Pilot Program for Individuals with Dementia

- Funder: Ontario Ministry for Seniors and Accessibility; Senior Active Living Centre Fund Operating Grant and Special Request
- Amount Requested: \$70,000 total (Operating: \$55,000; Special Request: \$15,000)

Senior Nordi Pole Walking Program

- Funder: Older Adult Centres' Association of Ontario; Links2Wellbeing Nature Based Prescribing Program
- Amount Requested: \$1,500

Circul-Air, Roto-Decon Washer for Fire Department

- Funder: Firehouse Subs Canada; Public Safety Foundation Grant
- Amount Requested: \$43,323.07

Harold Bradshaw Trails Work

- Funder: Ontario Ministry of Rural Affairs; Rural Ontario Development Program – Intake Two
- Amount Requested: \$26,775.00

Harold Black Park Accessible Trail Network

- Funder: RBC and the Rick Hansen Foundation; Barrier Buster Grant
- Amount Requested: \$40,000

Strategic Priority Focus: Infrastructure Investment and Renewal

Harold Black Park Accessible Pedestrian Bridge

- Funder: Ontario Trillium Foundation; Capital Grant
- Amount Requested: \$200,000

Harold Black Park Accessible Pedestrian Bridge

- Funder: Niagara Community Foundation; David S. Howes Fund
- Amount Requested: \$80,000

Lincoln Pelham Public Library Fonthill Branch Phase Two Renovations

- Funder: Employment and Social Development Canada; Enabling Accessibility Fund – Workplace Stream
- Amount Requested: \$838,493.55

Communications:

From January 1 to March 31, the Town of Pelham's social media channels highlighted a range of core municipal programs and services, with a strong emphasis on winter operations, programming, and governance review. The Town also promoted community recreation and seasonal events such as WinterFest and Family Day. Governance was supported through the sharing of Town Council agendas and meeting information. In addition, social media content highlighted the full range of new programs and services available at the Meridian Community Centre, showcasing recreation, fitness, camps, and community programming. Specific promotions were developed for youth recreation programs, such as the RoboThink partnership and March Break camps. A dedicated

promotion was also developed for an awareness campaign on the new provincial regulations regarding the installation of Carbon Monoxide Alarms in residences.

The Town of Pelham's Spring *Life in Pelham* Community Guide, which was mailed in late March to 6,670 residences across Pelham, provided a seasonal snapshot of municipal priorities, programs, and resident-focused initiatives. The guide emphasized community engagement, environmental stewardship, and service awareness, with highlights that included Earth Day programming, community clean-up initiatives, and Easter-themed events. It also featured operational reminders such as spring street sweeping, the upcoming municipal election, upcoming closures for the Pelham Pool and promoted the Town's "Spot it? Share it!" reporting tool.

Social Media and Website Analytics, January to March 2026:

The Town of Pelham launched Engage Pelham software in Q1 to replace the previous Bang the Table platform, enabling all surveys to be built and placed directly on the Town website, providing streamlined access for residents. Staff created four surveys on Engage Pelham during Q1 to support a variety of departmental operations, resulting in 297 resident submissions.

- Governance Review - Pelham's Perspectives - 184 participants
- Summer Camp Registration Notification - 76 participants
- Additional Residential Units (ARU) Survey - 37 participants
- Youth Municipal Grant Application – built in Q1 and launch Q2

This quarter, the Town's social media channels continued to strengthen Pelham's engagement and visibility across the municipality. Social Media posts reached 394,452 unique users. There were 612 posts published, which generated 622,874 impressions, representing the total number of times the Town's content was displayed. Total follower count across both Facebook and Instagram has grown to 9,243, expanding the ability to communicate important information, share updates, and foster meaningful interaction with the community.

In addition, staff continue to monitor and update the municipal website, providing a quick reference for residents. There were 215,561 page views to the Town site during Q1, with an average of 1.87 views per user. The most frequently accessed page on the website was the Town of Pelham Council Calendar, accounting for 35% of all website visits. The next five most visited pages included arena and skating programs, Meridian Community Centre, Careers, arts and camp programs.

MEMORANDUM

To: Town of Pelham Council

From: Sydney Etzl, BA, Environmental Compliance Analyst

Date: April 22, 2026

Subject: 2025 Stormwater Management System Annual Performance Report

Recommendation:

BE IT RESOLVED THAT Council receive memo 2026-0076 “2025 Stormwater Management System Annual Performance Report,” for information.

As per Part E, Section 5.2 of the Town of Pelham CLI ECA approval 072-S701 issued on December 19th, 2023 by the Ministry of Environment, Conservation and Parks, the Owner of the Town of Pelham Stormwater Management System shall prepare an annual performance report for the Authorized System by on or before April 30th of each year that covers the period from January 1st to December 31st of the preceding calendar year.

As specified in the approval, the annual performance report must include:

- Summary of all monitoring data along with any interpretation of the data and an overview of the condition and operational performance of the Authorized System and any Adverse Effects on the Natural Environment;
- Summary and interpretation of environmental trends based on all monitoring information and data for the previous 5 years;
- Summary of any operating problems encountered and corrective actions taken;
- Summary of all inspections, maintenance, and repairs carried out on any major structure, equipment, apparatus, mechanism, or thing forming part of the Authorized System;
- Summary of the calibration and maintenance carried out on all monitoring equipment;

- Summary of any complaints related to the Sewage Works received during the reporting period and any steps taken to address the complaints;
- Summary of all Alterations to the Authorized System within the reporting period that are authorized by this Approval, including a list of Alterations that pose a Significant Drinking Water Threat
- Summary of all spills or abnormal discharge events;
- Summary of actions taken, including timelines, to improve or correct performance of any aspect of the Authorized System;
- Summary of the status of actions for the previous reporting year.

Per Part E, Section 5.3 of the Approval, the Town must make each annual performance report available, on request and without charge, to members of the public who the Authorized System serves. The Town is to make the report available to members of the public by June 1st of the same reporting year without charge by publishing the report on the Internet.

The 2025 Stormwater Management System Annual Performance Report will be submitted to the Ministry of Environment, Conservation and Parks on April 24th, 2026.

Attachments:

2025 Stormwater Management System Annual Performance Report



Town of Pelham Stormwater Management System

Corporation of the Town of Pelham

2025 Annual Performance Report

January 1 to December 31, 2025

Ministry of the Environment, Conservation and Parks

CLI ECA No. 072-S701

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1.0 Introduction & Purpose

The Town of Pelham (Town or Pelham) owns and operates the Town of Pelham Stormwater Management System, which is operated under the Consolidated Linear Infrastructure Environmental Compliance Approval (CLI-ECA), ECA Number 072-S701, issued by the Ministry of Environment, Conservation and Parks (MECP). The Town received its first CLI ECA on December 19, 2023.

This approval is similar to the Town's Drinking Water License. It allows the Town to alter, extend or modify the stormwater management system without requiring individual approval from the MECP or through the previous transfer review program administered by the Region for each project. The Town's approval is subject to various restrictions and requirements in the license. An annual report for the previous calendar year must be submitted to the MECP by April 30th, including the activities undertaken to improve the system, repairs and emergency response, system performance and future activities. This report will be made available to the public on the Town's website by June 1st for members of the public who wish to be informed of the Town's sanitary collection system performance from the previous year.

The annual report is required to address specific criteria related to operational performance, operating concerns, maintenance activities, customer complaints, and identified alterations to the system, which are listed in Schedule E, Section 5.0 of the Town's approval.

2.0 Description of Stormwater Management System

The Town of Pelham Stormwater Management System is a stand-alone municipal stormwater system that conveys runoff from developed land areas with more impervious surfaces to nearby watercourses. In some areas, the sewer flow enters a stormwater management facility, where some pollutants can settle before runoff enters a waterway. In rural areas of the Town, surface flow can more easily infiltrate the ground, and ditches capture runoff from roads.

The Town of Pelham’s Stormwater Management System consists of:

Asset	Count	Units
Storm Sewers	51,968	Metres
Maintenance Holes	764	Each
Catch Basins	2014	Each
Inlets (to SWMF)	9	Each
Outlets	53	Each
Oil-Grit Separators	10	Each
Stormwater Dry Ponds	7	Each
Stormwater Wet Ponds	11	Each
LID Facility	1	Each
Channel Storage	4	Each
	2	Each

Stormwater in Pelham is collected using a pipe network that ranges from 200mm to 1,500mm, though about half of the system is 450mm or less. The system is mainly composed of concrete, at 75%, while 22% is PVC and 3% other materials. The Town’s stormwater sewers are relatively young, with nearly 30% of the system built in the last 15 years. The average age of pipes based on length is 27.5 years.

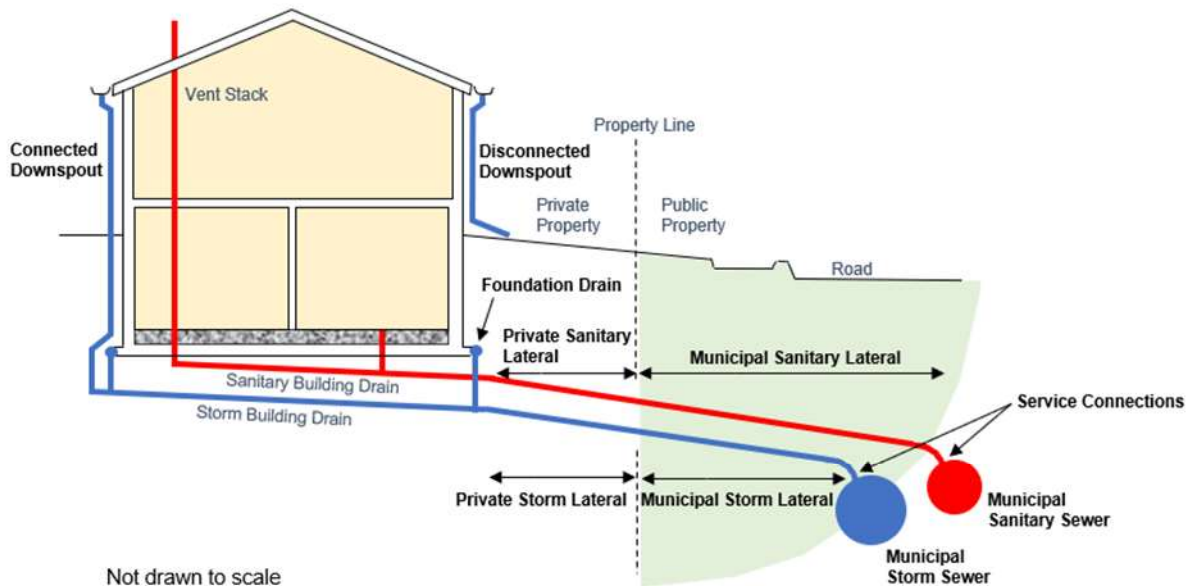


Figure 1 - Typical Separated Sewer System

3.0 Operations and Monitoring

The information reported below summarizes the current condition of the stormwater management system based on the Town’s computerized maintenance management system (CMMS), internal records, and field notes from operators, supervisors, and management. The data required to be reported on in the CLI ECA are listed in Schedule E, Section 4.6.

3.1 Monitoring Programs

Table 1 details the monitoring activities performed by Pelham staff or contracted services during the reporting period. Based on the data collected and reviewed, the system performed effectively and as designed. Currently, no major modifications are required for the management system.

Table 1 – Summary of Monitoring Programs

Program Title	Program Description	Program Data from the Reporting Period	Adverse Effects on the Natural Environment
Storm Sewer Flushing	Annual flushing on main storm sewers.	The Town's contractor flushed approximately 7,000 meters of the storm sewer system in 2025, and reports were provided to Engineering Services.	No.
CCTV Inspections	Annual CCTV inspection performed on the main storm sewers.	The Town's contractor inspected approximately 3,000 meters of storm sewer in 2025 and provided reports to Engineering Services.	No.
Semi-Annual Stormwater Management Facility Inspections	Stormwater Management Facility Inspection	Town staff conduct semi-annual inspections of stormwater management facilities to verify proper performance, identify any deficiencies, and prioritize necessary maintenance.	No.

Catch Basins	Routine inspection and cleaning.	Staff performed inspections on identified areas before and after weather events. The Town's contractor cleaned and inspected approximately 300 catch basins.	No.
Annual Maintenance Hole Inspections	Routine inspection by Town contractor.	The Town's contractor performed a NASSCO MACP - Level 2 inspection on approximately 160 maintenance holes in 2025.	No.
Inlet & Outlet Inspections	Routine and pre/post significant weather event inspections and maintenance.	Staff performed inspections in response to the weather. Post-event inspections are completed after a significant weather event.	No.
Semi-Annual Street Sweeping Program	Semi-annual street sweeping program for Fonthill, Ridgeville and Fenwick municipal roadways.	The contractor performed two passes (Spring and Fall) of approximately 80km of roadway in the urban areas of Fonthill, Ridgeville, and Fenwick.	No.
Bi-weekly Municipal Grass Maintenance	Bi-weekly municipal grass maintenance at stormwater management ponds.	By contractor or municipal staff, ensure that six (6) SWMFs are mowed regularly to maintain aesthetics within the Town. The grass at these ponds is only cut at the top (flattened) area.	No.

The Stormwater Management System CLI ECA Schedule E, Section 4.0 requires the Town to implement monitoring guidelines per the MECF guidance document within 24 months of its release. At the time of this report, the MECF has not published the guidance document.

3.2 Operational Challenges

All maintenance was performed on behalf of the Owner by a licensed Operator or a qualified contracted service provider who exercised due diligence to ensure that the works and related equipment were properly operated and maintained to achieve compliance with the Town’s license requirements. The Town of Pelham had no operational challenges within the Stormwater Management System.

Table 2 – Summary of Operational Issues and Corrective Actions

Date	Description	Corrective Actions
N/A	N/A	N/A

3.3 Inspections, Maintenance & Repairs to the Authorized System

In 2025, the Town of Pelham completed the development of its operations and maintenance manual for the stormwater management system. Throughout the reporting period, town staff have been actively implementing the manuals and additional requirements. The manual identifies the current and proposed future inspection, maintenance, and repair activities. Its details ensure the efficient operational performance of the stormwater management system.

Flushing & Closed-Circuit Television (CCTV) Inspections

In 2025, the Town of Pelham was in its second year of a three-year contract with Aqua Fast Flush to perform annual closed-circuit television (CCTV) and flushing on the Town’s stormwater management system. Approximately one quarter of the Town’s stormwater management system is inspected annually. Inspections for emergency repairs or customer concerns may also occur outside of this scheduled maintenance.

Annual Maintenance Hole Inspection Program

Beginning in 2025, as part of the Town’s annual maintenance programs, the Town contracts a contractor to perform NASSCO MACP – Level 2 inspections on approximately a quarter of the Town's storm maintenance holes. These inspections allow for any concerns or repairs to be addressed.

Main Sewers

In 2025, the Town of Pelham had zero (0) main sewer emergency responses.

Table 3 – Summary of Main Sewer Emergency Response

Date	Address	Concern	Resolution
N/A	N/A	N/A	N/A

3.4 Consumer Complaints

In 2025, the Town of Pelham received ten (10) complaints related to the Town of Pelham Stormwater Management System during the reporting period. Table 4 describes the types of complaints and the corresponding steps to address them.

Table 4 – Summary of Storm Sewer Complaints

Complaint Type	Location of Issue (Owner)		Resolution
	Public	Private	
Catch Basin Blockage	8	-	Staff responded and removed debris as required.
Inlet/Outlet Blockage	-	-	Staff responded and removed debris as required.
Stormwater Management Facilities	2	-	Staff responded to the site(s) and made the necessary repairs.

3.5 Major Structure & Equipment Calibration, Maintenance and Repairs

Table 5 summarizes activities carried out on major structure and collection system works that were not covered under the operational challenges section of this report.

Table 5 – Summary of Major Structure & Equipment Calibration, Maintenance and Repairs

Major Structure or Equipment	Summary of Work performed in 2024
Fall Arrest Equipment	All fall arrest and lifting devices were inspected during the reporting period.

3.6 Summary of Alterations to the Authorized System

The Town had two (2) applications for Alterations within 2025. These alterations were not completed by 2025 and will be included in future Annual Performance Reports as finished alterations.

Table 6 – Summary of Alterations to the Authorized System

Alterations to the Authorized System (Project Name)	Project Details	Does this Project Pose a Significant Drinking Water Threat (SDWT)?
N/A	N/A	N/A

3.7 Summary of Overflows and Spills

In 2025, zero (0) environmental incidents, such as overflows, bypasses, or abnormal discharge from the stormwater management system, were reported, and zero (0) spills related to the collection system occurred.

Table 7 – Summary of Overflows and Spills

Overflow or Spill Location	SAC/ MOECC Incident Number	Date (mm-dd-yyyy)	Volume (m ³) and Duration (estimate)	Adverse Impacts/Corrective Actions
N/A	N/A	N/A	N/A	N/A

3.8 Actions Taken to Improve or Correct Performance of System

Table 8 – Summary of Actions Taken to Improve or Correct Performance of System

Project	Project Description
Implementation of Operations and Maintenance Manual	The completion of the Operations and Maintenance Manuals in January 2025. Throughout the remainder of the year, staff focused on implementing new procedures and parameters outlined in these manuals.
The Orchards Stormwater Management Pond Cleanout	A consultant was retained to design the works undertaken at The Orchards SWMP. The consultant later assisted the Town in tendering construction work for the cleanout. In total, 190 m ³ of sediment was removed from the pond.
Timmsdale Crescent Stormwater Management Pond Cleanout	A consultant was retained to design the works undertaken at Timmsdale SWMP. The consultant later assisted the Town in tendering construction work for the cleanout. In total, 100 m ³ of sediment was removed from the pond.
Concord Street Stormwater Management Pond Cleanout	A consultant was retained to design the works undertaken at Concord Street SWMP. The consultant later assisted the Town in tendering construction work for the cleanout. In total, 40 m ³ of sediment was removed from the pond.
Annual Tree Planting Program	The Town awarded a contract to plant 44 trees in its boulevards, parks, and open spaces.
Regular Catch Basin, Outlet and SWMP Inspections	Inspections are performed at regular intervals, most often before, during, or after a significant wet-weather event.
Annual Flushing & CCTV Locations	Establishment of areas within the stormwater management system that require annual flushing or CCTV. These areas were determined by staff due to complaints, usual evidence of buildup during maintenance hole inspections, etc.

3.9 Status of Actions from Previous Years

Table 9 summarizes the status of actions for the previous reporting year.

Table 9 – Status of Actions from Previous Years

System Performance Improvement	Project Description	Year of the Improvement or Correction Action	Status of the Action
Development of Operations & Maintenance Manual	A consultant was retained to develop the Stormwater Operations & Maintenance Manual, a requirement under the Town’s CLI ECA. The project began in April 2024, with an estimated completion date of January 2025.	2024/2025	Ongoing.

4.0 Report Distribution

As required under Schedule E – Condition 5.2 of ECA 072-S701, the annual stormwater management system performance report will be available to the public at no charge on the Town’s website or through Public Request by June 1st of the reporting year.

Report Date: April 8, 2026



Jason Marr (Apr 8, 2026 10:55:20 EDT)

Jason Marr, P.Eng
Director of Public Works

Town of Pelham Council Report

Wednesday, April 22, 2026

Subject: 2025 Official Plan – Next Steps

Prepared By: Lindsay Richardson, MCIP, RPP

Department: Community Planning and Development

Recommendation:

BE IT RESOLVED THAT Council receive report 2026-0087 “2025 Official Plan – Next Steps,” for information.

Background:

The Town of Pelham new Official Plan (OP) was adopted by Council on May 21, 2025, following a three-phase approach that included:

Phase 1 – Conformity Review (2023)

- Review of the existing OP to identify required updates to meet provincial and regional policy requirements.

Phase 2 – Draft Plan & Consultation (2024–Early 2025)

- Release of the draft OP and public, stakeholder, and agency consultation to inform revisions.

Phase 3 – Statutory Meeting & Adoption (2025)

- Statutory public meeting held and final OP brought forward for Council adoption and provincial approval.

Approval Authority

Bill 23, the *More Homes Built Faster Act, 2022*, amended the *Ontario Planning Act* to create a new category called “upper-tier municipalities without planning responsibilities.” That change removed key planning powers from several regional governments, including the Regional Municipality of Niagara. As a result of Bill 23, the Region of Niagara no longer has authority to adopt OPs or Official Plan Amendments (OPAs), approve lower-tier subdivisions, or appeal planning decisions on behalf of local municipalities. The Ministry of Municipal Affairs and Housing (MMAH) is now the approval authority for the Town of Pelham’s new OP.

The Council adopted OP, and supporting materials were forwarded to the Ministry in early June 2025. The plan was deemed complete by MMAH on June 26, 2025. Under the *Ontario Planning Act*, specifically subsection 17(40) (as amended), MMAH has 120

days to make a decision to approve, modify, or refuse a new municipal official plan after it has been adopted and submitted as a complete submission.

In the 7 months since its submission, the Province has been reviewing the Town's OP in consultation with its partner Ministries and Agencies. During this period, town staff reached out to MMAH repeatedly to request an update on the forthcoming approval of the new OP, but received no response.

Town staff finally met with MMAH on January 27, 2026, to review preliminary feedback and discuss next steps. Town of Pelham Planning staff then received a formal issues list and written comments on February 2, 2026. The issues list is attached to this report as Appendix "A".

Ministry staff advised that the review process has taken longer than usual, as this is the first opportunity for MMAH to review the Town of Pelham's new OP following changes to planning approval responsibilities introduced by Bill 23, which removed approval authority from the Region.

Analysis:

Staff have worked closely with MMAH and its partner agencies, including meetings specifically with OMAFA and MNR to address their individual points of concern, while creating a red-lined revision of the new Official Plan to address the comments and concerns brought forward by the Province. During recent discussions with MMAH on March 30, 2026, Provincial Staff noted that, according to their legal counsel, the Town will again be required to follow the public process for OP adoption under the *Planning Act* for Section 26, Updates. A copy of the written correspondence outlining this process from the Province has been attached to this report as Appendix "B".

The Town has now provided MMAH with a complete and updated draft of the new OP based on their comments, which will be circulated to relevant partner ministries for review. MMAH anticipates providing comments by early May, allowing the Town time to consider any feedback before the targeted statutory meeting in May. Prior to repealing the existing OP and adopting the new OP, the Town will ensure all statutory consultation requirements under Section 26 of the *Planning Act* are met.

Following Council adoption, the Town will submit the new OP to MMAH for approval, including all required supporting materials such as a record under Ontario Regulation 543/06, a completed application form, a description of the public consultation strategy, information on consultation with Indigenous communities, and the Council resolution as required under subsection 26(7) of the *Planning Act*. No application fee is required for a Section 26 submission.

Planning Act Requirements and Dates

In accordance with the direction of the Province, Staff will initiate the planning process under Section 26 of the *Planning Act*, including an open house, statutory public

meeting, recommendation report and by-law with dates, times and locations for each as follows:

Open House

Date: April 28, 2026

Location: Meridian Community Centre, 100 Meridian Way, Fonthill - Kinsmen Room

Time: 5 pm to 7 pm

Note: This will be an open house format, with a brief presentation at 5 pm, and general discussion afterwards.

Statutory Public Meeting

Date: May 13, 2026

Location: Council Chambers, Town Hall, 20 Pelham Town Square

Time: 5:30 pm

Registration is not required but is encouraged. A Notice of Statutory Public meeting will be posted on the Town's website with additional details on April 23, 2026.

Above and beyond the requirements of the *Planning Act*, Town staff will be providing additional individual notice to those properties directly affected by the required designation changes outlined in MMAH's issues list (comment #69) on page 33 of Attachment "A". The province has requested that some of the industrial lands surrounding the airport be aligned with the rural land mapping as shown in the Niagara Official Plan, and policies be updated to reflect this.

Town staff will focus the required additional public consultation on the requested changes from MMAH. Comments received prior to and during the original OP process remain on the official record and have been reviewed and considered by Staff and the Province.

A red-lined OP document will be available for review prior to the Statutory Public Meeting.

A new OP recommendation report and by-law will be presented to Council on May 20, 2026, for adoption. The new OP and supporting materials, as outlined in the correspondence in Appendix "B", will then be forwarded to the Province for Minister approval.

Financial Considerations:

None.

Alternatives Reviewed:

None, the Province has indicated that this is the only process available to the Town at this time.

Strategic Plan Relationship: Community Development and Growth

Other Pertinent Reports/Attachments:

Appendix A – MMAH List of Requested Changes

Appendix B - Correspondence from MMAH

Approved and Submitted by:

Dr. Pamela Duesling, MCIP, RPP, EcD, CMM3
Director of Community Planning and Development

David Cribbs, BA, MA, JD, MPA, MA (Lead), CMM III
Chief Administrative Officer

Revisions Suggested to Implement the Planning Act, Provincial Planning Statement. 2024 and Provincial Plans					
Item	OP Policy Number Or reference schedule	Comments/Concerns	Related Provincial Ministries	Policy Basis/Rationale Reference to Planning Act, PPS or Provincial Plan Section or Policy	Proposed Revision
Section 1: Introduction					
1.	1.1 1.3 Throughout OP	<p>In October 2024, the Provincial Planning Statement (PPS), 2024, replaced the Provincial Policy Statement, 2020 and the Growth Plan.</p> <p>As of March 31, 2025, Niagara Region is defined by the <i>Planning Act</i> as an upper-tier municipality without planning responsibilities. As a result, the Niagara Region's Official Plan is now deemed to be an Official Plan for the lower-tier municipalities.</p>	MMAH	<p>PPS, 2024 <i>Planning Act</i> 3(1), 70 (1.13) PPS Policy 6.2.2</p>	<p>Recommended that revisions be made in this section, and throughout the Official Plan, to reference the Provincial Planning Statement, 2024 and not the Provincial Policy Statement, 2020, remove any references to the Growth Plan, and to reflect that Niagara Region does not have planning responsibilities.</p>
2.	General comment	<p>Secondary Plans included within Official Plan however they have not been updated to be consistent with PPS, 2024 and applicable provincial plans.</p> <p>On October 23, 2025, Bill 60, the <i>Fighting Delays, Building Faster Act, 2025</i> was introduced. As part of the proposed legislative and regulatory</p>	MMAH	<p><i>Planning Act</i> s.17 <i>Planning Act</i> ss. 3(5)</p> <p>Bill 60, the <i>Fighting Delays, Building Faster Act, 2025</i></p>	<p>Please remove Secondary Plans that have not been updated to be consistent with the PPS, 2024 and provincial plans.</p> <p>The Town is encouraged to complete updates to Secondary Plans outside of this process and not include Secondary Plans in the official plan. Secondary Plans can be updated at a later date through a s.17 amendment, which is exempt from Minister's decision. This approach is encouraged to allow the</p>

Provincial One-Window Comment Table
 Adopted Town of Pelham Official Plan
 MMAH File: 26-OP-252966
 Date: February 2, 2026

		changes announced, a proposal was posted on the Environmental Registry of Ontario seeking feedback on simplifying and standardizing official plan structure and content, including a proposal to require official plans to be a singular, comprehensive document for the entire municipality. Details on the proposal can be found here .			<p>focus to be on the preparation of the new Official Plan, and to provide the municipality with flexibility with timing.</p> <p>Should the Town choose to include secondary plans in their submission, the Ministry expects that all secondary plans be consistent with the PPS, 2024 as per s. 3(5) of the <i>Planning Act</i> and conforms with applicable provincial plans.</p> <p>Recommended to delete appendices 1-5 and all references to appendices in OP.</p> <p>It is also recommended that Policy 1.3.1.5 be revised to specify that the Secondary Plans for East Fenwick, East Fonthill, and Northwest Fonthill will be updated to be consistent with PPS, 2024 and provincial plans and that a new Secondary Plan will be prepared to address the settlement area boundary expansion in South Fonthill.</p>
3.	General comment	Policies regarding settlement area boundary expansions are not included.	MMAH	PPS Policy 2.3 and Greenbelt Plan	Please modify OP to include policies on settlement area boundary expansions, consistent with PPS 2024 and Greenbelt Plan. Verbatim inclusion of policies is not required.
Section 2: Strategic Directions					
4.	2.1	"Prime Agricultural Areas" is the correct term in this context.	OMAF	PPS Policy 4.3.1.2	Recommended to replace "agricultural lands" with "Prime Agricultural Areas".
5.	2.2.2.2	Permitting and facilitating all housing options is required to meet the social, health, economic and well-being requirements of current and future residents shall be permitted.	MMAH	PPS Policy 2.2.1.b).1	Please modify this policy, and other policies as appropriate, to ensure consistency with PPS, 2024.

Provincial One-Window Comment Table
 Adopted Town of Pelham Official Plan
 MMAH File: 26-OP-252966
 Date: February 2, 2026

6.	2.2.3.4 9.1.4.7 Throughout OP	The term “bonafide” farmer is no longer consistent with the PPS, 2024.	OMAF	PPS, 2024	Recommended to remove all references to “bonafide”.
7.	2.2.3.5	Clarity is required to recognize the prime agricultural areas including specialty crop areas.	OMAF	PPS Policy 4.3.3.1, 4.3.1.2	Recommended to revise policy to explicitly state prime agricultural areas, including specialty crop areas over “agrarian areas”.
8.	2.2.3.7	The OP states areas exhibiting “high potential” for mineral aggregate resources will be protected from encroachment. There is no definition in the OP for what constitutes “high potential” mineral aggregate resources. PPS 4.5.2.5 states that known deposits of mineral aggregate resources and adjacent lands shall be protected from activities which would preclude or hinder new operations or access to the resource (with limited exceptions). Mineral aggregate resources are finite, therefore what is considered “high potential” could change over time as the resource is depleted.	MNR	PPS Policy 4.5.2.5	Recommended to remove the word “high” from this policy to be consistent with the PPS.
Section 3: Planning a Complete and Healthy Community					
9.	3.1.1.4	Redundant to include agriculture and rural areas as the PPS definition of “rural areas” includes a system of lands within municipalities that may include	OMAF	PPS Definitions	Recommended to remove “agriculture”.

		rural settlement areas, rural lands, prime agricultural areas, natural heritage features and areas, and resource areas.			
10.	3.1.1.8 Throughout OP	Clarification required to ensure intensification is residential intensification of underutilized sites, consistent with PPS 2024.	MMAH	PPS Policy 2.2.1 b) 2, 2.4.1.3 e)	Recommend including wording as it relates to residential intensification of underutilized/vacant lands.
11.	3.2.1.1 3.2.1.2 3.2.1.3 Throughout OP	Concern that limiting residential growth in rural settlement areas will increase pressure on Prime Agricultural Areas and Specialty Crop Areas. Rural areas (as defined by the PPS), includes Prime Agricultural Areas and Specialty Crop Areas. Rural settlement areas to be the focus of growth and development and its regeneration shall be promoted. Growth should not be directed to Prime Agricultural Areas or Specialty Crop Areas.	MMAH OMAFA	PPS Policy 2.5.2, 2.5.3, 2.6 PPS Definitions	Recommended revision for consistency with PPS 2.5.2: A limited amount of growth, up to 20% of the forecasted growth allocation, will occur in the Town's rural areas <u>rural settlement areas</u> . <u>In rural areas, rural settlement areas shall be the focus of growth and development and their vitality and regeneration shall be promoted.</u>
12.	3.2.1.4	Inconsistent with PPS Policy 4.3 - Agriculture. Permitted uses, lot creation, etc. are limited in Prime Agricultural Areas. Specialty Crop Area offers the highest level of protection. Both the Prime Agricultural Area and Specialty Crop Area designations do more than	OMAFA	PPS Policy 4.3.1.2	Recommended revision for consistency with PPS Policy 4.3.1.2: <u>The agricultural land base</u> Agriculture designation consists of specialty <i>agriculture</i> and prime agriculture areas <u>that</u> are to be protected from for long-term use for agriculture from large-scale urban development. <u>A key objective of the agricultural</u>

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		<p>protect those areas from large-scale urban development.</p> <p>The Pelham OP requires clarity to distinguish between Prime Agriculture and/or Specialty Agriculture.</p>			<p><u>system is to preserve agricultural land, while supporting natural resources, and natural heritage features and areas.</u></p>
13.	3.3.1.5	<p>To be consistent with PPS, 2024 for Infrastructure and Public Service Facilities.</p>	MMAH	PPS Policy 3.1.1	Recommended revision to ensure consistency with PPS, 2024
14.	3.4.2.2 3.4.2.3 Throughout OP	<p><i>Planning Act</i> and PPS, 2024 permits ARUs on parcels of urban residential lands and prime agricultural areas.</p> <p>The <i>Planning Act</i> requires that Official Plan policies permit 3 residential units on a parcel of urban residential land and provides direction on parking and minimum unit sizes associated with additional residential units.</p> <p>PPS, 2024 permits up to two ARUs on a lot in a prime agricultural area in accordance with provincial guidance.</p> <p>Additionally, Ontario Regulation 299/19 provides further direction on requirements and standards associated with additional residential units.</p>	MMAH	<p><i>Planning Act</i>, 16 (3-3.2) and Ontario Regulation 299/19 PPS Policy 4.3.2.5</p>	Recommended that relevant sections of the Official Plan be updated to be consistent with the <i>Planning Act</i> , PPS, 2024 and Greenbelt Plan permissions and policies.

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15.	3.3.3.7	Site plan control is not required for all intensification over 10 units and to clarify the exceptions that apply to prescribes areas such as rail lines, wetlands, etc.	MMAH	<i>Planning Act</i> Ontario Regulation 254/23	Recommended to revise policy to clarify that exceptions apply to prescribed areas.
16.	3.3.5	<p>OP Policy 3.3.5 speaks to planning, protecting, and providing for employment areas and that employment growth will be directed to settlement areas. However, there are no employment designations consistent with the PPS, 2024 within the settlement areas or Secondary Plans.</p> <p>The <i>Planning Act</i> authorizes the continuation of a use that is excluded from the definition of “area of employment” subject to certain criteria.</p> <p>Consistent with the Employment policies of the PPS, 2024, a new policy is required regarding mitigating potential impacts of development to existing and planned employment areas.</p>	MMAH MEDJCT	<p>PPS Policy 2.1.3, 2.8.1.3, 2.8.2.1, 2.8.2.3, 3.5, Section 8 Definitions <i>Planning Act</i> [1(1)]; (1.1)</p> <p>PPS Policy 2.8.1.3, 3.5</p>	<p>Recommended that employment areas be designates, plan, and protected in settlement areas while ensuring clarity that employment uses are supported outside of settlement areas, Prime Agricultural Areas, and Specialty Crop Areas.</p> <p>Recommended to add a new policy point consistent with PPS Policy 2.8.1.3.</p>
17.	3.3.5.4	Inconsistent with PPS 4.3 Agriculture	OMAF	PPS Policy 4.3.2	Recommended to revise the policy to clarify lands outside of prime agricultural and specialty crop area designations as well as outside settlement areas.

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18.	3.4.2.1 3.4.2.4	Inconsistent with <i>Planning Act</i> as ARUs must remain on the same lot as the principal dwelling.	MMAH	<i>Planning Act</i>	Recommended to delete both policies in its entirety.
19.	3.4.2.8 3.4.3.4	Official Plan does not need to provide direction on site-specific or implementation matters, as it is more appropriate to be addressed through the Zoning By-law.	MMAH	<i>Planning Act</i> Ontario Regulation 299/19	Recommended to delete the last sentence to be consistent with ARU parking standards.
20.	3.4.3 3.4.4	PPS, 2024 establishes criteria for ARUs outside of settlement areas.	MMAH	PPS Policy 4.3.2.5	Recommended revisions to ensure consistency with ARU criteria (i.e., MDS, appropriate sewage and water services, compatibility, scale, etc.).
21.	3.4.5.2a) 11.2.1 6d)	Official Plan does not contain minimum targets for affordable to low and moderate income households, as required by the PPS, 2024.	MMAH	PPS Policy 2.2.1.a) b)	Recommended that the Town establish targets for affordable to low and moderate income households.
22.	3.4.6.1	The municipality cannot require a private building owner to upgrade their building to current OBC requirements. If they are specifically referring to municipally-owned housing stock, such as affordable housing, supportive housing, etc., and are imposing this requirement on themselves, this could potentially be included but is recommended to be deleted in its entirety.	MMAH	The <i>Protect Ontario by Building Faster and Smarter Act</i> , 2025 (Bill 17), Section 35 (1) of the <i>Building Code Act</i> , 1992	Recommend to delete in its entirety. It should be noted to Pelham staff that the OBC is continually changing and being updated. This would inevitably be an excessive and likely unanticipated burden that is NOT required by the Building Code. Furthermore, this policy may fetter future councils in their decision-making as circumstances and fiscal challenges change over time. Finally, with respect to the referenced properties being 'maintained' – again, this likely steps into the jurisdiction of, and is captured by, other municipal departments. As you are aware, property "maintenance" is generally already well covered through property standards bylaws.
23.	3.4.8.1 11.7.1.4	Revisions are recommended to the official plan policies and definitions for consistency with the PPS 2024 and the <i>Ontario Heritage Act</i> as it relates to cultural heritage	MCM	PPS Policy 4.6, Section 8 (see definition of <i>conserved</i>)	While potentially not an exhaustive list of changes needed, the following changes to terminology are recommended for consistency with provincial direction:

	3.4.8.2	<p>Preservation is not a defined term in the Glossary or the PPS, and in cultural heritage contexts has only narrow meanings referring to particular mitigation measures. The usage in the policies noted here correspond better to the term “conserved”, which is defined in the Glossary and the PPS and refers more broadly to the appropriate treatment of cultural heritage resources.</p> <p>This policy speaks of “cultural heritage resource impact assessments”, while policies 3.4.8.7, 3.4.8.9 and 3.4.8.10 refer to a “Heritage Impact Assessment”. If these policies are intended to refer to the same type of study, they should refer to it by the same term for clarity. We recommend using Heritage Impact Assessment for consistency with the PPS and MCM guidance materials.</p>		<p><i>Ontario Heritage Act</i></p>	<ul style="list-style-type: none"> • Recommended that “Conserved” (or “conserve” or “conservation”) be used instead of “preserve”, “preserved” or “preservation”, which can refer to distinct mitigation strategies associated with heritage conservation. • Recommended that “cultural heritage resource impact assessments” be revised to “Heritage Impact Assessment”
24.	3.4.8.13 3.4.9.1	<p>This policy references the Heritage Master Plan (2012) as identifying lands with archaeological potential. Our understanding is that the Niagara Region Archaeological Management Plan, current version dated 2023, remains in force for the Town of Pelham,</p>	MCM	<p>PPS Policy 4.6.4 a)</p>	<p>Consider referencing the Niagara Region Archaeological Management Plan in this policy.</p>

		and would contain more recent archaeological potential mapping.			
25.	3.4.2.5 3.4.7.10 11.4.8.6 Throughout OP	<p>A recent amendment to the <i>Building Code Act, 1992</i>, in Schedule 1 of Bill 17 provides greater clarification that municipalities do not have, and have never had, the authority to pass by-laws that establish construction or demolition standards. Municipalities cannot use provisions in the <i>Municipal Act</i> and <i>Planning Act</i>, including site plan control, to create and require construction or demolition standards for buildings. This includes, but is not limited to, local green building standards, including any energy efficiency requirements for buildings.</p> <p>The <i>Planning Act</i> also excludes the manner and standards of construction from site plan control.</p>	MMAH	The Protect Ontario by Building Faster and Smarter Act, 2025 (Bill 17), Section 35 (1) of the Building Code Act, 1992	<p>Please ensure that the official plan policies do not mandate construction or demolition standards that differ from those in the Building Code. For example, language should be revised to clarify that there is no requirement.</p> <p>Please review the policies in the official plan to ensure that it is in compliance with the <i>Building Code Act, 1992</i>, working with your Chief Building Official and legal counsel as needed.</p>
26.	3.4.7.11	In Prime Agricultural Areas, impacts from new or expanding non-agricultural uses on the agricultural system are to be avoided, minimized and mitigated as determined through and AIA.	OMAF	PPS Policy 4.3.5.2	Recommended to revise the policy to explicitly recognize "agricultural system".

27.	3.4.7.14	In Prime Agricultural Areas, impacts from new or expanding non-agricultural uses on the agricultural system are to be avoided, minimized and mitigated as determined through and AIA.	OMAHA	PPS Policy 4.3.5.2	<p>Recommended revision for consistency with PPS 4.3.5.2:</p> <p>[...]</p> <p>a) a justification/impact report that demonstrates:</p> <p>i) the need for, and public benefit of, locating the proposed generating capacity in these areas;</p> <p>ii) an assessment of impacts on the agricultural operations, lands and activities, natural heritage features, nearby residences and other sensitive land uses in the area; and</p> <p>iii) <u>Impacts from any new or expanding non-agricultural uses on the agricultural system are to be avoided, or where avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance.</u></p> <p>iv) the means of minimizing any adverse effects.</p> <p>[...]</p>
28.	3.4.9.2 3.4.9.4 3.4.9.5	This policy refers to “areas of potential archaeological resources”. This term is potentially confusing and is likely intended to refer to “areas of archaeological potential”, as is used in policies 3.4.9.5 a) and 9.6.4.4 d), and the PPS.	MCM	PPS Policy 4.6.2, 8; Standards and Guidelines for Consultant Archaeologists (OHA)	It is recommended to remove reference to “archaeological resources” and refer to “archaeological potential” for consistency.
29.	3.4.9.6	This policy appears to be missing some of its intended text and is not coherent as printed. We presume that the intent of the policy is to require marine archaeological assessments where appropriate.	MCM	PPS Policy 4.6.2, 3.4.1	<p>Recommended to add intended text or revise as follows:</p> <p>If there is potential for the presence of partially or fully submerged marine features such as ships, boats, vessels, artifacts from the contents of boats, old piers, docks, wharfs, fords, fishing traps, dwellings, aircraft and other <u>sources on a property subject to a development application or proposed</u></p>

					public works project, the Town shall require a marine archaeological assessment by a licensed archaeologist pursuant to the Ontario Heritage Act.
Section 4: Protecting What is Valuable					
30.	4.1.1.3	PPS, 2024 provides that nothing in the natural heritage policies of the PPS is intended to limit the ability of agricultural uses to continue.	OMAFA	PPS Policy 4.1.9	Recommended revision for consistency with PPS 4.1.9: Nothing in this Section, or this Plan is intended to limit the ability of existing agricultural uses to continue in areas that are the site of a <i>natural heritage feature or area</i>
31.	4.2.2.7 4.2.2.9 4.6.3.3 4.6.4.1 4.6.4.2	The Town’s Natural Environment System (NES) is made up of four components: Town Natural Heritage System (NHS), GB Plan area and Greenbelt Natural Heritage System (GB NHS), Water Resource System (WRS), and the Niagara Escarpment Plan (NEP). As noted in the definition section of the OP, “key natural heritage feature” (KNHF) and “key hydrologic feature” (KHF) are defined terms in the GB Plan; however, the OP does not provide a definition for “hydrologic feature”, so it is assumed the OP is referring to “key hydrologic feature”. In the GB Plan area, provincial policies that regulate development in or adjacent to a feature is geographically defined.	MNR	PPS Policy 4.5.2.4, 4.5.2.5	MNR recommends removing references to KNHF, KHF & hydrologic features for policies that are applicable <i>outside</i> of the GB Plan to ensure they do not hinder other provincial interests. Recommended revision for Policy 4.2.2.7: Where development or site alteration is proposed within or adjacent to the NHS, new lots shall not be created that would fragment a natural heritage feature or area, key natural heritage feature, or hydrologic feature. [...] Recommended revision for Policy 4.2.2.9: Applications for lot boundary adjustment should avoid the fragmentation of other natural heritage features and areas, as well as natural heritage features and areas or hydrologic features, wherever possible and practical. Recommended revision for Policy 4.6.3.3:

		<p>This means that certain protections apply to KNHF and KHF depending on whether they are located in the NHS or protected countryside.</p> <p>These policy references appear <i>outside</i> of the section in the OP dedicated to the GB Plan. The level of protection afforded to KNHF within the GB NHS and KHF anywhere in the GB Plan is different than the protection required for natural heritage features and areas in the PPS. While aggregate extraction is permitted within <i>most</i> KNHF and KHF, it is subject to a suite of policies not listed in the PPS.</p>			<p>[...]</p> <p>a) the extent of the supporting feature or area along with its ecological functions and relationship to nearby natural heritage features and areas, hydrologic features and/or natural heritage features and areas;</p> <p>b) whether the supporting feature or area should be protected because it supports the ecological and/or hydrologic functions of nearby natural heritage features and areas, hydrologic features and/or natural heritage features and areas; and</p> <p>[...]</p> <p>Recommended revision for Policy 4.6.4.1 and 4.6.4.2 to remove reference to "hydrologic feature".</p>
32.	4.2.3 4.2.6	<p>OP Headings for Sections 4.2.3 & 4.2.6 specify protection to features within the Natural Heritage System. Based on the components of the NES listed in comment # 2, these headings suggest that these sections provide policy direction regarding development requirements within natural heritage features and areas located <u>only within</u> the Town NHS, however these sections provide policy direction for natural heritage features and areas in all areas of the Town.</p>	MNR	PPS Policy 4.1.4, 4.1.5, 4.1.6, 4.1.8	<p>Recommended revision for Policy 4.2.3:</p> <p>Development and Site Alteration in the Natural Heritage System <u>Natural Heritage Features and Areas</u></p> <p>Recommended revision for Policy 4.2.6:</p> <p>Development and Site Alteration in Adjacent Lands to the Natural Heritage System <u>Natural Heritage Features and Areas</u></p>

		MNR recommends removing NHS from the headings and replacing with Natural Heritage Features and Areas to ensure that the protective policies for natural heritage features and areas are applied appropriately whether they are located within or outside of the Town NHS.			
33.	4.2.3.2.d)	<p>Policy 4.2.3.2. d) refers to areas of natural and scientific interest (ANSI) but does not include the term "significant".</p> <p>A municipality may elect to go above and beyond PPS protection provided doing so does not conflict with other provincial interests. Requiring the no negative impact test for regional or candidate ANSIs may conflict with other provincial interests.</p>	MNR	PPS Policy 4.1.5, 4.5.2.4, 4.5.2.5	Recommended revision to include the term " significant " for Policy 4.2.3.2. d).
34.	4.2.3.3	<p>Policy 4.2.3.3 outlines permitted land uses within the natural heritage features and areas. These policies appear to include some, but not all, of a set of policies listed in A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019 (APTG), section 4.2.3.</p> <p>Given that the APTG has been repealed, there are a number of policies and definitions specific to APTG that go above and beyond the PPS that are no longer in effect.</p>	MNR	PPS Policy 4.1.5.,4.5.2.4, 4.5.2.5	It is recommended that Section 4.2.3.3 of the OP be deleted in its entirety.

		As previously noted, a municipality may elect to go above and beyond PPS protection only if it does not hinder other provincial interests.			
35.	4.2.3.1 4.2.3.4	<p>Policy 4.2.3.1 states that there will be no development or site alteration in:</p> <ul style="list-style-type: none"> a) provincially significant wetlands; and b) significant woodlands. <p>Policy 4.2.3.4 provides an exception to permit mineral aggregate operations within significant woodlands but incorrectly references 4.2.3.1. a), which is provincially significant wetlands. PPS 4.1.4 states that development and site alteration is not permitted in provincially significant wetlands.</p> <p>As noted above, a municipality may elect to go above and beyond PPS protection only if it does not hinder other provincial interests. MNR recommends updating the policy to allow for provincial interests in significant woodlands and updating the policy reference so that it is consistent with the PPS.</p>	MNR		It is recommended that the policy be revised to allow for provincial interests in significant woodlands and updating the policy reference so that it is consistent with the PPS, 2024.
36.	4.2.3.5	Policy 4.2.3.5 appears to indicate that development and site alteration may be	MNR		It is recommended to revise the policy to remove reference to development in PSWs and note that development <i>adjacent</i> to a

		<p>permitted within provincially significant wetlands.</p> <p>PPS 4.1.4 states that development and site alteration is not permitted in PSWs in ecoregions 5E, 6E, and 7E.</p>			<p>PSW will require consultation with the local Conservation Authority, to ensure that 4.2.3.5. will be consistent with PPS policy 4.1.4.</p> <p>Recommended revisions:</p> <p>Notwithstanding any other policies of this Plan, development and site alteration in and adjacent to watercourses, provincially significant wetlands, significant valleylands and other wetlands, <u>and development adjacent to provincially significant wetlands</u> that the Conservation Authority regulates may also be subject to the regulations and land use planning policies of the Conservation Authority. When development or site alteration is proposed in or adjacent to any watercourse, provincially significant wetland, significant valleyland, or other wetland, <u>or adjacent to a provincially significant wetland</u> the applicant shall contact the Conservation Authority, at which time Conservation Authority Staff will advise the applicant and Town of the land use or regulatory policies that will apply.</p>
37.	4.2.4.6	<p>OP policy 4.2.4.6 allows for certain types of development and site alteration in buffers and adjacent lands without the need for an EIS or hydrologic evaluation.</p> <p>PPS 4.1.8 states that development and site alteration are not permitted on adjacent lands of the features identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent</p>	MNR	PPS Policy 4.1.8	<p>It is recommended to revise the language to provide flexibility, but still maintain consistency with the PPS, 2024:</p> <p>Recommended revision to Policy 4.2.4.6:</p> <p>Notwithstanding Policy 4.2.5.1 and 4.2.6.1, the following types of minor construction is <u>may be permitted provided the Town is satisfied that there will be no negative impact on the features or their ecological functions,</u> [...]</p>

		lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions. We recognize that the Town wishes to provide flexibility and that there could be scenarios where it may not be practical to ask for an evaluation, but the Town must still ensure that the PPS policy is satisfied.																			
38.	Table 4.2	PPS, 2024 provides protection to natural heritage features and areas regardless of whether they are located within or outside a NHS. Further, Natural Heritage Reference Manual (NHRM) sections 8.4 and 9.4 provide recommended adjacent lands distances for significant valleylands, significant wildlife habitat, and significant life and earth science ANSIs respectively. In addition, as previously noted, a municipality may elect to go above and beyond PPS protection only if it does not hinder other provincial interests. Table 4.2 identifies adjacent lands distances for significant valleyland and significant	MNR	PPS Policy 4.1.1 & 4.1.8, & NHRM 8.4, 9.4, & 10.4	It is recommended that Table 4.2 of the OP be revised as follows: Table 4.2 Adjacent Lands for Natural Heritage System Features <table border="1"> <thead> <tr> <th>Natural Heritage Features and Areas</th> <th>Adjacent Lands</th> </tr> </thead> <tbody> <tr> <td>Provincially Significant Wetland</td> <td>120 metres</td> </tr> <tr> <td>Significant Woodland</td> <td>120 metres</td> </tr> <tr> <td>Other Woodland</td> <td>50 metres</td> </tr> <tr> <td>Significant Valleyland</td> <td>50 120 metres</td> </tr> <tr> <td>Significant Wildlife Habitat</td> <td>50 120 metres</td> </tr> <tr> <td>Habitat of endangered species and threatened species</td> <td>50 metres</td> </tr> <tr> <td>Significant Life Science Areas of natural and scientific interest</td> <td>50 120 metres</td> </tr> </tbody> </table>	Natural Heritage Features and Areas	Adjacent Lands	Provincially Significant Wetland	120 metres	Significant Woodland	120 metres	Other Woodland	50 metres	Significant Valleyland	50 120 metres	Significant Wildlife Habitat	50 120 metres	Habitat of endangered species and threatened species	50 metres	Significant Life Science Areas of natural and scientific interest	50 120 metres
Natural Heritage Features and Areas	Adjacent Lands																				
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Significant Life Science Areas of natural and scientific interest	50 120 metres																				

		wildlife habitat that are narrower than what is recommended in the NHRM. To be consistent with PPS 4.1.8, MNR recommends updating the title to remove the word "system". MNR also recommends updating the adjacent lands distances to reflect those listed in the NHRM, to ensure appropriate protections for significant ANSIs, and to ensure that OP policies do not conflict with other provincial interests.			<table border="1"> <tr> <td>Significant Earth Science Areas of natural and scientific interest</td> <td>50 metres</td> </tr> </table>	Significant Earth Science Areas of natural and scientific interest	50 metres
Significant Earth Science Areas of natural and scientific interest	50 metres						
39.	4.3.3 4.3.3.1 4.3.3.2 4.3.3.3	<p>There is no definition of hydrologic area or hydrologic feature in the OP so it is assumed they are referring to key hydrologic area and key hydrologic features, which the OP defines as per the GB Plan.</p> <p>GB Plan policy 3.2.4 defines key hydrologic areas as significant groundwater recharge areas, highly vulnerable aquifers; and significant surface water contribution areas. GB Plan Policy 3.2.4.1 notes that major development may be permitted in Protected Countryside where it has been demonstrated that hydrological functions shall be protected and where possible, improved or restored.</p>	MNR	GB Policy 3.2.5.1 & 3.2.5.2 PPS Policy 4.2.2, 4.5.2.4 & 4.5.2.5	<p>Recommended revising the policy to be consistent with the PPS and not inadvertently hinder access to aggregate resources.</p> <p>It is recommended that Policy 4.3.3 be revised as follows:</p> <p style="text-align: center;">Hydrologic Areas, Hydrologic Features and Other Important Water Resources</p> <p>It is recommended that Policy 4.3.3.1 be revised as follows:</p> <p style="text-align: center;">Hydrologic areas, features and other water resources are part of the NHS and are mapped as a separate overlay on Schedule B2.</p> <p>It is recommended that Policy 4.3.3.2 be revised to remove references to "hydrologic features".</p>		

		<p>GB Plan 3.2.5 broadly identifies Key Hydrologic Features (KHF) as permanent and intermittent streams, lakes (and their littoral zones), seepage areas and springs and wetlands.</p> <p>GB Plan policy 3.2.5.1. notes that in the GB NHS, development and site alteration is not permitted in key natural heritage features (KNHF) or KHF with limited exceptions. GB Plan policy 3.2.5.2 notes that beyond the GB NHS but within the Protected Countryside, KHF are subject to policies of section 3.2.5. This means that in both the NHS and Protected Countryside KHF have a high level of protection.</p> <p>PPS 4.2.2 notes that development shall be restricted in or near sensitive surface and ground water features such that features and functions will be protected, improved or restored, which may require mitigative measures.</p> <p>As previously noted, municipalities may elect to provide additional protection to features only if it would not hinder other provincial interests. Applying this high level of protection to these features <i>outside</i> of the Greenbelt Plan Area could</p>			<p>It is suggested that Section 4.3.3.3 of the OP be modified as follows:</p> <p>Mitigative measures and/or alternative development approaches may be required to protect, improve, or enhance key hydrologic areas, features, sensitive surface water and ground water features, and their hydrologic functions. The Town, Region or Conservation Authority may require the establishment of appropriate development conditions and monitoring programs through the development approval process.</p> <p>Notwithstanding sections 4.3.3.2 and 4.3.3.3, the policies protecting these features shall not conflict with any provincial policy or interest.</p>
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		preclude or hinder access to aggregate resources.			
40.	4.4	OP Section 4.4 appears to be missing some GB Plan policies related to feature protection, GB NHS, and settlement area expansions.	MNR	GB Policy 3.2.5.3, 3.2.2.4 & 3.2.2.6	Recommended to add Greenbelt Plan policies 3.2.5.3, 3.2.2.4 & 3.2.2.6 to be consistent with Greenbelt Plan.
41.	4.4.1.2	<p>Policy 4.4.1.2 does not appear to apply the correct level of protection to features, which may conflict with other provincial interests.</p> <p>As noted above, the high level of protection provided to KHF applies only within the GB NHS and Protected Countryside. To apply this level of protection to these features <i>outside</i> of the GB plan could preclude or hinder access to aggregate resources.</p>	MNR	<p>GB Policy 3.2.5, 3.2.5.1, & 3.2.5.2</p> <p>PPS Policy 4.5.2.4 & 4.5.2.5</p>	<p>It is recommended that Policy 4.4.1.2 of the OP be revised as follows:</p> <p>Notwithstanding Policy 4.4.1.1, the the policies of Section 4.4.1 that apply to key hydrologic features apply in all areas of Greenbelt Protected Countryside and GB NHS the Town outside of settlement areas, whether or not they are in the mapped Greenbelt Plan Area or GBNHS in accordance with Provincial policy.</p>
42.	4.4.1.3	<p>OP policy 4.4.1.3 appears to be incomplete when compared to policy 3.2.5.4 of the GB Plan. Specifically, the policy appears to only apply to the GB NHS when it should apply to the Protected Countryside as a whole. Additionally, the policy appears to be missing direction regarding vegetation protection zone (VPZ) and some KHF.</p> <p>GB plan policy 3.2.5 indicates that the subsequent policies in the section apply</p>	MNR	GB 3.2.5 & 3.2.5.4	<p>Recommended to revise Policy 4.4.1.3 to be consistent with the GB policy.</p> <p>Required within the Protected Countryside GBNHS is a minimum 30-metre wide vegetation protection zone measured from the outside boundary of adjacent to significant woodlands, wetlands, seepage areas and springs, fish habitat as well as permanent and intermittent streams and inland lakes.</p>

		to lands within KNHF or KHF in the Protected Countryside. GB plan policy 3.2.5.4 outlines requirements for minimum vegetative protection zones for KNHF and KHF.			
43.	4.4.1.4	OP policy 4.4.1.4 appears to partially reflect policy 3.2.5.8 of the GB Plan. GB Plan policy 3.2.5.8 provides guidance for new agricultural buildings and structures within the Niagara Peninsula Tender Fruit and Grape Area, which is present in Pelham. MNR recommends removing this policy in its entirety and replacing it with the complete GB Plan policy 3.2.5.8 to ensure that the OP is consistent with GB plan policies.	MNR	GB Policy 3.2.5.8	Recommended to remove and revise Policy 4.4.1.4 to be consistent with the GB policy 3.2.5.8.
44.	4.4.1.4 (pg 70)	OP policy 4.4.1.4 (pg 70) allows for agricultural uses within the GB NHS. This policy, when compared against the GB Plan, appears to incorrectly reference other policies within the OP and adds a notwithstanding clause that is not included in the equivalent GB policy. As noted previously, a municipality may elect to go above and beyond requirements only where it	MNR	GB Policy 3.2.2.2	Recommended to remove the notwithstanding clause and updating the policy references to ensure consistency with the GB Plan and renumber the policies to match the correct policy reference.

		doesn't impact another provincial interest.			
45.	4.4.1.5 (pg 68)	<p>Policy 4.4.1.5 appears to be based on a policy within the APTG. Although the GB Plan contains a similar policy it differs from the APTG.</p> <p>As noted above, in the GB Plan area, provincial policies that regulate development in or adjacent to a feature is geographically defined.</p> <p>MNR recommends removing the APTG language that is no longer in effect, and where required, including language aligned with the GB Plan.</p>	MNR	GB Policy 3.2.5.1	<p>It is recommended that Section 4.4.1.5 (pg 70) of the OP be modified as follows, provided that suggested revisions for OP Policy 4.4.1.4 are implemented:</p> <p>A proposal for new development or site alteration within 120 metres of any key natural heritage feature within the Greenbelt Plan GB NHS or any key hydrologic feature within the Niagara Escarpment Plan Protected Countryside, or otherwise outside of settlement areas may require an environmental impact study and/or hydrologic evaluation, or equivalent study prepared to the satisfaction of the Town and relevant approval authorities, that identifies a vegetation protection zone, which:</p> <ul style="list-style-type: none"> a) protects the key natural heritage feature or key hydrologic feature and its functions from the impacts of the proposed change <u>and associated activities that may occur before, during and after construction and, where possible, restore or enhance the feature and/or its function; and</u> b) is established to achieve and be maintained as natural self-sustaining vegetation; and c) for wetlands, seepage areas and springs, fish habitat, permanent and intermittent streams, inland lakes and significant woodlands, it is no less than 30 metres measured from the outside boundary of the feature
46.	4.4.1.6 (pg 69)	OP policy 4.4.1.6 (pg 69) outlines requirements for new development and site alteration within the GB NHS.	MNR	GB Policy 3.2.2.3	Suggested revisions to ensure consistency with the GB Plan:

		<p>As noted above, KNHF and KHF have specific definitions in the GB Plan and are not interchangeable with the term natural heritage features and areas.</p> <p>In addition, policy 4.4.1.6 (pg 69) does not identify recreational uses as an exception. GB policy 3.2.2.3. d) does identify recreational uses as an exception.</p>			<p>New development or site alteration within the GBNHS (<u>as permitted by the policies of the Greenbelt Plan</u>) will demonstrate that:</p> <p>a) there are no negative impacts on natural heritage features and areas <u>key natural heritage features and areas or key hydrologic features</u> or their functions to the satisfaction of the Town;</p> <p>b) connectivity along the system and between natural heritage features and areas and <u>key natural heritage features and key hydrologic</u> features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;</p> <p>c) the removal of other natural features not identified as natural heritage features and areas and <u>key natural heritage and key hydrologic features</u> should be is avoided., where possible. Such features should be incorporated into the planning and design of the proposed use wherever possible;</p> <p>d) except for uses described in and governed by the policies in Sections 4.4.2 and 9.6, Recreational Uses and Mineral aggregate resources, the disturbed area, including any buildings and structures, will not exceed 25 percent of the total developable area, and the impervious surface will not exceed 10 percent of the total developable area;</p> <p>[...]</p>
47.	4.4.1.7 (pg 70)	<p>OP policy 4.4.1.7 provides direction regarding development permitted within vegetation protection zones.</p> <p>OP policy 4.4.1.5 (on page 68) addresses development permitted within</p>	MNR	PPS Policy 4.5.2.4 & 4.5.2.5	<p>It is recommended to remove this policy in its entirety to be consistent with the Greenbelt Plan and the PPS, 2024.</p>

		<p>vegetation protection zones associated with KNHF and KHF in the GB NHS.</p> <p>There is no comparable policy in the GB Plan that places a blanket restriction on development and site alteration in vegetation protection zones.</p> <p>As noted above, municipalities may go above and beyond provincial requirements only where it does not conflict with a provincial interest.</p> <p>Not permitting development or site alteration in vegetation protection zones could preclude or hinder access to aggregate resources.</p>			
48.	4.4.1.9 4.4.1.10	<p>OP policies 4.4.1.9 and 4.4.1.10 use incorrect terminology.</p> <p>As noted previously, hydrologic feature has no definition in the OP. KNHF and KHF have specific definitions in the GB Plan and are not interchangeable with the term natural heritage features and areas.</p>	MNR	GB Policy 3.2.5.7	Recommended to revise terminology for both OP policies to be consistent with the Greenbelt Plan.
49.	4.4.1.11	<p>Policy 4.4.1.11 allows for certain types of development to occur within the GB NHS, but outside of KNHF, KHF & VPZ, without the need for an evaluation.</p>	MNR	GB Policy 3.2.2.3	<p>Recommended to revise the language to provide flexibility but still maintain consistency with the Greenbelt Plan:</p> <p>Notwithstanding Policy 4.4.1.7, the following types of minor construction are may be permitted without an environmental</p>

		<p>GB Plan policy 3.2.2.3 outlines the requirements for development and site alteration within the GB NHS.</p> <p>We recognize that the Town wishes to provide flexibility and that there could be scenarios where it may not be practical to ask for an evaluation, but the Town must still ensure that the GB Plan policy is satisfied.</p>			<p>impact study and/or hydrologic evaluation within the GBNHS but outside of the vegetation protection zone adjacent to a key natural heritage feature or hydrologic feature <u>provided the Town is satisfied that GB policy 3.2.2.3 is met:</u> [...]</p>
50.	4.5.1.2	<p>Policy 4.5.1.2 notes that policies that are more restrictive than those listed in the Niagara Escarpment Plan (NEP) are not interpreted to be in conflict with the NEP.</p> <p>PPS 4.5.2.4 & 4.5.2.5 states that mineral aggregate operations and resources and their adjacent lands shall be protection from development and activities that would preclude or hinder access to the resource or operation.</p> <p>As previously noted, a municipality may elect to go above and beyond provincial policies only if it does not hinder other provincial interests. Allowing OP policies that are more restrictive than NEP policies to prevail could preclude or hinder aggregate resource extraction within the NEP area.</p>	MNR	PPS Policy 4.5.2.4, 4.5.2.5	<p>Recommended to revise this policy to include a notwithstanding statement for mineral aggregate policies, as follows:</p> <p>Policies that are more rigorous or restrictive than the Niagara Escarpment Plan policies are not interpreted to conflict with the Niagara Escarpment Plan based on policy 4.5.1.1., <u>with the exception of mineral aggregate policies listed in section 9.6.</u></p>

<p>51. 4.7</p>	<p>Section 4.7 does not appear to include any policies related to wildland fire.</p> <p>PPS 5.2.9 states that development shall generally be directed to areas outside of lands that are unsafe for development due to the presence of hazardous forest types for wildland fire. Development may however be permitted in lands with hazardous forest types for wildland fire where the risk is mitigated in accordance with wildland fire assessment and mitigation standards.</p> <p>The Ministry's Wildland Fire Risk Assessment and Mitigation Reference Manual is a reference tool for municipalities and other planning authorities, or proponents, that provides the province's recommended technical criteria and approaches for assessing risk, and in areas where hazardous forest types are present, assessing and determining the environmentally appropriate measures to mitigate risks for proposed development.</p> <p>MNR data to support identifying potential hazardous forest types for wildland fire can be downloaded from Geohub.</p>	<p>MNR</p>	<p>PPS Policy 5.2.9</p>	<p>It is recommended that wildland fire hazard policies and definitions be added to the OP, and that the Town's review of MNR's data and reference materials, in conjunction with PPS 5.2.9, to ensure potential wildland fire hazards are addressed and that wildland fire policies are implemented in a manner that is consistent with the PPS. PPS policy 5.2.9 could be included verbatim in the Official Plan, as stated above.</p> <p>Complete assessment of risk and determination of any needed mitigation measures can only be done with confidence on a site-specific basis. Planning authorities should undertake a detailed assessment to identify the presence of areas of high to extreme risk for wildland fire when developing official plan policies for their jurisdiction. It should be noted that, lands that are not identified by the Province within this data set as being within a hazardous forest type for wildland fire still require assessment.</p> <p>In addition, it is recommended that the Town include Wildland Fire Susceptibility mapping as an appendix to the Official Plan. Please note, although it is recommended to include wildland fire mapping as an appendix, the wildland fire policies should be housed with other natural hazard policies within the OP.</p>
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		This data set, which is available for the entire province, provides a coarse scale assessment which identifies areas that have potential hazardous forest types and is intended to indicate areas with potential risk for wildland fire.			
52.	4.7	<p>Section 4.7 does not appear to include any policies related to human-made hazards.</p> <p>PPS 5.3.1 states that development on, abutting or adjacent to lands affected by min hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are underway or have been completed.</p>	MNR	PPS Policy 5.3.1	It is recommended that human-made hazard policies and definitions be added to the OP.
Section 5: Movement of People and Goods					
53.	5.1 5.2.5	The agri-food network includes the infrastructure, services and other agrifood assets needed to sustain and enhance the prosperity of the agri-food sector, which includes transportation systems. This includes agriculturally compatible road design that focuses on accommodating the equipment and	OMAF	PPS Policy 4.3.1 PPS Definitions (see definition of <i>agri-food network</i>)	Consider adding a new policy point to Policy 5.1 and revising Policy 5.2.5 and to reference supporting the agriculture system and agri-food network.

		activities of agricultural operations and promoting safety.			
Section 6: Municipal Services and Infrastructure					
54.	6.2.2.2 d) 6.2.2.2 e) 6.2.2.3 6.3.3.2 6.5.1.2	<p>Policies 6.2.2.2 d), 6.2.2.2 e), 6.2.2.3, 6.3.3.2 and 6.5.1.2 refer to natural heritage features and areas where they should refer to KNHF & KHF.</p> <p>As previously noted, hydrologic feature has no definition in the OP. KNHF and KHF have specific definitions in the GB plan and are not interchangeable with the term natural heritage features and areas. In addition, the protections afforded to these features in the GB Plan are geographically defined.</p> <p>Policies 6.2.2.2 d), 6.2.2.2 e), 6.2.2.3, 6.3.3.2 and 6.5.1.2 are policies specific to the GB Plan. It is important to use the correct terminology, and apply the policies in the correct geography, so that features receive the level of protection they are attributed by the GB Plan.</p>	MNR	GB Policy 4.2.1.2.d), 4.2.1.2.e), 4.2.1.3, 4.2.3.3 & 4.2.1.2.h)	<p>It is recommended revising the following policies so they are consistent with the GB Plan: 6.2.2.2 d); 6.2.2.2 e); 6.2.2.3; 6.3.3.2; and 6.5.1.2.</p> <p>It is recommended that Policy 6.2.2.2. d) be revised as follows:</p> <p style="padding-left: 40px;">new or expanding infrastructure will avoid key natural heritage features natural heritage features and areas, key hydrologic features, key hydrologic areas and Prime Agriculture Area unless need has been demonstrated and it has been established that there is no reasonable alternative</p> <p>It is recommended that Policy 6.2.2.2. e) be revised as follows:</p> <p style="padding-left: 40px;">where infrastructure crosses the Natural heritage system or intrudes into or results in the loss of a key natural heritage feature, key hydrologic feature or key hydrologic areas, [...]</p> <p>It is recommended that Policy 6.2.2.3 be revised as follows:</p> <p style="padding-left: 40px;">In the Greenbelt Plan Area, elements of infrastructure that serve the agricultural sector, including agricultural irrigation systems, are permitted to be located within</p>

					<p>natural heritage features and areas key natural heritage features or key hydrologic features and their associated vegetation protection zones in accordance with Section 4.2.1.3 of the Greenbelt Plan and the applicable policies of this Plan. In such instances, these elements may be established within the feature itself or its associated vegetation protection zones, but all reasonable efforts will be made to keep such infrastructure out of natural heritage features and areas key natural heritage features or key hydrologic features and their associated vegetation protection zones.</p> <p>It is recommended that Policy 6.3.3.2 be revised as follows:</p> <p>In the Greenbelt Plan Area, stormwater management systems will be prohibited in natural heritage features and areas key natural heritage features, key hydrologic features and their vegetation protection zones, in accordance with the Greenbelt Plan, [...]</p> <p>It is recommended that Policy 6.5.1.2 be revised as follows:</p> <p>In the Protected Countryside Greenbelt Plan Area, new waste disposal sites and facilities and organic soil conditioning sites are prohibited in natural heritage features and areas key natural heritage features, key hydrologic features and their associated vegetation protection zones.</p>
<p>Section 7: Complete Infrastructure</p>					

Section 8: General Land Use					
Section 9: Agriculture and Rural Settlement Land Use					
55.	9.1	The agricultural system has two components – an agricultural land base and an agri-food network.	OMAF	PPS Policy 4.3.1.1, PPS Definitions	<p>Recommended to revise for consistency with PPS Policy 4.3.1.1:</p> <p><u>The Town of Pelham uses an agricultural system approach to maintain and enhance a geographically continuous agricultural land base and support and foster the long-term economic prosperity and productive capacity of the agri-food network.</u></p> <p>The town's agricultural area comprises specialty agriculture lands, Prime Agriculture areas lands, and the rural settlement areas of Ridgeville and North Pelham. Within the farm area are environmental features managed as part of the Natural Environment System (NES), which also makes up part of the agricultural system. [...]</p>
56.	9.1.1	<p>a) On-farm diversified uses are not agricultural use nor a normal farm practice.</p> <p>c) A bed and breakfast and home-based industries and home-based businesses may be considered through on-farm diversified use and agriculture-related use policies.</p> <p>Furthermore, a residential dwelling and additional residential units are not permitted as accessory to an</p>	OMAF	PPS Policy 4.3.2, 4.5.4	<p>Recommended to revise for consistency with PPS Policy 4.3.2:</p> <p>[...]</p> <p>a) Normal farm practices and agricultural uses, including on-farm diversified uses.</p> <p>b) <i>Agriculture-related uses;</i></p> <p>c) Residential uses, including <u>up to two additional residential units in accordance with Provincial policy and guidance,</u> bed and breakfast, home industries and home based businesses, provided either of the following is met:</p>

		<p>agriculture-related use (per PPS 4.3.2.4). This modification also introduces the criteria for additional residential units by referencing Provincial policy and guidance. At present the Pelham OP does not adequately address PPS 4.3.2.5 as no criteria are provided for additional residential units.</p> <p>d) PPS 4.5.4 specifies that extraction of mineral aggregate resources is permitted as an interim use in PAA.</p> <p>x) See comment for revision to a).</p>			<p>i) the lot is a legally existing lot-of-record, and the dwelling complies with <i>minimum distance separation</i> formulae; and ii) the dwelling is an accessory to an agricultural or agriculture-related use.</p> <p>d) Extraction of mineral aggregates and petroleum resources as an interim use non-agricultural use, in accordance with the policies of this Plan in its entirety; and</p> <p>[...]</p> <p><u>x) On-farm diversified uses.</u></p>
57.	9.1.2.4 9.1.2.5	<p>PPS, 2024 requires that an agricultural impact assessment to consider impacts on the agricultural system be completed for non-agricultural uses in Prime Agricultural Areas.</p>	OMAF	PPS Policy 4.3.5.2	<p>It is recommended that policies be revised to recognize the agricultural system, including the agricultural land base and agri-food network.</p>
58.	9.1.2.6	<p>PPS, 2024 requires that new land uses, including the creation of lots and new or expanding livestock facilities, shall comply with the minimum distance formulae.</p>	OMAF	PPS Policy 4.3.2.3	<p>It is recommended that the policy be revised to be consistent with PPS Policy 4.3.2.3.</p>
59.	9.1.2.9	<p>PPS policy 4.3.4 directs that planning authorities may only exclude land from the prime agricultural area for expansions of or identification of settlement areas.</p>	OMAF	PPS Policy 4.3.4.1	<p>Recommended to revise for consistency with PPS Policy 4.3.4.1:</p> <p>The redesignation of lands within the Prime Agriculture or Specialty Agriculture designation <u>may only be considered for expansions of or identification of settlement areas in</u></p>

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					accordance with Provincial policy, will not be supported where it would result in the removal of lands from the agricultural area, does not comply with minimum distance separation calculations, cannot prove an identified need within the planning horizon of this Plan, and where reasonable alternative locations for the proposal exist. Such a request requires approval from the Minister of the Ministry of Municipal Affairs and Housing in accordance with Ontario Regulation 525/97 under the <i>Planning Act</i>.
60.	9.1.3.3	PPS, 2024 requires that impacts from any new or expanding non-agricultural uses on the agricultural system are to be avoided, or where avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment or equivalent analysis be completed based on provincial policy and guidance.	OMAF	PPS Policy 4.3.5.2	Recommended to revise the policy to clarify that agricultural impact assessment or equivalent analysis be completed based on provincial policy and guidance.
61.	9.1.4	The creation of new residential lots in prime agricultural areas shall not be permitted, except in accordance with PPS policy 4.3.3.1.c).	OMAF	PPS Policy 4.3.3.1 c)	Recommend to revise the policy to clarify that lot creation may only be permitted in accordance with provincial policy and guidance.
62.	9.1.4.2	An application to recreate two lots that had previously merged on title does not constitute correction of deeds for the purposes of the PPS, 2024.	OMAF	PPS Policy 4.3.3.2	Recommended to revise the policy to delete reference to severance of two or more lots that unintentionally merged on title for consistency with PPS, 2024.
63.	9.1.4.4 9.1.4.14	Lot creation in prime agricultural areas is discouraged and may only be permitted in a limited number of circumstances as outlined by the PPS.	OMAF	PPS Policy 4.3.3	Recommended to delete this policy in its entirety. Consents may be supported for conveyance to public bodies or non-profit entities for natural heritage conservation, provided

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					the conveyance does not create a separate lot for a residential dwelling.
64.	9.1.4.5	There is no "Countryside" designation identified on Schedule A1.	OMAFA	Greenbelt Plan	Recommended revision to delete reference to "Countryside".
65.	9.1.4.8 c)	The residence to be severed is surplus to the needs of the farm operation as a result of the farm consolidation. The residence to be severed is surplus to the needs of the farm operation as a result of the farm consolidation. To address this, some planning authorities include a 'sunset clause' within their lot creation policies for a residence surplus to a farm operation requiring that the application be made within a reasonable timeframe (e.g. two years) after having acquired a property.	OMAFA	PPS Policy 4.3.3.1 c), PPS Definitions (see definition of <i>Residence surplus to an agricultural operation</i>)	Recommended revision for clarity: c) must own a residence on a farm property elsewhere, therefore rendering the residence on the subject farm surplus to their needs; and
66.	9.1.7.6	PPS, 2024 indicates that on-farm diversified uses shall be compatible with, and shall not hinder, surrounding agricultural operations.	OMAFA	PPS Policy 4.3.2.1	It is recommended that a new policy point be added to be consistent with PPS Policy 4.3.2.1.
67.	9.2 Throughout OP	PPS, 2024, provides direction for rural settlement areas to be the focus of growth and development, and that their vitality and regeneration shall be promoted.	MMAH/OMAFA	PPS Policy 2.5.1, 2.5.2 PPS Definitions	Recommend adding additional policy to align with direction of PPS, 2024 per Section 2.5.1 and 2.5.2.
68.	9.2.2.4 a)	PPS, 2024 provides direction to ensure that development in rural settlement areas consider local context and characteristics.	MMAH	PPS Policy 2.5.3	It is recommended that the policy be revised to be consistent with PPS, 2024.

69.	9.4 9.4.1 Schedule A1	<p>PPS Policy 4.3.4.1 provides direction that lands may only be excluded from prime agricultural areas for expansions of or identification of settlement areas in accordance with policy 2.3.2.</p> <p>Please ensure that permitted uses within designated industrial areas align with the PPS, 2024, and the <i>Planning Act</i>.</p>	MMAH OMAFRA MEDJCT	<p>Bill 97 PPS Policy 2.1.3, 2.8.1.3, 2.8.2.1, 2.8.2.3, 3.5, 4.3.1.2, 4.3.4.1, Section 8 Definitions <i>Planning Act</i> [1(1)]; (1.1) GB Policy 3.1.3.2</p>	<p>Lands presently designated as “Industrial”, “Aggregate”, “Rural Commercial”, etc. remove lands from the prime agricultural designation. Removal of lands is not consistent with PPS and Greenbelt Plan. Additionally, removal of lands require proper justification and rationale.</p> <p>Additionally, it is recommended that language be added to OP Policy 9.4 to address Land Use Compatibility in accordance with the PPS, 2024.</p>
70.	9.6	<p>The OP does not appear to have a policy that addresses PPS 4.5.4.2.</p>	MNR	PPS Policy 4.5.4.2	<p>It is recommended that Section 9.6. of the OP be revised to include a new policy point consistent with PPS 4.5.4.2.</p>
71.	9.6	<p>The OP does not appear to contain any policies, definitions, or mapping related to petroleum resources or operations.</p> <p>The policies in PPS section 4.4 apply to minerals and petroleum.</p> <p>Finally, PPS policies 4.4.2.1 and 4.4.2.2 state that that known petroleum resources and operations, where applicable, shall be identified. It is recommended that petroleum resources and operations be identified in an appendix as opposed to a schedule. The Oil, Gas and Salt Resources Library is what is recommended to identify petroleum pools and wells.</p>	MNR	PPS Policy 4.4	<p>Please note that the mineral aspect of these policies is under the jurisdiction of the Ministry of Mines, and MNR has jurisdiction over the petroleum aspect. Because these policies are combined in the PPS, we recommend adding them into the OP as they are written in the PPS.</p> <p>To ensure clarity and consistency, MNR recommends including definitions for petroleum resources and operations.</p>

		Municipalities can download shapefiles here .			
72.	9.6.2.3	OP policy 9.6.2.3 outlines permissions and requirements for mineral aggregate operations; however, it appears to be incomplete. PPS 4.5.1.1 also addresses depth of extraction.	MNR	PPS Policy 4.5.1.1	Recommended revisions for consistency with PPS 4.5.1.1: Existing licensed mineral aggregate operations, as identified on Schedule D, shall be permitted to continue without the need for an official plan amendment, zoning by-law amendment or other approval under the Planning Act. <u>Only processes under the Aggregate Resources Act shall address the depth of extraction of new or existing mineral aggregate operations.</u> When a license for a mineral aggregate operation ceases to exist, policies which protect the deposits of mineral aggregate resources will continue to apply where deposits are still present.
73.	9.6.4.5., 9.6.4.6 d) 9.6.4.7. 9.6.6.5	OP policies 9.6.4.5, 9.6.4.6 d), 9.6.4.7, & 9.6.6.5 use incorrect terminology. As noted previously, hydrologic feature has no definition in the OP. All references to hydrologic features are assumed to be references to key hydrologic features. KNHF and KHF have specific definitions in the Greenbelt Plan and are not interchangeable with the term natural heritage features and areas.	MNR	GB Policy 4.3.2.3. c)	Recommended to revise the language to be consistent with the Greenbelt Plan.
74.	9.6.4.4 9.6.4.9 9.6.5.1 9.6.11.2	OP policies 9.6.4.4, 9.6.4.9, 9.6.5.1, & 9.6.11.2 outline a number of requirements of the Town for an application to permit a mineral	MNR	PPS Policy 4.5.2.4, 4.5.2.5 ARA s.66	To be consistent with the PPS, 2024 and the ARA. It is recommended to revise or remove policies 9.6.4.4, 9.6.4.9, 9.6.5.1, & 9.6.11.2:

		<p>aggregate operation. Some of the requirements are duplicative of the <i>Aggregate Resources Act (ARA)</i> process and some are above and beyond ARA requirements.</p> <p>PPS policies 4.5.2.4 and 4.5.2.5 protect mineral aggregate operations and resources from activities that would hinder expansion, continued use, establishment of new operations, or access to the resource.</p> <p>In addition, Section 66 of the <i>ARA</i> states: "This <i>Act</i>, the regulations and the provisions of licenses and permits and site plans apply despite any municipal by-law, official plan or development agreement and, to the extent that a municipal by-law, official plan or development agreement deals with the same subject-matter as this Act, the regulations or the provisions of a licence or permit or a site plan, the by-law, official plan or development agreement is inoperative."</p>			<p>Suggested revision for Policy 9.6.4.4 by deleting a) through l) and revising as follows:</p> <p style="text-align: center;"><u>"Applications to permit a <i>mineral aggregate operation</i> shall be in accordance with the <i>Aggregate Resources Act.</i>"</u></p>
75.	9.6.5.3	OP policy 9.6.5.3 requires that applicants enter into Haul Route agreements "to secure for improvements and additional maintenance in accordance with the ARA".	MNR	ARA 12(1.1)	It is recommended to remove the reference to <i>ARA</i> in this policy, as <i>ARA</i> section 12 (1.1) does not speak to additional maintenance.

		<p>ARA section 12 (1.1) states:</p> <p>“Despite clause (1) (h), the Minister or the Tribunal shall not have regard to ongoing maintenance and repairs to address road degradation that may result from proposed truck traffic to and from the site.</p>			
76.	9.6.6.4	<p>OP policy 9.6.6.4 appears to be incomplete when compared to GB Plan policy 4.3.2.6 d). MNR understands this policy is related to the GB plan even though it is not included in Applications in the Greenbelt Plan Ara (section 9.6.9).</p> <p>As noted above, in the GB Plan area, provincial policies that regulate development in or adjacent to a feature is geographically defined.</p> <p>In addition, hydrologic feature has no definition in the OP. All references to hydrologic features are assumed to be references to key hydrologic features. KHF have specific definitions and protections according to GB plan.</p>	MNR	GB Policy 4.3.2.6 d)	<p>Recommended revisions for consistency with Greenbelt Plan policy:</p> <p>For rehabilitation of new mineral aggregate operation sites <u>in the Protected Countryside</u>, the following apply:</p> <p>a) the disturbed area of a site shall be rehabilitated to a state of equal or greater ecological value and, for the entire site, long-term ecological integrity shall be maintained or enhanced;</p> <p>b) if there are natural heritage features and areas, key natural heritage features or <u>key</u> hydrologic features on the site, or if such features existed on the site at the time of an application:</p> <p>i) the health, diversity and size of these natural heritage features and areas, natural heritage features and areas key natural heritage features and key hydrologic features shall be maintained or enhanced; and</p> <p>ii) any areas where extraction of mineral aggregates was permitted within a natural heritage features and area, key natural heritage feature or <u>key</u> hydrologic feature shall be rehabilitated as early as possible in the life of the operation.</p>

		Finally, the policy appears to be missing a reference to another policy that outlines exceptions to final rehabilitation, as well as general reference stating that final rehabilitation shall reflect the policies of the GB Plan, municipal policies, and provincial policies.			c) aquatic areas remaining after extraction shall be rehabilitated to an aquatic environment representative of the natural ecosystem in that particular setting or eco-district, and the combined terrestrial and aquatic rehabilitation will meet the intent of subsection b); and d) outside a Provincial natural heritage system, <u>and except as provided in 9.6.6.4 a, b & c,</u> final rehabilitation shall appropriately reflect the long-term land use of the general area and the policies of <u>the Greenbelt Plan and, to the extent permitted under the Greenbelt Plan, existing municipal and provincial policies.</u> this Plan. In prime agricultural areas, the site shall be rehabilitated in accordance with Provincial policy and the requirements of this Plan.
77.	9.6.8.1	OP policy 9.6.8.1 appears to be incomplete when compared to PPS policy 4.5.5.1 and overly restricts aggregate operations in natural heritage features and areas. Aggregates are largely permitted within natural heritage features and areas, key natural heritage features, and key hydrologic features, as long as the specific tests and rules for extraction in each feature is met.	MNR	PPS Policy 4.5.5.1	It is recommended that policy 9.6.8.1 be revised as follows: The use of wayside pits and quarries, portable asphalt plants and portable concrete plants on public authority contracts shall be permitted temporarily without the need for an amendment to this Plan, <u>rezoning, or development permit under the Planning Act, in all areas except those of</u> Such use shall not be permitted in areas of existing development or natural heritage features and areas, natural heritage features and areas, and hydrologic features and areas as shown in this Plan <u>particular environmental sensitivity</u> which have been determined to be incompatible with extraction and associated activities.
78.	9.6.9.1	OP policy 9.6.9.1 is using terminology that does not appear to be consistent with GB policy 4.3.2.2.	MNR	GB Policy 4.3.2.2, Non-Renewable Resources Training Manual	It is recommended that the policy be revised to be consistent with the Greenbelt Plan so that it does not hinder access to aggregate resources.

		According to the Non-Renewable Resources Training Manual (1997) there are a variety of associated facilities that are critically important to the production and maintenance of the supply of aggregates including but not limited to processing, wash water recycling, settling ponds, and weigh scales. The language in the OP policy does not account for these activities, whereas the GB Plan does.			Recommended revision: Extraction of mineral aggregate resources is Activities related to the use of non-renewable resources are permitted within the Protected Countryside area [...]
79.	9.6.9.2	OP policy 9.6.9.2 requires that only <i>new</i> applications be subject to a suite of rehabilitation policies outlined in GB Plan policy 4.3.2.5, but the GB Plan policy requires both new and existing operations to be subject to a suite of rehabilitation policies.	MNR	GB Policy 4.3.2.5	It is recommended that the policy be revised to be consistent with the GB Plan to state “ new and existing mineral aggregate operations...”.
80.	9.6.9.3 b) i)	OP policy 9.6.9.3 outlines the requirements for mineral aggregate resources within the specialty crop area of the GB Plan. 9.6.9.3 b) notes that new operations may be considered on primary and secondary sand and gravel resources on the Fonthill Kame. Policy i), requiring no negative impact through rehabilitation, mitigation, or compensation that recreates the landform is not a requirement in the GB Plan. Further, the GB Plan does not	MNR	GB 4.3.2.9.b) PPS Policy 4.1.5	It is recommended to revise the policy to be consistent with PPS, 2024 and Greenbelt Plan: i) there will be no negative impact on the Fonthill Kame-Delta ANSI through rehabilitation, mitigation or compensation methods that recreate the landform or enhance educational and scientific values

		<p>identify Earth Science ANSIs as a KNHF, therefore the PPS, 2024 policies apply.</p> <p>PPS 4.1.5. states no development or site alternation is permitted unless it can be demonstrated that there will be no negative impact on the feature or it's ecological function.</p> <p>Earth Science ANSIs are geological features, and cannot be recreated via rehabilitation, mitigation, or compensation methods.</p>			
Section 10: Settlement Area Land Use					
Section 11: Implementation					
81.	<p>11.2.1 11.2.1.1 11.2.1.3 11.2.1.7 11.2.1.8 11.3.5.5 9.1.6.22 Throughout OP</p>	<p>Policies are not consistent with the <i>Planning Act</i> which makes pre-consultation optional.</p>	MMAH	<p>Bill 185 <i>Planning Act</i>, 22 (3.1), 34(10.0.1), 51(16.1), 41(3.1)</p>	<p>Recommend revising policies to encourage applicants to submit pre-consultation requests, not to require, and to remove any references in this section and throughout the Official Plan to require pre-consultations as they are optional.</p>
82.	<p>Table 11.1 11.2.1.9</p>	<p>Changes to the <i>Planning Act</i>, include but are not limited to, changes to facilitate streamlined development of publicly funded schools, limiting municipal complete application studies and providing greater recognition of</p>	MMAH	<p>PPS, 2024 Bill 185 Bill 17 <i>Planning Act</i></p>	<p>The official plan must outline all required supporting studies or reports that may be requested as part of a complete application submission. Report/studies not specifically included in the Official Plan may not be required as part of a complete application submission.</p>

		<p>planning reports prepared by certified professionals and removing the need for certain minor variances.</p> <p>Bill 17 proposes to amend the <i>Planning Act</i> to limit complete application requirements to what is currently identified in municipal official plans.</p>			<p>Ensure that policies and Table 11.1 are clear on what studies/reports are required as part of a complete application submission and remove policies that state “other studies may be required” or any other similar policy with the same effect.</p> <p>Please also be advised of proposed legislative and regulatory changes (<u>ERO posting</u>) that would limit the information and material that may be required by a municipality as part of a complete application submission for OPAs, ZBAs, Site Plan Control, Plan of Subdivision and consent applications. Specifically, it is proposed that materials and information for the following topics could not be required as part of a complete planning application:</p> <ul style="list-style-type: none"> • Sun/Shadow • Wind • Urban Design • Lighting <p>The City’s policies on studies and reports required as part of a complete application submission should be consistent with any future Minister regulation.</p> <p>Additionally, it is recommended that revisions be made for consistency with updated provincial legislation (i.e., delete reference to Growth Plan, Pre-Consultation Meeting Minutes, bird-friendly building design, etc.)</p>
83.	11.3.5.4	Not consistent with statutory public meeting/hearing requirements of the <i>Planning Act</i> .	MMAH	<i>Planning Act</i> s.17(15), s.34, s.22, s.45, s.53	Recommended revision to ensure consistency with the <i>Planning Act</i> :

Provincial One-Window Comment Table
 Adopted Town of Pelham Official Plan
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 Date: February 2, 2026

					A minimum of one (1) public “Statutory Public Meeting” will be held for all in accordance with the <i>Planning Act</i>. Minor Zoning By Law Amendments, Minor Variances, and consent applications not involving the creation of a new lot(s).
84.	11.4.6.1 11.4.6.2	Inclusionary zoning is only permitted within PMTSAs.	MMAH	<i>Planning Act</i> s.16(5)	Recommended to clarify intent of policy.
85.	11.6.1.9	Bill 17 changes to Planning Act exempts all public-school portables from site plan control and allows the use of a parcel of urban residential land for an elementary school or secondary school of a school board or any ancillary uses to such schools, including the use of a childcare centre located in the school.	MMAH	Bill 17 <i>Planning Act</i> s.41(1.1), s. 16(3.2.1)	Recommended to revise to be consistent with <i>Planning Act</i> provisions.
Definitions					
86.	General Comment	Please review the definitions in the draft OP to ensure appropriate terms are defined and used within the policies of the official plan, adding definitions as applicable to be consistent with the PPS, 2024.		PPS Definitions <i>Planning Act</i> s.28(1)	Incorporate additional definitions to this section and throughout the official plan to align with the terminology and definitions of the PPS, 2024, where applicable. For example: <i>Rural areas, rural lands, employment area, public service facilities, sensitive land uses, parcels of urban residential land, community improvement, community improvement plan, community improvement project area, petroleum resource operations, petroleum resources, hazardous forest types for wildland fire, natural heritage features and areas</i> (refer to Niagara Region comments attached).
Schedules					

Provincial One-Window Comment Table
 Adopted Town of Pelham Official Plan
 MMAH File: 26-OP-252966
 Date: February 2, 2026

87.	Schedule A1	PPS, 2024 requires municipalities to designate Prime Agricultural and Specialty Crop Areas and including supporting policies to ensure their long-term protection. Further, NEP policy framework requires that an underlying municipal land use designation be identified (e.g., PAA, SCA, or rural) in the NEP plan area. For example, NEP policy 1.5.4.3 provides different policy direction for prime agricultural areas and specialty crop areas.	OMAFA	Niagara Escarpment Plan pg3 PPS Policy 4.3	While Schedule A1 includes a "Specialty Agriculture" designation, it is recommended that the land within the NEP area be designated "Specialty Crop Area". Additionally, it is recommended that Pelham staff complete their own review to ensure no other lands have been removed from the prime agricultural area for a use other than the expansion of a settlement area (as permitted by PPS, 2024 policy 4.3.4.1).
88.	Schedule A1	It appears that the version of Schedule A1 posted on the municipality's website is different than the version provided to MMAH (both schedules have the same date). The version posted online does not show the Natural Environment System Overlay using a hatched symbology and as a result removes land from the prime agricultural area.	OMAFA	PPS Policy 4.3.4, 4.3.1.2, 4.1.3	It is recommended that the land within the Natural Environment System Overlay on Schedule A1 be shown as an overlay.
89.	Schedule A	Greenbelt Protected Countryside doesn't appear to be identified in the schedules of the OP. GB Plan 5.3 states that official plans shall contain policies that reflect the requirements of this plan together with a map showing the boundaries of the Greenbelt Area, the Protected	MNR	GB Policy 5.3	It is recommended that Protected Countryside be identified on Schedule A.

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		Countryside and the Natural Heritage System.			
90.	Schedule A2	The Drapers Creek provincially significant wetland complex is partially located in the approved settlement expansion area but is not reflected on the schedule.	MNR	n/a	It is recommended that the Drapers Creek be reflected in Schedule A2.
General Comments					
Appendices					
East Fenwick Urban Design Guidelines					

Notes for use:

- In the Reference to Planning Act, Provincial Plan and PPS column, please be as specific as possible when referencing policy, legislation etc.
- In the "Proposed Revision" column, recommended updates should be *italicized*, text additions should be **boldface** and deletions should be a ~~strikethrough~~.
- In instances where the "Proposed Revision" is based on missing official plan policies or it is a general comment without a specific suggested revision, the "Comments/Concerns" column can include a "See Proposed Revision" note. This is intended to prevent the same information being duplicated between both columns.

From: [Henriques, Anna \(MMAH\)](#)
To: [Pamela Duesling](#)
Cc: [Lindsay Richardson](#); [Manoharan, Brashanthe \(MMAH\)](#); [Merchant, Tanzeel \(He/Him\) \(MMAH\)](#)
Subject: Pelham Official Plan - next steps
Date: March 31, 2026 10:01:58 AM
Attachments: [image001.png](#)

Good morning, Pam,

Thank you for meeting with us yesterday to discuss the status of Pelham's new OP and key next steps which include:

1. **Town to provide MMAH with a complete and updated draft of new OP for review and comment** (confirming we received a draft late yesterday but are waiting for updated schedules)
 - Once MMAH is in receipt of a complete draft, it will be circulated to relevant Partner Ministries. We will do our best to provide comments back to the Town in early May so the Town has enough time to review and make updates prior to the statutory meeting which you've indicated is targeted for end of May.
2. **Prior to Town Council repealing the old OP and adopting the new OP, the Town will ensure the statutory requirements for consultation, as outlined in the *Planning Act* for section 26 OP updates, are met.**
3. **After Council adoption of the new OP, Town to forward new OP to MMAH for a decision.** Please ensure a complete application submission is provided including the following:
 1. A record, as described in section 7 of [Ontario Regulation 543/06](#) under the *Planning Act* (please note, the government is seeking feedback on proposed amendments to various regulations under the *Planning Act* to facilitate the electronic submission of information and material to approval authorities and allow notices to be given electronically to the Province. For more information, please see the [ERO posting](#))
 2. [Application Fee](#), if applicable (given that the Town's Official Plan is proceeding under Section 26, a fee is not applicable)
 3. In accordance with subsection 17(32) of the *Planning Act*, to support a complete application, the Ministry requests the following materials also be submitted:
 - A completed [application form for approval of an adopted official plan or plan amendment](#).
 - A description of the public consultation strategy.
 - Information regarding municipal consultation with

Indigenous communities.

4. Council resolution as per subsection 26(7) of the *Planning Act*.

Happy to chat should you have any questions. Please note, I will be out of the office from April 1-12, 2026. In my absence, you may reach out to Marc Mitanis (Marc.Mitanis@ontario.ca) from April 1-6 or Catherine Mackinnon (Catherine.Mackinnon@ontario.ca) from April 7-12.

Thank you.

Anna Henriques, M.Pl, MCIP, RPP

Manager | MSO – Central Planning, Municipal and Housing Operations
Ministry of Municipal Affairs and Housing | Ontario Public Service
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Taking pride in strengthening Ontario, its places and its people

Town of Pelham Council Report

Wednesday, April 22, 2026

Subject: Information Report – Bill 98, Building Homes and Improving Transportation Infrastructure Act

Prepared By: Lindsay Richardson, MCIP, RPP

Department: Community Planning and Development

Recommendation:

BE IT RESOLVED THAT Council receive report 2026-0086 “Information Report – Bill 98, Building Homes and Improving Transportation Infrastructure Act,” for information.

Background:

The purpose of this report is to provide Council with an overview of Bill 98, the *Building Homes and Improving Transportation Infrastructure Act, 2026*, which was introduced by the Province of Ontario on March 30, 2026. Building on the previous Bill 17, the *Protect Ontario by Building Faster and Smarter Act*, and Bill 60, the *Fighting Delays, Building Faster Act*, this Bill proposes a suite of legislative changes to accelerate housing development and improve transportation integration across Ontario.

The Bill introduces a new provincial framework for transit fare and service coordination and amends several statutes governing land use planning, municipal authority, development charges, and infrastructure delivery. The Bill reflects a continued shift toward greater provincial standardization and oversight, particularly in areas traditionally under municipal jurisdiction.

The proposed Bill is attached to this report as Appendix “A”, and the media release is attached to this report as Appendix “B” for information.

The proposed Bill has been posted on the Province of Ontario Environmental Registry (ERO), and the commenting period ends on April 29, 2026.

Analysis:

Key Legislative Areas

Planning Framework and Official Plan Reform

Bill 98 introduces significant changes to the *Planning Act*, including a standardized framework for municipal official plans intended to simplify, streamline, and improve consistency across Ontario. Official plans will be required to follow a prescribed structure, including a mandatory table of contents, standardized mapping schedules,

and a consistent set of land use designations. The Province has indicated that this approach is intended to improve clarity, reduce complexity, and shorten approval timelines for both municipalities and development proponents.

Under the proposed framework, local official plans (i.e., lower-tier, single-tier municipalities and planning boards) would be required to adopt a uniform structure consisting of the following chapters:

- Introduction and How to Use this Plan;
- Strategic Planning Framework;
- Indigenous Engagement;
- Settlement Area Structure and Growth Needs and Management;
- Residential and Mixed Uses;
- Economy and Employment Areas;
- Rural Areas and Agricultural System;
- Infrastructure, Facilities and Community Services;
- Local Landscape and Resource Management; and
- Implementation and Interpretation.

In addition to a series of standardized schedules (mapping components) will also be required. These schedules would include:

- Settlement Boundaries and Urban/Rural Structure (A1);
- Strategic Growth Areas and Intensification Areas (A2);
- Land Use Designations (A3);
- Transportation and Corridors (B1);
- Infrastructure (B2);
- Public Service Facilities, Parks and Open Space (B3);
- Natural Environment (C1);
- Water Resources (C2);
- Resource Potential (C3); and
- Natural and Human-made Hazards (C4).

In addition to a standardized structure, the Province is proposing a consistent set of land use designations to be applied across all official plans. These include, among others:

- Neighbourhoods;
- Mixed-Use Areas;
- Mixed-Use Commercial Areas;
- Employment Areas;
- Major Facilities;
- Parks and Open Spaces;
- Natural Environment and Water Resource Areas;
- Resource Areas;

- Rural Lands;
- Prime Agricultural Areas;
- Specialty Crop Areas; and
- Shoreline Areas.

Each designation would permit a defined range of uses, with flexibility for additional prescribed uses. The Minister would also have authority to provide further direction on the implementation of these designations, including the use of sub-designations where appropriate.

The legislation also removes the requirement for official plans to include policies addressing climate change mitigation and adaptation, and limits municipal authority in several areas, including restrictions on zoning provisions related to minimum lot sizes, frontage, and depth, as well as prohibiting requirements for electric vehicle charging infrastructure in new developments.

Complementing these legislative changes, the Province has indicated its intention to establish minimum lot size standards for urban residential development through regulation, with consultation underway on a potential minimum of approximately 175 m² (1,885 ft²). This is intended to support more efficient land use and expand housing options. It is assumed that this would be implemented through the Town's zoning by-law, which currently allows a range of minimum lot sizes between 330 m² (3550 ft²) to 400 m² (4300 ft²) for singles, semis and duplexes to larger sizes based on the number of townhouse or apartment units proposed on a property (minimum area is calculated per unit). This proposal would significantly lower the minimum lot size requirements that the town currently has in place.

The proposed official plan reforms are intended to come into force on January 1, 2028, for 29 large and fast-growing municipalities, and January 1, 2029, for all other municipalities and planning boards. The Province has indicated that implementation will follow additional consultation on related matters, including secondary plans and upper-tier official plan content, as well as any final refinements to the framework.

Overall, these changes represent a significant shift toward a more standardized, provincially directed land-use planning system, with implications for how municipalities prepare, update, and implement their official plans.

Site Plan Control and Development Standards

Amendments to the *Planning Act* and related policy direction propose to limit municipal site plan control authority by prohibiting the imposition of certain enhanced development standards beyond core health and safety requirements. This includes restrictions on requirements for landscaping, design features, and aesthetic elements that may increase costs and delay approvals.

The Province is also consulting on broader reforms to the site plan approval process, including reducing iterative review cycles and improving approval timelines. These

changes are intended to provide greater predictability for development applications and reduce delays associated with municipal review processes.

Building Code Modernization

The Bill includes amendments related to the *Building Code Act, 1992*, alongside a broader provincial initiative to undertake a comprehensive review of the Ontario Building Code. The Province has identified concerns regarding complexity, duplication, and the cost implications of current requirements.

An expert advisory body is proposed to support a section-by-section review of the Code—the first of its kind in several decades—with the objective of modernizing standards while maintaining health and safety. A streamlined Building Code is expected to reduce construction costs and improve the efficiency of the development process.

Development Charges and Housing Affordability

Bill 98 amends the *Development Charges Act, 1997* to exempt non-profit retirement home developments from development charges. This measure is intended to support the development of affordable and supportive housing for seniors and aligns with broader provincial efforts to increase housing supply.

In addition, the Province is consulting on requiring greater transparency in development-related costs by mandating the disclosure of development charges and related fees in agreements of purchase and sale. This is intended to improve cost awareness for homebuyers and increase accountability.

Water and Wastewater Infrastructure

The Bill introduces changes to the *Municipal Act, 2001*, *Safe Drinking Water Act, 2002*, and *Water and Wastewater Public Corporations Act, 2025* to support new models for water and wastewater service delivery. Municipal consent will continue to be required for non-municipal utilities; however, municipalities may be required to approve applications that meet provincially prescribed criteria.

The Province is also advancing the use of publicly owned water and wastewater corporations as a mechanism to finance infrastructure over longer timeframes, reducing reliance on upfront development charges. Initial implementation is focused on Peel Region, with potential expansion across Ontario.

In parallel, the Province is proposing a regulatory framework to enable communal water and wastewater systems serving smaller developments, particularly in rural or underserved areas. These systems are intended to facilitate growth in areas without access to full municipal servicing, while maintaining provincial oversight and safety standards.

Parkland Dedication and Public Space

The Bill proposes changes to parkland dedication provisions to expand municipal authority to secure agreements and clarify rules related to easements and appeals. The Province is also proposing to allow certain encumbered lands, such as lands above underground infrastructure, and publicly accessible private spaces to count toward parkland dedication requirements, subject to quality standards. This is intended to increase the availability of usable open space in urban areas.

Minister's Zoning Orders

Additional changes relate to the use of Minister's Zoning Orders (MZOs), including proposals to streamline minor or administrative amendments while maintaining consultation requirements for substantive changes. The Province is also consulting on revoking the Parkway Belt West Plan and associated MZOs, noting that existing provincial policies now provide equivalent protections in a more streamlined manner.

Transit and Provincial Infrastructure

While not directly within municipal control, Bill 98 includes significant changes related to transit integration and provincial infrastructure delivery that may affect residents.

The *Fare Alignment and Seamless Transit Act, 2026* establishes a provincially led framework for integrating transit systems across municipalities. This includes authority to standardize fares, require participation in a unified fare payment system, and implement coordinated service planning across municipal boundaries. The Province may also designate priority transit routes and require service integration, including for specialized transit services for persons with disabilities.

In addition, amendments to the *Metrolinx Act, 2006* introduce a new process for advancing provincial transit projects, allowing Metrolinx to proceed outside of the standard municipal building permit framework while still requiring technical review and inspection by municipal officials. These changes are intended to streamline the delivery of transit infrastructure.

Collectively, these transit-related measures are expected to improve regional mobility and coordination; however, they also reflect increased provincial direction over transit planning and operations that may have indirect impacts on local residents who rely on these services.

Overall Implications

Bill 98 represents a comprehensive package of legislative and policy reforms to accelerate housing development, reduce costs, and improve transit integration. Collectively, these changes place greater emphasis on provincial direction and standardization, while limiting municipal discretion in areas such as planning policy, development standards, and infrastructure requirements.

Municipalities will need to adapt to new regulatory frameworks, particularly regarding official plan structure, site plan control, infrastructure approvals, and transit coordination. While the proposed changes are intended to streamline processes and support growth, they may also affect local planning flexibility and the delivery of community-specific priorities.

Financial Considerations:

None at this time.

Alternatives Reviewed:

None.

Strategic Plan Relationship: Community Development and Growth

Other Pertinent Reports/Attachments:

Report No. 2025-0265 – Information Report – Bill 60, Protect Ontario by Unleashing our Economy Act, 2025.

Appendix “A” – Proposed Bill 98

Appendix “B” – Media Release “Building Homes and Improving Transportation Infrastructure Act.

Approved and Submitted by:

Dr. Pamela Duesling, MCIP, RPP, EcD, CMM III
Director of Community Planning and Development

David Cribbs, BA, MA, JD, MPA, MA (Lead), CMM III
Chief Administrative Officer

Legislative
Assembly
of Ontario



Assemblée
législative
de l'Ontario

1ST SESSION, 44TH LEGISLATURE, ONTARIO
4 CHARLES III, 2026

Bill 98

An Act to enact the Fare Alignment and Seamless Transit Act, 2026 and to amend various Acts

The Hon. R. Flack

Minister of Municipal Affairs and Housing

Government Bill

1st Reading March 30, 2026

2nd Reading

3rd Reading

Royal Assent



EXPLANATORY NOTE

**SCHEDULE 1
BUILDING CODE ACT, 1992**

The Schedule amends the *Building Code Act, 1992* and makes related amendments to a number of other Acts. Here are some of the highlights:

1. The *Building Code Act, 1992* is amended to clarify that standards for the protection or conservation of the environment are included in the meaning of municipal by-laws respecting the construction or demolition of buildings for the purposes of section 35 of the Act.
2. The *City of Toronto Act, 2006* and the *Planning Act* are amended to clarify that standards for the protection or conservation of the environment are included in the meaning of manner of construction and standards for construction for the purposes of matters not subject to site plan control.
3. Section 97.1 of the *Municipal Act, 2001* and section 108.1 of the *City of Toronto Act, 2006*, which relate to by-laws respecting the protection and conservation of the environment, are repealed.

**SCHEDULE 2
CITY OF TORONTO ACT, 2006**

The Schedule amends the *City of Toronto Act, 2006*.

Various amendments are made to section 114, among other things to remove references to “sustainable design”, to provide that the City cannot require an owner of land to provide electric vehicle supply equipment in connection with off-street vehicular parking facilities and to prevent the City, despite subsection (11) of that section, from imposing requirements related to prescribed matters.

**SCHEDULE 3
DEVELOPMENT CHARGES ACT, 1997**

The Schedule amends the *Development Charges Act, 1997*.

New section 4.5 provides that non-profit retirement home developments are exempt from development charges.

The Schedule also makes a small number of technical amendments to correct errors in cross-references.

**SCHEDULE 4
FARE ALIGNMENT AND SEAMLESS TRANSIT ACT, 2026**

The Schedule enacts the *Fare Alignment and Seamless Transit Act, 2026*. The major elements are set out below.

The Minister of Transportation is given the power to make regulations establishing a fare structure for transit systems that are prescribed by the regulations made under the Act. These regulations may set fare prices, establish discount policies, establish transfer policies and address other related matters.

Prescribed transit systems are also required to participate in a unified fare payment system approved by the Minister.

The Minister may prescribe geographic zones. Transit systems that are designated in relation to that zone must apportion fares among the other systems designated in relation to that zone in accordance with the regulations.

The Minister may also make regulations designating new and existing routes as priority routes, prescribing service standards for those routes and establishing related service integration requirements.

Prescribed specialized transit systems that provide services designed to transport persons with disabilities must participate in a unified trip booking system approved by the Minister. These transit systems must also provide transportation to persons with disabilities to a prescribed distance outside of their primary service area.

Sections 10 to 12 set out various obligations relating to the provision of information and data to the Minister and Metrolinx.

Section 13 extinguishes various causes of action related to the provisions of this Act.

Section 16 establishes various regulation-making powers for the Minister and for the Lieutenant Governor in Council.

**SCHEDULE 5
METROLINX ACT, 2006**

The Schedule amends the *Metrolinx Act, 2006* to create a new process under which Metrolinx may notify a chief building official of a proposal to construct or demolish a building associated with a provincial transit project.

The new section 40 sets out requirements respecting the submission of forms and information and the preparation of a report by the chief building official. The section also provides rules respecting inspections and opinions on occupancy and provides

for immunity for certain persons, including the chief building inspector, when executing their powers and duties in good faith. A related extinguishment of a cause of action and regulation-making powers are added.

**SCHEDULE 6
MUNICIPAL ACT, 2001**

The Schedule repeals and remakes section 93 of the *Municipal Act, 2001*. New subsection 93 (1) of the Act provides that no person shall construct, maintain or operate a water or sewage public utility without first applying for and obtaining the consent of the municipality. Under new subsection 93 (2) of the Act, a municipality that receives an application may provide consent to the application. However, if a regulation is made under section 93 of the Act prescribing criteria or conditions, the municipality shall provide consent to the applicant as required by clause 93 (2) (b) of the Act. Where a municipality provides consent under clause 93 (2) (b) of the Act, subsections 93 (3) and (4) apply. New subsection 93 (5) of the Act provides regulation-making authority to the Lieutenant Governor in Council.

**SCHEDULE 7
PLANNING ACT**

The Schedule makes various amendments to the *Planning Act*. Here are some highlights:

1. Amendments are made to provide that the County of Simcoe can become an upper-tier municipality without planning responsibilities in relation to lands in different lower-tier municipalities at different times. Related amendments are made to section 70.13 of the Act.
2. Various amendments are made to section 16 of the Act, including the following:
 - i. Subsections 16 (1) and (2) of the Act are repealed and replaced with new provisions addressing the contents of an official plan. New section 16.0.1 sets out the transition from the former official plan framework to the new official plan framework.
 - ii. Subsection 16 (14) of the Act is repealed so that an official plan is no longer required to contain goals, objectives and actions to mitigate greenhouse gas emissions and to provide for adaptation to a changing climate.
 - iii. Subsection 16 (18) of the Act is amended and subsection 16 (18.1) of the Act is repealed to change the circumstances in which an order under subsection 17 (9) of the Act does not apply to an official plan amendment related to a protected major transit station area.
3. New subsection 34 (1.1.1) is added to provide that a zoning by-law cannot require the owner or occupant of a building or structure to provide and maintain electric vehicle supply equipment in connection with parking facilities. A related amendment is made to section 41 of the Act.
4. Subsection 34 (3.1) is re-enacted and new subsections 34 (3.2) and (3.3) are added to limit the ability of zoning by-laws to require the minimum area of a parcel of urban residential land that is not in the Greenbelt Area to be greater than the prescribed area and to regulate minimum lot frontage or minimum depth of a parcel in such a way as to require the parcel to be greater than the prescribed area.
5. Amendments are made to section 41 of the Act to remove references to “sustainable design”. A new subsection 41 (9.3) is also added to prevent municipalities from imposing requirements related to prescribed matters. Related amendments are made to section 47 of the Act.
6. Various amendments are made to section 42 of the Act, including for the following purposes:
 - i. To broaden the authority of municipalities to require agreements when they accept certain lands identified by the owner of the lands for park or other public recreational purposes.
 - ii. To ensure the validity of easements intended to allow land to be used for park or other public recreational purposes.
 - iii. To enable an owner who has not received notice of a refusal to accept the conveyance of the identified lands within 90 days to appeal to the Ontario Land Tribunal.
 - iv. To provide a rule for how certain lands are counted towards any requirement set out in a by-law under the section when ordered by the Tribunal to be conveyed to the municipality.

**SCHEDULE 8
SAFE DRINKING WATER ACT, 2002**

The Schedule amends the *Safe Drinking Water Act, 2002*. The definition of municipal drinking water system in subsection 2 (1) of the Act is amended to include a drinking water system owned by a corporation designated as a water and wastewater public corporation. New subsections 53 (5.1) and (5.2) of the Act provide for deemed consents under that section.

**SCHEDULE 9
WATER AND WASTEWATER PUBLIC CORPORATIONS ACT, 2025**

The Schedule makes various amendments to the *Water and Wastewater Public Corporations Act, 2025*. Some of the major elements of the Schedule are described below.

Section 9 is amended to provide that the shares of a water and wastewater public corporation can only be issued to a municipality, the Province of Ontario, the Government of Canada or an agent of any of them, and that the shareholders of a water and wastewater public corporation can only sell or transfer the shares of the corporation to those persons.

A new section 9.1 prohibits a water and wastewater public corporation from transferring part or all of an asset used to provide water and sewage services unless the board of directors of the corporation has declared, by resolution, that the asset is no longer needed for the purposes of providing those services.

Amendments are made to section 10 to provide that a transfer by-law shall not transfer liabilities, rights or obligations arising under certain debt-related financial instruments or agreements and to specify the legal effect of a transfer under a transfer by-law.

A new section 10.1 sets out rules about the continuity of employment for employees who are transferred to a water and wastewater public corporation under a transfer by-law.

New subsection 20 (6) authorizes the Minister to make regulations specifying the legal effect of a transfer under a transfer by-law or of the transfer by-law itself, including their effect on existing rights or obligations.

New subsection 20 (7) authorizes the Minister to make regulations requiring specified parties to enter into agreements or to modify, terminate, extend or suspend any agreements. The Minister is also authorized to make regulations modifying, terminating, extending or suspending any agreements.

Bill 98

2026

**An Act to enact the Fare Alignment and Seamless Transit Act, 2026
and to amend various Acts**

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Preamble

The Government of Ontario is committed to building strong, resilient communities across the province by:

Removing barriers to new homes and infrastructure development.

Improving transportation options to help get people moving across Ontario faster and more conveniently.

Therefore, His Majesty, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:

Contents of this Act

1 This Act consists of this section, sections 2 and 3, and the Schedules to this Act.

Commencement

2 (1) Except as otherwise provided in this section, this Act comes into force on the day it receives Royal Assent.

(2) The Schedules to this Act come into force as provided in each Schedule.

(3) If a Schedule to this Act provides that any of its provisions are to come into force on a day to be named by order of the Lieutenant Governor in Council, an order may apply to one or more of those provisions, and orders may be issued at different times with respect to any of those provisions.

Short title

3 The short title of this Act is the *Building Homes and Improving Transportation Infrastructure Act, 2026*.

**SCHEDULE 1
BUILDING CODE ACT, 1992**

1 Paragraphs 39.4 and 39.5 of subsection 34 (1) of the *Building Code Act, 1992* are repealed.

2 Section 35 of the Act is amended by adding the following subsection:

Environmental standards

(4) For greater certainty, municipal by-laws respecting the construction or demolition of buildings referred to in subsection (1) include municipal by-laws that prescribe construction standards for the protection or conservation of the environment.

RELATED AMENDMENTS

City of Toronto Act

3 Section 108.1 of the *City of Toronto Act, 2006* is repealed.

4 (1) Subparagraph 2 iv of subsection 114 (5) of the Act is repealed.

(2) Paragraph 1.1 of subsection 114 (6) of the Act is amended by striking out “or is a matter referred to in subparagraph 2 iv of subsection (5)” at the end.

(3) Paragraph 3 of subsection 114 (6) of the Act is amended by striking out “construction standards” at the end and substituting “standards for construction”.

(4) Section 114 of the Act is amended by adding the following subsection:

Environmental standards

(6.2) For greater certainty, the manner of construction and standards for construction referred to in paragraph 3 of subsection (6) includes standards for the protection or conservation of the environment.

Modernizing Ontario’s Municipal Legislation Act, 2017

5 Section 10 of Schedule 2 to the *Modernizing Ontario’s Municipal Legislation Act, 2017* is repealed.

Municipal Act, 2001

6 Section 97.1 of the *Municipal Act, 2001* is repealed.

Planning Act

7 (1) Subparagraph 2 (d) of subsection 41 (4) of the *Planning Act* is repealed.

(2) Paragraph 1.1 of subsection 41 (4.1) of the Act is amended by striking out “or is a matter referred to in subparagraph 2 (d) of subsection (4)” at the end.

(3) Section 41 of the Act is amended by adding the following subsection:

Environmental standards

(4.1.2) For greater certainty, the manner of construction and standards for construction referred to in paragraph 3 of subsection (4.1) includes standards for the protection or conservation of the environment.

8 (1) Sub-subparagraph 1 ii D of subsection 47 (4.4) of the Act is repealed.

(2) Paragraph 3 of subsection 47 (4.11) of the Act is amended by striking out “construction standards” at the end and substituting “standards for construction”.

(3) Section 47 of the Act is amended by adding the following subsection:

Environmental standards

(4.11.1) For greater certainty, the manner of construction and standards for construction referred to in paragraph 3 of subsection (4.11) includes standards for the protection or conservation of the environment.

COMMENCEMENT

Commencement

9 This Schedule comes into force on the day the *Building Homes and Improving Transportation Infrastructure Act, 2026* receives Royal Assent.

**SCHEDULE 2
CITY OF TORONTO ACT, 2006**

1 Subsection 113 (1) of the *City of Toronto Act, 2006* is repealed.

2 (1) Subparagraph 2 v of subsection 114 (5) of the Act is repealed and the following substituted:

- v. the elements on any adjoining highway under the City's jurisdiction, including trees, shrubs, hedges, plantings or other ground cover, paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities, if an official plan and a by-law passed under subsection (2) that both contain provisions relating to such matters are in effect in the City, but only to the extent that such elements are necessary to address matters of health, safety, accessibility or the protection of adjoining lands, and

(2) Subsection 114 (6.1) of the Act is amended by striking out "sustainable design".

(3) Subclause 114 (11) (a) (iii) of the Act is amended by adding "subject to subsection (13.1)" at the beginning.

(4) Section 114 of the Act is amended by adding the following subsections:

Limitation on requirement re parking facilities

(13.1) An owner of land may not be required by the City, under subclause (11) (a) (iii), to provide electric vehicle supply equipment in connection with off-street vehicular parking facilities.

Limitation, prescribed matters

(13.2) With respect to an application made on or after the day a regulation made pursuant to this subsection comes into force, despite subsection (11), the City may not impose requirements respecting prescribed matters.

3 Paragraph 8 of subsection 226.4 (3) of the Act is amended by striking out "*Police Services Act*" and substituting "*Community Safety and Policing Act, 2019*".

Commencement

4 This Schedule comes into force on the day the *Building Homes and Improving Transportation Infrastructure Act, 2026* receives Royal Assent.

**SCHEDULE 3
DEVELOPMENT CHARGES ACT, 1997**

1 The *Development Charges Act, 1997* is amended by adding the following section:

Exemption for non-profit retirement home development

Definition

4.5 (1) In this section,

“non-profit retirement home development” means the development of a building or structure intended for use as a retirement home, as defined in subsection 2 (1) of the *Retirement Homes Act, 2010*, and developed by,

- (a) a corporation to which the *Not-for-Profit Corporations Act, 2010* applies, that is in good standing under that Act, or
- (b) a corporation without share capital to which the *Canada Not-for-profit Corporations Act* applies, that is in good standing under that Act.

Exemption

(2) A non-profit retirement home development is exempt from development charges.

Transition

(3) Subsection (2) does not apply with respect to a development charge that is payable before the day section 1 of Schedule 3 to the *Building Homes and Improving Transportation Infrastructure Act, 2026* comes into force.

Same

(4) For greater certainty, subsection (2) applies to future instalments that would have been payable in accordance with section 26.1 after the day section 1 of Schedule 3 to the *Building Homes and Improving Transportation Infrastructure Act, 2026* comes into force.

2 Paragraphs 1 and 2 of subsection 52 (3.1) of the Act are repealed and the following substituted:

- 1. Subsection 26.1 (3) or (3.1), as applicable.
- 2. Subsections 26.1 (5) and (6).

Commencement

3 This Schedule comes into force on the day the *Building Homes and Improving Transportation Infrastructure Act, 2026* receives Royal Assent.

**SCHEDULE 4
FARE ALIGNMENT AND SEAMLESS TRANSIT ACT, 2026**

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**PART I
INTERPRETATION**

Purposes

1 The purposes of this Act are to,

- (a) improve the transportation system to strengthen Ontario’s economy;
- (b) enhance rider experience through greater transit fare and service integration, including for persons with disabilities and others who rely on public transportation;
- (c) enable people to use transit to travel across municipalities and access employment, education and essential services; and
- (d) improve the convenience, consistency and accessibility of municipal transit services by establishing provincial requirements.

Definitions

2 In this Act,

“disability” has the same meaning as in the *Accessibility for Ontarians with Disabilities Act, 2005*; (“handicap”)

“local transit system” means a passenger transportation system that is operated principally within a municipality and includes transportation services for persons with disabilities, but does not include transportation by special purpose vehicles such as school buses or ambulances and does not include any system operated by and for Metrolinx; (“réseau local de transport en commun”)

“Minister” means the Minister of Transportation or such other member of the Executive Council as may be assigned the administration of this Act under the *Executive Council Act*; (“ministre”)

“municipal agency” means,

- (a) a local board as defined in subsection 1 (1) of the *Municipal Act, 2001*,
- (b) a local board as defined in subsection 3 (1) of the *City of Toronto Act, 2006*, including, for greater certainty, the Toronto Transit Commission,
- (c) a corporation established by a municipality under section 203 of the *Municipal Act, 2001*, or a secondary corporation as defined in subsection 203 (3.1) of that Act, or
- (d) a corporation established by the City of Toronto under section 148 of the *City of Toronto Act, 2006*, and every secondary corporation as defined in subsection 148 (4) of that Act; (“organisme municipal”)

“municipal transit area” means the area comprised of,

- (a) the City of Toronto,
- (b) the City of Hamilton,
- (c) the Regional Municipality of Durham,
- (d) the Regional Municipality of Halton,
- (e) the Regional Municipality of Peel,
- (f) the Regional Municipality of York, and
- (g) any additional areas that are prescribed by the Lieutenant Governor in Council; (“zone municipale de transport en commun”)

“prescribed” means prescribed by the regulations; (“prescrit”)

“prescribed municipal transit system” means a local transit system prescribed by the Minister, or a passenger transportation system prescribed by the Lieutenant Governor in Council, that is operated in a municipal transit area; (“réseau municipal de transport en commun prescrit”)

“prescribed specialized transit system” means a local transit system prescribed by the Minister, or a passenger transportation system prescribed by the Lieutenant Governor in Council, that is operated in a municipal transit area and that provides services designed to transport persons with disabilities; (“réseau spécialisé de transport en commun prescrit”)

“prescribed transit system” means a prescribed municipal transit system or a prescribed specialized transit system; (“réseau de transport en commun prescrit”)

“primary service area” means the municipality or area in which a passenger transportation system principally operates; (“zone principale de desserte”)

“regulations” means the regulations made under this Act. (“règlements”)

PART II TRANSIT REQUIREMENTS

COMPLIANCE WITH REQUIREMENTS

Compliance with requirements

3 (1) A municipality or municipal agency that has established or that operates or maintains a prescribed transit system shall ensure that the system complies with the requirements established under this Act.

Same

(2) If a prescribed transit system is established, operated or maintained by another entity for or on behalf of one or more municipalities or municipal agencies, every such municipality or municipal agency shall ensure that the system complies with the requirements established under this Act.

PRESCRIBED TRANSIT SYSTEMS

Fare structure

4 The Minister may make regulations establishing a fare structure for prescribed transit systems, including,

- (a) setting fare prices;
- (b) defining fare categories, types and eligibility requirements;
- (c) establishing fare discount policies;
- (d) establishing transfer policies for travel between a prescribed transit system and any other passenger transportation systems.

Participation in unified fare payment system

5 Every prescribed transit system shall, within the prescribed timeframe, participate in a unified fare payment system approved by the Minister.

Apportionment of fares

6 (1) The Minister may prescribe geographic zones for the purposes of this section and may designate prescribed transit systems in relation to each zone.

Same

(2) All fares collected by any prescribed transit system that is designated in relation to a geographic zone described in subsection (1) shall be apportioned among the systems designated in relation to that geographic zone in accordance with the regulations.

Payment by prescribed transit systems

(3) Every prescribed transit system that is designated in relation to a geographic zone shall pay the amounts required to be provided by it in accordance with the apportionment rules set out in the regulations.

Regulations respecting apportionment

(4) The Minister may make regulations respecting fares that are subject to apportionment under subsection (2) and providing for how they must be shared, including the apportioning of those fares among prescribed transit systems and the manner in which any share shall be recovered.

Same

(5) A regulation made under subsection (4) may do one or more of the following:

1. Authorize prescribed transit systems that are designated in relation to a geographic zone to determine by agreement how fares are to be apportioned, subject to any conditions that may be set out in the regulations.
2. Set out the manner in which the fares are to be apportioned.
3. Provide for an arbitration process for determining how fares are to be apportioned or for resolving any related disputes.

Same

(6) A regulation that relates to the matters described in subsection (5) may,

- (a) provide, on an interim basis, for the manner in which fares are to be apportioned and for the time and manner in which payments are to be made;
- (b) permit an agreement or an arbitration decision to apply to fares received or payments made before the agreement or decision is reached; and
- (c) provide for the reconciliation of amounts paid on an interim basis.

Service integration for priority routes

7 The Minister may make regulations,

- (a) designating new and existing routes as priority routes, which may cross municipal boundaries;
- (b) prescribing service standards for priority routes, including,
 - (i) establishing time periods during which the service standards must be met,
 - (ii) establishing the frequency of services to be provided on the priority route, which may specify the frequency of service at different stops on the priority route;
- (c) prescribing requirements for service integration between different prescribed transit systems on priority routes, including requiring services be provided by a prescribed transit system outside of its primary service area.

PRESCRIBED SPECIALIZED TRANSIT SYSTEMS

Unified trip booking system

8 Every prescribed specialized transit system shall, within the prescribed timeframe, participate in a unified trip booking system approved by the Minister.

Cross-boundary services for persons with disabilities

9 (1) On request by a person with a disability, every prescribed specialized transit system shall provide transportation from a location originating within its primary service area to a prescribed distance outside of its primary service area, without requiring the person to transfer to a different passenger transportation system.

Support person

(2) If the person described in subsection (1) has a need for a support person, the prescribed specialized transit system shall also transport the support person the same distance described in subsection (1) and shall not charge a fare to the support person.

Responsibility

(3) It is the responsibility of a person with a disability to, in accordance with the regulations, if any, demonstrate to the prescribed specialized transit system their need for a support person to accompany them.

INFORMATION AND DATA

Report to the Minister

10 (1) Every municipality or municipal agency that has established or that operates or maintains a prescribed transit system, or for which or on whose behalf a prescribed transit system has been established, operated or maintained, shall file reports with the Minister in respect of the prescribed transit system within the prescribed timeframe, and at such other times as the Minister may specify.

Form of report

(2) A report described in subsection (1) shall be in the form required by the Minister and shall include,

- (a) information demonstrating how the prescribed transit system has complied with the requirements established under this Act; and
- (b) any other prescribed documentation or data.

Publication

(3) The Minister may publish or otherwise make available to the public information respecting a prescribed transit system's compliance with the requirements established under this Act.

Request for information regarding services and fares

11 (1) The Minister may request that any municipality or municipal agency that has established or that operates or maintains a prescribed transit system, or for which or on whose behalf a prescribed transit system has been established, operated or maintained, provide detailed information to the Minister in relation to a prescribed transit system regarding services and trips provided and fares collected.

Same, information on unified trip booking system

(2) The Minister may request that any municipality or municipal agency that has established or that operates or maintains a prescribed specialized transportation system, or for which or on whose behalf a prescribed specialized transportation system has been established, operated or maintained, provide detailed information in relation to the use of the unified trip booking system described in section 8.

Compliance

(3) A municipality or municipal agency shall comply with a request made under subsection (1) or (2) within the time specified by the Minister.

Information or data directive

12 (1) The Minister may issue a directive in writing directing a municipality, a municipal agency or a passenger transportation system to provide the Minister or Metrolinx with information or data, as well as copies of any contracts, records, reports, surveys, plans or any other document that, in the Minister's opinion, may be required to support the purposes of this Act or the development of regulations under this Act.

Compliance

(2) A municipality, municipal agency or passenger transportation system that receives a directive under subsection (1) shall comply with the directive within the time specified by the Minister.

PART III
MISCELLANEOUS

Extinguishment of causes of action

13 (1) No cause of action arises against a person set out in subsection (2) as a direct or indirect result of,

- (a) the enactment, amendment or repeal of any provision of this Act;
- (b) the making, amendment or revocation of any provision of a regulation, request or directive under this Act;
- (c) the granting or termination of any approval under this Act; or

- (d) anything done or not done in accordance with this Act or a regulation, request, directive or approval under this Act, including any collection, use or disclosure of information authorized under this Act.

Persons referred to

- (2) The persons referred to in subsection (1) are,
 - (a) the Crown or any current or former member of the Executive Council or employee, officer or agent of or advisor to the Crown;
 - (b) a municipality or municipal agency, or any current or former member of the council of the municipality or of the municipal agency, or employee, officer or agent of or advisor to the municipality or municipal agency;
 - (c) Metrolinx or any of its subsidiary corporations, or any current or former director, employee, officer or agent of or advisor to Metrolinx or any of its subsidiary corporations; or
 - (d) any person prescribed by the Lieutenant Governor in Council.

No remedy

- (3) No costs, compensation or damages, including for loss of revenue or profit or any other alleged loss, whether direct or indirect, are owing or payable to any person by a person referred to in subsection (1), and no remedy, including a remedy in contract, restitution, tort, a remedy for misfeasance, bad faith or a breach of trust or fiduciary obligation, any equitable remedy or any remedy under any statute, is available to any person against any person referred to in subsection (1) in connection with anything referred to in that subsection.

Proceedings barred

- (4) No proceeding that is directly or indirectly based on or related to anything referred to in subsection (1) may be brought or maintained against any person referred to in that subsection.

Application

- (5) Subsections (3) and (4) do not apply with respect to an application for judicial review or a claim for a constitutional remedy, but do apply with respect to any other court, administrative or arbitral proceeding claiming any remedy or relief, including specific performance, an injunction, declaratory relief or the enforcement of a judgment, order or award made outside Ontario.

No costs awarded

- (6) No costs shall be awarded against any person in respect of a proceeding that cannot be brought or maintained under subsection (4).

No expropriation or injurious affection

- (7) Nothing referred to in subsection (1) constitutes an expropriation or injurious affection for the purposes of the *Expropriations Act* or otherwise at law.

Proceedings by Crown not prevented

- (8) This section does not apply with respect to proceedings brought by the Crown.

Certain proceedings by municipalities not prevented

- (9) This section does not apply with respect to proceedings brought by a municipality against,
 - (a) any current or former member of the council of the municipality or of a municipal agency of the municipality; or
 - (b) any current or former employee, officer or agent of or advisor to the municipality or a municipal agency of the municipality.

Certain proceedings by municipal agencies not prevented

- (10) This section does not apply with respect to proceedings brought by a municipal agency against,
 - (a) any current or former member of the municipal agency; or
 - (b) any current or former employee, officer or agent of or advisor to the municipal agency.

Certain proceedings by Metrolinx not prevented

- (11) This section does not apply with respect to proceedings brought by Metrolinx or any of its subsidiary corporations against any current or former director, employee, officer or agent of or advisor to Metrolinx or any of its subsidiary corporations.

No establishment of private law right, duty

- 14** Nothing in this Act or any regulation, request, directive or approval made under this Act establishes a private law right or duty, including a private law duty of care or fiduciary duty, owing to any person.

Conflict with *The Railways Act* or the *City of Toronto Act, 2006*

15 If a provision of this Act or of a regulation made under this Act conflicts with *The Railways Act*, being chapter 331 of the Revised Statutes of Ontario, 1950, or with subsection 395 (1) of the *City of Toronto Act, 2006*, the provision of this Act or the regulation under this Act prevails to the extent of the conflict.

**PART IV
REGULATIONS**

Regulations

Minister

16 (1) The Minister may make regulations,

- (a) prescribing or respecting any matter that this Act refers to as a matter that the regulations may prescribe, specify, designate, set out or otherwise deal with;
- (b) prescribing local transit systems as prescribed municipal or specialized transit systems for the purposes of the Act;
- (c) clarifying the meaning of “primary service area” for the purposes of this Act;
- (d) prescribing a geographic zone for the purposes of subsection 6 (1) and designating prescribed transit systems in relation to that zone;
- (e) defining or clarifying the meaning of any word or phrase used in this Act that is not defined in this Act;
- (f) exempting an entity from a provision of this Act or the regulations and setting conditions for the exemption;
- (g) respecting any matter necessary or incidental to the enforcement and administration of this Act and the regulations;
- (h) respecting any transitional matters necessary for the effective implementation of this Act and the regulations.

Lieutenant Governor in Council

(2) The Lieutenant Governor in Council may make regulations,

- (a) prescribing passenger transportation systems that are not local transit systems as prescribed municipal or specialized transit systems for the purposes of the Act;
- (b) prescribing additional municipal transit areas for the purposes of the definition of “municipal transit area” in section 2;
- (c) prescribing persons for the purposes of clause 13 (2) (d) and prescribing any conditions or circumstances where section 13 does not apply to that person, including with respect to proceedings brought by a specified person or class of persons.

Retroactive regulations

(3) If it so provides, a regulation made under clause (2) (c) is effective with reference to a period before the regulation was filed.

Application to existing claims, proceedings

(4) If it so provides, a regulation made under clause (2) (c) applies to claims or proceedings that existed before the regulation comes into force.

**PART V
COMMENCEMENT AND SHORT TITLE**

Commencement

17 The Act set out in this Schedule comes into force on the day the *Building Homes and Improving Transportation Infrastructure Act, 2026* receives Royal Assent.

Short title

18 The short title of the Act set out in this Schedule is the *Fare Alignment and Seamless Transit Act, 2026*.

**SCHEDULE 5
METROLINX ACT, 2006**

1 The *Metrolinx Act, 2006* is amended by adding the following section:

Building Code Act, 1992

40 (1) The Corporation may notify the chief building official under the *Building Code Act, 1992* of a proposal to construct or demolish a building associated with a provincial transit project by submitting the form, documents and information referred to in subsection 8 (1.1) of that Act.

Same

(2) For greater certainty, the Corporation may make a notification under subsection (1) whether or not the Corporation owns the building or the property on which the building is located.

Report

(3) On receiving notice and any required fee, the chief building officer shall assess the proposed building, construction or demolition as if the *Building Code Act, 1992* and the building code applied to it and shall provide to the Corporation, within the prescribed period, a report that includes the following information:

1. An assessment of whether the proposal would contravene that Act or code.
2. An assessment of whether the *Architects Act* or the *Professional Engineers Act* would require the proposal to be designed by an architect, a professional engineer or a combination of both and, if so, whether the design would satisfy the requirement.
3. An assessment of whether every person who prepared drawings, plans, specifications or other documents, or who provided an opinion respecting proposal, had the qualifications and insurance that would be required under the code.
4. Any other prescribed information.

Exception

(4) Despite paragraph 1 of subsection (3), the chief building official shall not assess whether a proposed building, construction or demolition would contravene,

- (a) any by-law made under section 34 or 38 of the *Planning Act*;
- (b) section 41 of the *Planning Act*;
- (c) section 114 of the *City of Toronto Act, 2006*; or
- (d) any other prescribed provision of an Act, regulation, by-law or order.

Format of report

(5) The chief building official shall prepare the report in the prescribed format, if any.

Inspection

(6) At each stage of construction specified in the building code, the Corporation may notify the chief building official or the registered code agency, if any, that the construction is ready to be inspected.

Same

(7) After a notice mentioned in subsection (6) is received, an inspector or the registered code agency, as the case may be, shall, within the prescribed period, carry out the inspection that would be required under the building code if the code were applicable to the building.

Exception

(8) Subsection (7) does not apply in respect of a subsequent stage of construction if the Corporation did not give notice under subsection (6) in respect of the immediately preceding stage of construction.

Occupancy

(9) If the Corporation notifies the chief building official or the registered code agency, if any, of the date of completion of a building or part of a building, the chief building official or registered code agency shall, within the prescribed period, provide a written opinion to the Corporation on whether the requirements of section 11 of the *Building Code Act, 1992* would be met, if they were applicable to the building or part of a building.

Corporation not bound

(10) For greater certainty, nothing in this section shall be interpreted as making the Corporation subject to the *Building Code Act, 1992*.

Immunity from action

(11) No action or other proceeding for damages shall be instituted against a chief building official, an inspector or an officer for any act done in good faith in the execution or intended execution of any power or duty under this section or the regulations or for any alleged neglect or default in the execution in good faith of that power or duty.

Liability

(12) Subsection (11) does not relieve a municipality or an upper-tier municipality of liability in respect of a tort committed by its chief building official or inspectors to which they would otherwise be subject and the municipality or upper-tier municipality is liable for any such tort as if subsection (11) were not enacted.

Same

(13) For greater certainty, no person referred to in subsection (12) is an officer, employee or agent of the Crown or of the Corporation with respect to any act in the execution or intended execution of any power or duty under this section or the regulations or for any alleged neglect or default in the execution in good faith of that power or duty.

Definitions

(14) Unless context requires otherwise, terms used in this section have the same meaning as in the *Building Code Act, 1992*.

2 Clause 42 (1) (l) of the Act is repealed and the following substituted:

- (l) requiring the submission of additional documents for the purposes of subsection 40 (1);
- (m) exempting the Corporation from a requirement to submit a specified form, document or information for the purposes of subsection 40 (1);
- (n) requiring the payment of fees and prescribing the amounts of the fees in respect of a notice, report or inspection referred to in section 40;
- (o) prescribing the period referred to in subsection 40 (3);
- (p) prescribing information for the purposes of paragraph 4 of subsection 40 (3);
- (q) prescribing provisions of an Act, regulation, by-law or order for the purposes of clause 40 (4) (d);
- (r) specifying the format of a report for the purposes of subsection 40 (5);
- (s) prescribing the periods referred to in subsections 40 (7) and (9);
- (t) respecting any matter that the Minister considers necessary or advisable to carry out effectively the intent and purpose of this Act.

3 Subsection 51 (1) of the Act is amended by adding the following clause:

- (0.a) anything done or not done in accordance with section 40 or any regulation made in respect of that section;

Commencement

4 This Schedule comes into force on a day to be named by order of the Lieutenant Governor in Council.

**SCHEDULE 6
MUNICIPAL ACT, 2001**

1 Section 93 of the *Municipal Act, 2001* is repealed and the following substituted:

Non-municipal public utilities

93 (1) Except as otherwise provided, no person shall construct, maintain or operate a water or sewage public utility in any area of a municipality without first applying for and obtaining the consent of the municipality.

Municipality to review applications

(2) A municipality that receives an application to construct, maintain or operate a public utility under subsection (1) shall review the application and,

- (a) may provide consent to the applicant, subject to such conditions and limits on the powers to which the consent relates as may be agreed upon; or
- (b) in the case that a regulation prescribing criteria or conditions is made under this section, shall give consent to the applicant if the municipality is of the opinion that,
 - (i) any prescribed criteria or conditions respecting the area in which the public utility would be located are met,
 - (ii) any plans in respect of the public utility required by the regulations have been provided and meet the prescribed criteria or conditions and include the required content,
 - (iii) any reserve funds or other financial assurances or instruments in respect of the public utility that are required by the regulations are or will be in place and the funds, assurances and instruments meet the prescribed requirements,
 - (iv) the public utility, if constructed, maintained or operated in accordance with the application, would meet the relevant prescribed criteria and conditions, and
 - (v) any other prescribed requirements, conditions or criteria in respect of the public utility have been or will be met.

Conditions and limits

(3) If consent is given under clause (2) (b), the municipality may impose such financial, operational and other conditions or limits on the consent as may be prescribed to ensure the safe and sustainable operation of the public utility.

Agreements

(4) If, pursuant to subsection (3), the municipality requires the owner of the lands on which a public utility is located to enter into an agreement as a condition of consent,

- (a) the agreement may be registered against the land to which it applies; and
- (b) the municipality may enforce the provisions of such agreement against any party to the agreement and, subject to the *Registry Act* and the *Land Titles Act*, against any and all subsequent owners or tenants of the land.

Regulations

(5) The Lieutenant Governor in Council may make regulations providing for any matters which, in the opinion of the Lieutenant Governor in Council, are necessary or desirable for the purposes of this section including,

- (a) requiring an applicant to provide specified plans, including financial and operational plans, and prescribing the required content of those plans and the procedures and requirements that must be followed in preparing those plans;
- (b) governing criteria and conditions a public utility is required to meet, including,
 - (i) prescribing minimum technical and performance standards for the public utility,
 - (ii) prescribing or describing the types of developments that the public utility may service,
 - (iii) designating the municipalities in which the public utility may be located,
 - (iv) prescribing criteria or conditions with respect to where the public utility may be located and with respect to the lands on which the public utility may be located,
 - (v) prescribing zoning by-law requirements in respect of the lands on which the public utility is located and in respect of the lands that the public utility will be used to service, and
 - (vi) requiring prescribed reserve funds or financial assurances or instruments in respect of the public utility to be in place and governing the requirements of such funds, assurances or instruments including prescribing the types and amounts of any financial assurances that an applicant must provide to a municipality; and
- (c) prescribing conditions or limits that may be imposed on a consent for the purposes of subsection (3).

Interpretation

(6) In this section,
“person” does not include a municipality.

Commencement

2 This Schedule comes into force on the day the *Building Homes and Improving Transportation Infrastructure Act, 2026* receives Royal Assent.

**SCHEDULE 7
PLANNING ACT**

1 (1) The definition of “upper-tier municipality without planning responsibilities” in subsection 1 (1) of the *Planning Act* is amended by adding the following paragraph:

0.1 The County of Simcoe in relation to lands in the Town of Bradford West Gwillimbury, the Town of Innisfil and the Town of New Tecumseth.

(2) The definition of “upper-tier municipality without planning responsibilities” in subsection 1 (1) of the Act is amended by adding the following paragraph:

0.1.1 The County of Simcoe in relation to the lands in the prescribed lower-tier municipalities in the County of Simcoe.

(3) The definition of “upper-tier municipality without planning responsibilities” in subsection 1 (1) of the Act is amended by adding the following paragraph:

0.1.2 The County of Simcoe in relation to lands in any lower-tier municipality in the County of Simcoe not mentioned in paragraph 0.1 and not prescribed for the purposes of paragraph 0.1.1.

2 (1) Subsections 16 (1) and (2) of the Act are repealed and the following substituted:

Official plan

Contents of official plan

(1) An official plan must contain the chapters, sections and schedules, and use only the land use designations, described in Schedule 1.

If chapter, section, etc. not applicable

(1.1) If a chapter, section or schedule described in section 1 of Schedule 1 is not applicable to a municipality or planning board, the official plan must include the words “Not applicable” immediately after the number and title of each chapter, section or schedule.

Optional description of goals, objectives

(1.2) An official plan may, before the first section of each chapter referred to in section 1 of Schedule 1, include a description of the goals and objectives related to the subject matter of that chapter.

Minister’s directions

(2) The Minister may provide a municipality or a planning board with written directions specifying how to comply with subsection (1) and the municipality or planning board shall comply with those directions.

Same, content

(2.1) Without limiting the generality of subsection (2), the Minister’s direction may provide that a land use designation described in section 2 of Schedule 1 may be implemented through the use of two or more sub-designations.

Non-application of *Legislation Act, 2006, Part III*

(2.2) Part III (Regulations) of the *Legislation Act, 2006* does not apply to a written direction provided under subsection (2).

(2) Subsection 16 (14) of the Act is repealed.

(3) Paragraph 4 of subsection 16 (18) of the Act is repealed and the following substituted:

4. Amends or revokes the delineation of the boundaries of a protected major transit station area identified in accordance with subsection (15) or (16) or the policies described in clause (15) (a) or (16) (a) with respect to the protected major transit station area.

(4) Subsection 16 (18.1) of the Act is repealed.

3 The Act is amended by adding the following section:

Transition re official plan framework

Definitions

16.0.1 (1) In this section,

“former official plan framework” means subsections 16 (1) and (2), as they read immediately before the day subsection 2 (1) of Schedule 7 of the *Building Homes and Improving Transportation Infrastructure Act, 2026* came into force; (“ancien cadre du plan officiel”)

“new official plan framework” means subsections 16 (1) to (2.2), as they read on or after the day subsection 2 (1) of Schedule 7 of the *Building Homes and Improving Transportation Infrastructure Act, 2026* comes into force. (“nouveau cadre du plan officiel”)

Timing of transition

(2) The former official plan framework continues to apply to a municipality or planning board until the day on which a new official plan or a revision of the official plan under section 26 that is adopted after the applicable transition date mentioned in subsection (3) comes into effect.

Transition dates

(3) For the purposes of subsection (2), the transition date is,

- (a) January 1, 2028 for the municipalities listed in Column 1 of Table 1 to this subsection; or
- (b) January 1, 2029 for all planning boards and the municipalities not listed in Column 1 of Table 1 to this subsection.

TABLE 1

Item	Column 1
1.	City of Barrie
2.	City of Brampton
3.	City of Brantford
4.	City of Burlington
5.	City of Cambridge
6.	City of Guelph
7.	City of Hamilton
8.	City of Kingston
9.	City of Kitchener
10.	City of London
11.	City of Markham
12.	City of Mississauga
13.	City of Niagara Falls
14.	City of Oshawa
15.	City of Ottawa
16.	City of Pickering
17.	City of Richmond Hill
18.	City of St. Catharines
19.	City of Toronto
20.	City of Vaughan
21.	City of Waterloo
22.	City of Windsor
23.	Municipality of Clarington
24.	Town of Ajax
25.	Town of Caledon
26.	Town of Milton
27.	Town of Newmarket
28.	Town of Oakville
29.	Town of Whiby

4 Subsection 17 (34.1) of the Act is amended by striking out “lower-tier municipality’s plan if the plan” in the portion before clause (a) and substituting “lower-tier municipality’s official plan, other than an official plan that is the subject of an order under subsection (6), if the plan”.

5 Section 24 of the Act is amended by adding the following subsection:

Exception

(1.1) Subsection (1) does not apply to a by-law adopting an official plan or official plan amendment that is the subject of an order under subsection 17 (6).

6 (1) Subsection 27 (1) of the Act is amended by adding “Subject to subsections (5) and (6)” at the beginning.

(2) Section 27 of the Act is amended by adding the following subsections:

Exception

(5) Subsections (1) to (4) do not apply to a prescribed lower-tier municipality.

Non-application of upper-tier official plan

(6) The official plan of an upper-tier municipality does not apply in a lower-tier municipality prescribed for the purposes of subsection (5).

7 (1) Paragraph 6 of subsection 34 (1) of the Act is amended by adding “or (1.1.1)” after “subsection (1.1)”.

(2) Section 34 of the Act is amended by adding the following subsection:

Same

(1.1.1) Despite paragraph 6 of subsection (1), a zoning by-law may not require an owner or occupant of a building or structure to provide and maintain electric vehicle supply equipment in connection with parking facilities.

(3) Subsection 34 (3.1) of the Act is repealed and the following substituted:

Restriction, minimum area of parcel

(3.1) Despite subsection (3), the authority to pass a by-law under this section does not include the authority to pass a by-law that requires the minimum area of a parcel of urban residential land that is not in the Greenbelt Area to be greater than the prescribed area.

Provisions of no effect

(3.2) A provision of a by-law passed under this section or an order made under clause 47 (1) (a) is of no effect to the extent that it contravenes a restriction described in subsection (3.1).

Same, minimum frontage and depth

(3.3) A provision of a by-law passed under this section or an order made under clause 47 (1) (a) regulating the minimum frontage or minimum depth of a parcel of land is of no effect to the extent that it would require a parcel to which subsection (3.1) applies to be larger than the area prescribed for the purposes of that subsection.

8 (1) Subparagraph 2 (e) of subsection 41 (4) of the Act is repealed and the following substituted:

- (e) the elements on any adjoining highway under a municipality’s jurisdiction, including trees, shrubs, hedges, plantings or other ground cover, paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities, if an official plan and a by-law passed under subsection (2) that both contain provisions relating to such matters are in effect in the municipality, but only to the extent that such elements are necessary to address matters of health, safety, accessibility or the protection of adjoining lands; and

(2) Subsection 41 (4.1.1) of the Act is amended by striking out “sustainable design”.

(3) Paragraph 3 of clause 41 (7) (a) of the Act is amended by adding “Subject to subsection (9.2)” at the beginning.

(4) Subclause 41 (8) (a) (iii) of the Act is amended by,

- (a) adding “Subject to subsection (9.2)” at the beginning; and**
- (b) striking out “offstreet” and substituting “off-street”.**

(5) Section 41 of the Act is amended by adding the following subsections:

Limitation on requirement re parking facilities

(9.2) An owner of land may not be required by a municipality, under paragraph 3 of clause (7) (a), or by an upper-tier municipality, under subclause (8) (a) (iii), to provide electric vehicle supply equipment in connection with off-street vehicular parking facilities.

Limitation, prescribed matters

(9.3) With respect to an application made on or after the day a regulation made pursuant to this subsection comes into force, despite subsections (7) and (8), a municipality may not impose requirements respecting prescribed matters.

9 (1) Subsection 42 (4.32) of the Act is amended by striking out “an interest in land described in clause (4.31) (b)” and substituting “land described in clause (4.31) (a) or an interest in land described in clause (4.31) (b)”.

(2) Section 42 of the Act is amended by adding the following subsection:

Validity of easement

(4.32.1) If the interest in land described in clause (4.31) (b) is an easement, the easement is valid whether or not the municipality owns appurtenant land or land capable of being accommodated or benefited by the easement.

(3) Section 42 of the Act is amended by adding the following subsection:

Same

(4.35.1) An owner of land who has not received a notice under subsection (4.34) within 90 days of identifying land in accordance with subsection (4.30) may, at any time before receiving notice under subsection (4.34), appeal to the Tribunal the municipality’s failure to make a decision as to whether to accept the conveyance by filing with the clerk of the municipality a notice of appeal accompanied by the fee charged by the Tribunal.

(4) Subsection 42 (4.36) of the Act is amended by adding “or subsection (4.35.1)” after “that subsection” in the portion before clause (a).

(5) Clause 42 (4.38) (b) of the Act is repealed and the following substituted:

- (b) shall be deemed, subject to subsection (4.38.1), to count towards any requirement set out in a by-law passed under this section that is applicable to the development or redevelopment, despite any provision of that by-law.

(6) Section 42 of the Act is amended by adding the following subsection:**Certain lands to be counted**

(4.38.1) For the purposes of clause (4.38) (b), any land described in clause (4.31) (a) or any interest in land described in clause (4.31) (b) that is conveyed in accordance with clause (4.38) (a) shall be counted towards any requirement set out in the by-law by multiplying the area of such land by a factor of 0.7 or such other larger factor as may be determined by the municipality.

10 (1) Sub-subparagraph 1 ii F of subsection 47 (4.4) of the Act is repealed and the following substituted:

- F. the elements on any adjoining highway under a municipality's jurisdiction, including trees, shrubs, hedges, plantings or other ground cover, paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities, but only to the extent that such elements are necessary to address matters of health, safety, accessibility or the protection of adjoining lands; and

(2) Subsections 47 (9) and (9.1) of the Act are repealed.**(3) Subsection 47 (15) of the Act is amended by striking out "representations received under subsection (9), if any, and".****11 Subsection 53 (12) of the Act is amended by striking out "subsections 51 (26) and (27)" and substituting "subsections 51 (25.1), (26) and (27)".****12 (1) Paragraph 15 of subsection 70.1 (1) of the Act is repealed.****(2) Subsection 70.1 (1) of the Act is amended by adding the following paragraph:**

30.2 defining any word or expression used in section 1 or 2 of Schedule 1 that is not already defined in this Act.

13 (1) The definition of "effective date" in subsection 70.13 (1) of the Act is amended by adding the following clause:

- (a.1) in respect of an upper-tier municipality referred to in paragraph 0.1 of the definition of "upper tier municipality without planning responsibilities" in subsection 1 (1), the day on which subsection 1 (1) of Schedule 7 to the *Building Homes and Improving Transportation Infrastructure Act, 2026* comes into force,

(2) The definition of "effective date" in subsection 70.13 (1) of the Act is amended by adding the following clause:

- (a.1.1) in respect of an upper-tier municipality referred to in paragraph 0.1.1 of the definition of "upper tier municipality without planning responsibilities" in subsection 1 (1), the day on which subsection 1 (2) of Schedule 7 to the *Building Homes and Improving Transportation Infrastructure Act, 2026* comes into force,

(3) The definition of "effective date" in subsection 70.13 (1) of the Act is amended by adding the following clause:

- (a.1.2) in respect of an upper-tier municipality referred to in paragraph 0.1.2 of the definition of "upper tier municipality without planning responsibilities" in subsection 1 (1), the day on which subsection 1 (3) of Schedule 7 to the *Building Homes and Improving Transportation Infrastructure Act, 2026* comes into force,

14 The Act is amended by adding the following Schedule:

SCHEDULE 1
CONTENTS OF AN OFFICIAL PLAN UNDER SUBSECTION 16 (1)

Chapters, sections and schedules of official plan

1 For the purposes of subsection 16 (1), the chapters, sections and schedules of an official plan are the following:

1. A chapter numbered 1 and entitled, "Introduction and How to Use this Plan" that is comprised of the following sections:
 - i. A section numbered 1.1 and entitled "Purpose" that provides information about the purpose of the official plan.
 - ii. A section numbered 1.2 and entitled "Plan Organization" that provides information about the structure of the official plan.
2. A chapter numbered 2 and entitled "Strategic Planning Framework" that is comprised of the following section:
 - i. A section numbered 2.1 and entitled "Provincial and Regional Planning Context" that describes the context for land use planning in the area to which the official plan applies and identifies the Acts and provincial plans that apply to land use planning in the area.
3. A chapter numbered 3 and entitled "Indigenous Engagement" that is comprised of the following section:

- i. A section numbered 3.1 and entitled "Indigenous Engagement" that identifies the processes through which Indigenous communities will be engaged in implementing the official plan.
4. A chapter numbered 4 and entitled, "Settlement Area Structure and Growth Needs and Management" that is comprised of the following sections:
 - i. A section numbered 4.1 and entitled "Settlement Areas" that contains policies related to areas of settlement, including policies related to the alteration of the boundary of an area of settlement and policies related to areas surrounding and including an existing or planned higher order transit station or stop in an area of settlement.
 - ii. A section numbered 4.2 and entitled "Growth Management" that contains policies related to the management of growth and development.
 5. A chapter numbered 5 and entitled "Residential and Mixed Uses" that is comprised of the following sections:
 - i. A section numbered 5.1 and entitled "Housing" that contains policies applicable to residential uses.
 - ii. A section numbered 5.2 and entitled "Mixed Uses" that contains policies applicable to commercial, institutional and other non-residential uses.
 6. A chapter numbered 6 and entitled, "Economy and Employment Areas" that is comprised of the following sections:
 - i. A section numbered 6.1 and entitled "Economic Development" that contains policies related to economic development.
 - ii. A section numbered 6.2 and entitled "Employment Uses" that contains policies applicable to employment uses.
 7. A chapter numbered 7 and entitled "Rural Areas and Agricultural System" that is comprised of the following sections:
 - i. A section numbered 7.1 and entitled "Rural Areas" that contains policies applicable to uses permitted in rural areas.
 - ii. A section numbered 7.2 and entitled "Agricultural Land Base" that contains policies applicable to agricultural land uses.
 - iii. A section numbered 7.3 and entitled "Agri-Food Network" that contains policies related to the infrastructure, services and other assets that support the agri-food sector.
 8. A chapter numbered 8 and entitled "Infrastructure, Facilities and Community Services" that is comprised of the following sections:
 - i. A section numbered 8.1 and entitled "Transportation" that contains policies related to transportation and transit, including policies applicable to development near airports, rail facilities and marine facilities, where some or all such facilities exist in or near the area to which the official plan applies.
 - ii. A section numbered 8.2 and entitled "Infrastructure Corridors" that contains policies related to existing or planned linear infrastructure, such as a public highway, transit line or gas or oil pipeline, or corridors for such infrastructure.
 - iii. A section numbered 8.3 and entitled "Public Service Facilities" that contains policies related to facilities for the provision of programs and services provided or subsidized by a government or other public sector organization.
 - iv. A section numbered 8.4 and entitled "Water and Wastewater" that contains policies related to water and sewage works.
 - v. A section numbered 8.5 and entitled "Waste Management" that contains policies related to waste management.
 - vi. A section numbered 8.6 and entitled "Parks and Open Space" that contains policies related to parks and other open space areas.
 9. A chapter numbered 9 and entitled "Local Landscape and Resource Management" that is comprised of the following sections:
 - i. A section numbered 9.1 and entitled "Natural Heritage" that contains policies related to natural heritage features and areas.
 - ii. A section numbered 9.2 and entitled "Water Resources" that contains policies related to surface water features and ground water features and areas.
 - iii. A section numbered 9.3 and entitled "Cultural Heritage and Archaeology" that contains policies related to cultural heritage and archaeology.
 - iv. A section numbered 9.4 and entitled "Mineral Aggregate Resources" that contains policies applicable to areas of identified or potential aggregate deposits.
 - v. A section numbered 9.5 and entitled "Petroleum, Salt and Mineral Resources" that contains policies applicable to areas of identified or potential petroleum, salt and non-aggregate mineral deposits.

- vi. A section numbered 9.6 and entitled "Energy Conservation" that contains policies related to energy conservation.
 - vii. A section numbered 9.7 and entitled "Waterfronts and Shorelines" that contains policies applicable to areas near water bodies.
 - viii. A section numbered 9.8 and entitled "Natural Hazards" that contains policies related to natural hazards.
 - ix. A section numbered 9.9 and entitled "Human-made Hazards" that contains policies related to human-made hazards.
10. A chapter numbered 10 and entitled "Implementation and Interpretation" that is comprised of the following sections:
- i. A section numbered 10.1 and entitled "Land Use Designations" that contains policies related to the use of the land use designations described in section 2 of this Schedule in the official plan.
 - ii. A section numbered 10.2 and entitled "Processes" that contains policies related to the processes that will be used in implementing, maintaining and updating the official plan.
 - iii. A section numbered 10.3 and entitled "Implementation Tools" that contains policies related to the instruments and other tools that will be used to implement the official plan.
 - iv. A section numbered 10.4 and entitled "Definitions" that provides definitions for terms used in the official plan.
11. A chapter numbered 11 and entitled "Schedules" that is comprised of the following schedules:
- i. A schedule numbered 11.1 and entitled "Schedule A1: Settlement Boundaries, Urban/Rural Structure and Provincial Plans" that comprises one or more maps identifying the boundaries of areas of settlement and any area that is the subject of a provincial plan.
 - ii. A schedule numbered 11.2 and entitled "Schedule A2: Strategic Growth Areas and Intensification Areas" that comprises one or more maps identifying lands in the area to which the official plan applies that are identified as a focus for accommodating growth.
 - iii. A schedule numbered 11.3 and entitled "Schedule A3: Land Use Designations" that comprises one or more maps identifying the land use designations applicable to lands in the area to which the official plan applies.
 - iv. A schedule numbered 11.4 and entitled "Schedule B1: Transportation and Corridors" that comprises one or more maps identifying the transportation system in the area to which the official plan applies.
 - v. A schedule numbered 11.5 and entitled "Schedule B2: Infrastructure" that comprises one or more maps identifying the existing and planned infrastructure in the area to which the official plan applies.
 - vi. A schedule numbered 11.6 and entitled "Schedule B3: Public Service Facilities, Parks and Open Space" that comprises one or more maps identifying the existing and planned facilities for the provision of programs and services provided or subsidized by a government or other body, and identifying parks and other open space areas.
 - vii. A schedule numbered 11.7 and entitled "Schedule C1: Natural Environment" that includes one or more maps identifying the natural heritage features and areas in the area to which the official plan applies.
 - viii. A schedule numbered 11.8 and entitled "Schedule C2: Water Resources" that includes one or more maps identifying water resource systems and vulnerable areas for the protection of drinking water sources in the area to which the official plan applies.
 - ix. A schedule numbered 11.9 and entitled "Schedule C3: Resource Potential" that comprises one or more maps identifying the known and potential areas of mineral, petroleum and aggregate resources in the area to which the official plan applies.
 - x. A schedule numbered 11.10 and entitled "Schedule C4: Natural and Human-made Hazards" that includes one or more maps identifying the lands in the area to which the official plan applies that could be unsafe for development due to natural hazards or human-made hazards.

Land use designations

2 For the purposes of subsection 16 (1), the land use designations to be used in an official plan are the following:

- 1. A "Neighbourhoods" designation within which the following land uses must be authorized:
 - i. Residential uses.
 - ii. Small-scale commercial uses.
 - iii. Institutional uses, including cemetery uses.
 - iv. Such other uses as may be prescribed.
- 2. A "Mixed Use Areas" designation within which the following land uses shall be authorized:

- i. Residential uses.
 - ii. Commercial uses.
 - iii. Institutional uses, including cemetery uses.
 - iv. Industrial, manufacturing and small-scale warehousing uses that could be located adjacent to sensitive land uses without adverse effects.
 - v. Such other uses as may be prescribed.
3. A "Mixed Use Commercial Areas" designation within which the land uses described in paragraph 2 shall be authorized, but only if they are not sensitive land uses.
 4. An "Employment Areas" designation within which the land uses referred to in paragraph 1 of the definition of "area of employment" in subsection 1 (1) shall be authorized.
 5. A "Major Facilities" designation within which the following land uses shall be authorized:
 - i. Manufacturing uses.
 - ii. Industrial uses.
 - iii. Infrastructure uses.
 - iv. Such other uses as may be prescribed.
 6. A "Parks and Open Spaces" designation within which the following land uses shall be authorized:
 - i. Recreational uses.
 - ii. Cemetery uses.
 - iii. Such other uses as may be prescribed.
 7. A "Natural Environment and Water Resource Areas" designation within which the following land uses shall be authorized:
 - i. Conservation uses.
 - ii. Such other uses as may be prescribed.
 8. A "Resource Areas" designation within which the following land uses shall be authorized:
 - i. Resource extraction uses.
 - ii. Such other uses as are prescribed.
 9. A "Rural Lands" designation within which the following land uses shall be authorized:
 - i. Residential uses.
 - ii. Small-scale commercial uses.
 - iii. Small-scale industrial uses.
 - iv. Agricultural uses.
 - v. Agriculture-related uses.
 - vi. On-farm diversified uses.
 - vii. Resource management uses.
 - viii. Resource-based recreational uses.
 - ix. Cemetery uses.
 - x. Such other uses as may be prescribed.
 10. A "Prime Agricultural Areas" designation within which the following land uses shall be authorized:
 - i. Agricultural uses.
 - ii. Agriculture-related uses.
 - iii. On-farm diversified uses.
 - iv. Such other uses as may be prescribed.
 11. A "Specialty Crop Areas" designation within which the following land uses shall be authorized:

- i. Agricultural uses.
 - ii. Agriculture-related uses.
 - iii. On-farm diversified uses.
 - iv. Such other uses as may be prescribed.
12. A "Shoreline Areas" designation within which the following land uses shall be authorized:
- i. Marina uses.
 - ii. Recreational uses.
 - iii. Residential uses.
 - iv. Such other uses as may be prescribed.

Cutting Red Tape to Build More Homes Act, 2024

15 Subsections 1 (4) and 15 (2) of Schedule 12 to the *Cutting Red Tape to Build More Homes Act, 2024* are repealed.

Commencement

16 (1) Except as otherwise provided in this section, this Schedule comes into force on the day the *Building Homes and Improving Transportation Infrastructure Act, 2026* receives Royal Assent.

(2) Section 1, subsection 2 (1), sections 3 and 9 and sections 12 to 14 come into force on a day to be named by order of the Lieutenant Governor in Council.

**SCHEDULE 8
SAFE DRINKING WATER ACT, 2002**

1 The definition of “municipal drinking water system” in subsection 2 (1) of the *Safe Drinking Water Act, 2002* is amended by adding the following clause:

(b.1) that is owned by a corporation designated as a water and wastewater public corporation within the meaning of the *Water and Wastewater Public Corporations Act, 2025*,

2 Section 53 of the Act is amended by adding the following subsections:

Deemed consent

(5.1) If a person obtains consent from a municipality in respect of a water public utility under clause 93 (2) (b) of the *Municipal Act, 2001*, the person is deemed to have obtained written consent under subsection (1) of this section.

Same

(5.2) For greater certainty, subsections (3) and (4) do not apply to a deemed consent under subsection (5.1).

Commencement

3 (1) Except as otherwise provided in this section, this Schedule comes into force on the later of the day section 1 of Schedule 16 (*Water and Wastewater Public Corporations Act, 2025*) to the *Fighting Delays, Building Faster Act, 2025* comes into force and the day the *Building Homes and Improving Transportation Infrastructure Act, 2026* receives Royal Assent.

(2) Section 2 comes into force on the day section 1 of Schedule 6 to the *Building Homes and Improving Transportation Infrastructure Act, 2026* comes into force.

**SCHEDULE 9
WATER AND WASTEWATER PUBLIC CORPORATIONS ACT, 2025**

**1 Subsection 2 (2) of the *Water and Wastewater Public Corporations Act, 2025* is repealed and the following substituted:
Same**

- (2) A corporation may be designated for the purposes of subsection (1) only if,
- (a) the corporation is incorporated under the *Business Corporations Act*; and
 - (b) no shares of the corporation are held by a person other than a municipality, the Province of Ontario, the Government of Canada or an agent of any of them.

2 (1) Section 9 of the Act is amended by adding "Subject to subsection (2)" at the beginning.

(2) Section 9 of the Act is amended by adding the following subsections:

Limitation on issuance of shares

- (2) The shares of a water and wastewater public corporation shall not be issued to any person other than a municipality, the Province of Ontario, the Government of Canada or an agent of any of them.

Limitation on sale or transfer of shares

- (3) The shareholders of a water and wastewater public corporation shall not sell or transfer the shares of the corporation, except to a municipality, the Province of Ontario, the Government of Canada or an agent of any of them.

3 The Act is amended by adding the following section:

Limitation on transfer of assets

- 9.1** A water and wastewater public corporation shall not transfer part or all of an asset used to provide water and sewage services unless the board of directors of the corporation has declared, by resolution, that the asset is no longer needed for the purposes of providing those services.

4 (1) Subsection 10 (1) of the Act is amended by striking out "and sewage services" at the end and substituting "and sewage services, and set out the effective date of each transfer in the transfer by-laws".

(2) Section 10 of the Act is amended by adding the following subsections:

Same, debentures

- (1.1) Despite subsection (1), a transfer by-law shall not transfer any liabilities, rights or obligations arising under a debenture issued or authorized to be issued by a municipality or under any other financial instruments or agreements issued or entered into by a municipality for the purpose of long-term borrowing.

Transfer of non-assignable agreements

- (2.1) For greater certainty, a transfer by-law may transfer an agreement to a water and wastewater public corporation even if the agreement does not permit an assignment without the consent of the parties.

(3) Subsection 10 (3) of the Act is amended by striking out "on the transferee, the transferor and all other persons" and substituting "on the water and wastewater public corporation, the municipality and all other persons as of the effective date set out in the transfer by-law".

(4) Subsection 10 (4) of the Act is amended by striking out "of the transferor, the transferee" and substituting "of the municipality, the water and wastewater public corporation".

(5) Section 10 of the Act is amended by adding the following subsections:

Assumption of rights, obligations, etc.

- (5) If a prescribed municipality makes a transfer by-law under subsection (1), the assets, liabilities, rights and obligations of the municipality that are provided for in the transfer by-law, including contractual rights, interests, approvals, registrations and entitlements, that exist immediately before the effective date set out in the transfer by-law continue as the assets, liabilities, rights and obligations of the water and wastewater public corporation and are transferred to the corporation.

Effect of transfer

- (6) A transfer under a transfer by-law made under subsection (1) does not,
- (a) constitute a breach, termination, frustration or repudiation of any agreement, including a collective agreement, an employment contract or an insurance contract;
 - (b) constitute an event of default or force majeure;

- (c) constitute a breach of any Act, regulation or municipal by-law;
- (d) give rise to a breach, termination, repudiation or frustration of any licence, permit or other right;
- (e) give rise to any right to terminate or repudiate an agreement, licence, permit or other right; or
- (f) give rise to estoppel.

5 The Act is amended by adding the following section:

Employees continued

10.1 (1) Employees who are transferred under a transfer by-law made under subsection 10 (1) become employees of the water and wastewater public corporation affected by the transfer by-law as of the effective date set out in the transfer by-law.

Same

(2) For all purposes, the employment of the employees immediately before and after the transfer is continuous.

Same

(3) For all purposes, including the purposes of an employment contract, a collective agreement and the *Employment Standards Act, 2000*, the employment of the employees is not terminated or severed and those employees are not constructively dismissed because of the transfer.

Terms of employment

(4) All rights, duties and liabilities relating to all employees of a municipality who are transferred under the transfer by-law that are vested in or bind the municipality affected by the transfer immediately before the effective date set out in the transfer by-law are vested in or bind the water and wastewater public corporation instead of the municipality as of the effective date.

Same, former employees

(5) The Minister may, by regulation, provide that subsection (4) applies to specific rights, duties and liabilities relating to former employees of a municipality affected by a transfer under a transfer by-law.

Retroactive regulation

(6) A regulation made under subsection (5) may, if it so provides, be effective with respect to a period before it is filed so long as that period commences no earlier than the effective date set out in the transfer by-law.

Corporation as successor employer

(7) A transfer under a transfer by-law made under subsection 10 (1) is deemed to be a sale of a business for the purposes of section 69 of the *Labour Relations Act, 1995* and section 13.1 of the *Pay Equity Act* and those sections apply to the transfer.

6 (1) Subsection 20 (2) of the Act is amended by adding the following clause:

- (q) imposing requirements, limitations or conditions on a municipality and a water and wastewater public corporation with respect to the debt of a lower-tier municipality referred to in subsection 2 (1) or a municipality referred to in subsection 10 (1) incurred for the financing of capital works that are transferred under a transfer by-law made under subsection 10 (1), including requiring a water and wastewater public corporation to make payments of a specified amount to the municipality in relation to the debt.

(2) Section 20 of the Act is amended by adding the following subsection:

Conflict with transfer by-law

(2.1) In the event of a conflict between a regulation made under clause (2) (j) and a transfer by-law made under subsection 10 (1), the regulation prevails.

(3) Subsection 20 (4) of the Act is amended by striking out “subclause (2) (l) (iv)” and substituting “this section”.

(4) Section 20 of the Act is amended by adding the following subsections:

Regulations: legal effect of transfer under transfer by-law

(6) The Minister may make regulations specifying the legal effect of a transfer under a transfer by-law or of a transfer by-law made under subsection 10 (1), including their effect on existing contractual rights, property rights or other rights and obligations, and their effect on any transferred employees.

Regulations: agreements

- (7) The Minister may make regulations,
 - (a) requiring parties specified in the regulation to enter into agreements and prescribing the content of those agreements;
 - (b) requiring one or more parties specified in the regulation to modify, terminate, extend or suspend any agreements;
 - (c) modifying, terminating, extending or suspending any agreements.

Commencement

7 This Schedule comes into force on a day to be named by order of the Lieutenant Governor in Council.

MEDIA BRIEFING

***Building Homes and
Improving Transportation
Infrastructure Act***



**PROTECT
ONTARIO**

**Ministry of Municipal Affairs and Housing
Ministry of Transportation**

March 30, 2026



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1. Building on our Plan to Protect Ontario

The *Building Homes and Improving Transportation Infrastructure Act* will advance the government's plan to protect Ontario by building a stronger and more self-reliant province. It will continue to drive Ontario's growth and prosperity by improving the way people and goods move across Ontario, enhancing road safety and supporting continued investments in highways, roads, transit and key trade routes. It will also build on the strong foundation laid with Bill 17, the *Protect Ontario by Building Faster and Smarter Act*, and Bill 60, the *Fighting Delays, Building Faster Act*, by continuing to get more shovels in the ground on new housing projects and housing-enabling infrastructure.

These changes, if passed, and related actions would:

- enable the government to make public transit more convenient, consistent and connected for customers by simplifying fares, improving transit across municipal borders and enhancing specialized transit service across the Greater Toronto and Hamilton Area (GTHA) through future regulations
- make it easier to obtain technical and engineering reviews from municipalities for provincial transit projects, allowing transit projects to proceed faster
- reduce barriers to homebuilding and increase economic efficiency by creating a simplified and standardized format for official plans and clarifying and streamlining site plan rules
- reinforce the government's clear commitment to public ownership with the Public Utility model, while helping Peel transition to this model
- increase public transparency by consulting on the disclosure of development charges and other hidden costs directly in agreements of purchase and sale

2. Building Transit Infrastructure

The Ontario government is creating more opportunities to keep people moving quickly and safely across the GTHA.

We will do this by:

- implementing One Fare 2.0, which would explore creating one single fare structure in the GTHA, allowing transit customers to pay the same fare and have transfers regardless of where they start their journey
- improving service on priority routes that cross municipal borders
- facilitating a better specialized transit experience in the GTHA

Improving transit connections and travel between municipalities will make people's trips easier and faster.



Building Transit Infrastructure

Fare and Service Integration

- Since launching in 2024, the One Fare program has saved Ontarians over \$230 million and enabled nearly 72 million transfers across participating transit agencies.
- The program has made travel across the GTHA more affordable and convenient, protecting Ontarians' pocketbooks and helping to build a more integrated transit network.
- Building on the success of the One Fare program, the government is introducing legislation that would allow for transit fare and service integration in the GTHA.
- This legislation will lay the groundwork to explore regulations to advance the province's vision for One Fare 2.0, which could enable the province to work with municipal and regional transit organizations to:
 - require transit agencies across the GTHA to adopt a single unified fare structure with common fares, discounts and free transfers, providing more seamless and affordable trips across municipal borders
 - improve service on priority routes that cross municipal borders
 - allow accessible transit services to use a unified trip-booking system and provide more seamless, direct service across municipal borders for passengers with disabilities
- This legislation would make transit easier, faster and more seamless for customers in the GTHA.

Fare and Service Integration — Journey Examples

This legislation will make these customers' trips easier, faster and more affordable:

One Fare 1.0:

Karissa rides the Lakeshore West GO train from Confederation GO station to Clarkson GO station, transfers to a MiWay bus to reach the University of Toronto Mississauga and **doesn't pay a second fare.**

Radha **only pays one fare** when she commutes to her job in Rexdale using Brampton Transit and the TTC. However, the fare that she pays depends on which municipality her journey starts in.

One Fare 2.0 and Other New FSI Initiatives:

Lena travels from Mississauga to Durham to visit her family, **paying the same fare** for both legs of her trip, instead of paying different fares. Her trip is also faster due to more frequent service on her route.

Using a **unified trip booking system** for **accessible transit services**, Lee books a direct, door-to-door trip from Burlington to Hamilton, for a health care appointment, avoiding the need to transfer or coordinate with multiple services.

Building Transit Infrastructure

Fare Evasion

- Fare evasion is a challenge for all transit agencies. As of November 2025, the GO Transit rail network had a fare evasion rate of 5.1 per cent, which represents approximately \$21 million in lost revenue annually.
- Fare evasion can result in higher transit fees for riders as agencies attempt to recover lost revenue.
- Metrolinx currently deploys 47 Revenue Protection Officers who inspect about 2.4 per cent of all rail boardings, so as the system continues to grow, the Ministry of Transportation will work with Metrolinx to update the fare evasion fine structure before the end of 2026 by raising fines to further help prevent evasion.
- The ministry will also work with Metrolinx to hire additional Revenue Protection Officers, improve station infrastructure (e.g., fare readers, station design enhancements, gates) and target fare enforcement at identified hotspots.
- This proposal will reduce revenue loss and increase Metrolinx's ability to inspect more of the system.

Current and Proposed Fare Evasion Penalties

Number of Non-Compliance Interactions	Current Penalties	Future Penalties
First	\$35	\$200
Second	\$50	\$300
Third	\$100	\$400
Fourth	Provincial Offence Notice up to \$200	\$500

Metrolinx will continue to issue Provincial Offence Notices in circumstances involving chronic and repeat offenders.

Building Transit Infrastructure

Northlander Rideshare Framework

- The Northlander is an essential service for northern Ontario residents. Service is planned to resume this year, restoring a vital transportation connection for communities along the corridor.
- Many of these communities are remote and have no taxis, local transit, rideshare or community transportation options, making it difficult for residents to reach Northlander stations or complete end-to-end trips.
- To address these gaps, the government is proposing a framework to permit rideshare services in communities along the Northlander corridor.
- This framework will complement the implementation of end-to-end transportation connections, or first-mile/last-mile services, being led by the Ontario Northlander.
- These measures will improve transportation options in communities the Northlander serves and enable municipalities to launch sustainable first-mile/last-mile services, creating more reliable mobility options.
- Final consultations and regulatory work will occur this spring, with the framework launching to align with the Northlander's return to service.



Building Transit Infrastructure

High-Occupancy Vehicle (HOV) Lanes Off Peak Hours

- The government is proposing a regulatory amendment to the *Highway Traffic Act* that will allow single-occupant vehicles to use High-Occupancy Vehicle (HOV) lanes during off-peak hours, making better use of existing highway infrastructure to help reduce gridlock and keep drivers moving on provincial highways.
- This change will take place before the end of 2026, following a period of public consultation.
- Existing HOV lane rules will continue to apply outside of off-peak hours, which will be identified through analysis of current traffic data and consultations. These times will not include the busiest weekday morning or evening commute periods.
- These measures will increase highway lane choice during off-peak hours, supporting traffic flow while preserving peak-period benefits for transit and carpooling vehicles.

Building Transit Infrastructure

Standardize GO Station Design/Cost

- Costs to build GO stations continue to rise due to higher construction and material costs, while construction timelines are being extended as projects are becoming increasingly complex and require extensive coordination to deliver.
- The Ministry of Transportation will continue to work with Metrolinx to standardize GO station design to reduce construction costs by implementing simpler, more efficient engineering practices to ensure value for money.
- This work reduces station infrastructure requirements that will speed up timelines and keep costs low for new stations, such as Grimsby GO.

Transit Enablers – Development and Approvals Process

- The government is introducing amendments to the *Metrolinx Act, 2006*, to streamline the process by which Metrolinx obtains technical and engineering support from municipalities to advance new transit projects, including LRT projects and subway, LRT and GO Transit stations.
- This will give Metrolinx the flexibility to obtain a report confirming a project meets technical and engineering requirements without going through the building permit process (which requires compliance with up to 47 separate processes).
- This proposal could decrease project timelines by up to 12 months and save approximately \$9 million per year for transit projects across the province.

Building Transit Infrastructure

Road Standards Harmonization

- It is estimated that over 10,000 different municipal road construction standards are currently in use across Ontario, and industry has told us inconsistency can lead to inefficiencies.
- Following consultations with industry and municipalities, the Minister of Transportation is bringing forward a regulation to make Ontario Provincial Standards for municipal road construction mandatory with respect to hot mix asphalt, aggregates, drainage and general conditions of contract for municipalities throughout the province.
- These requirements would apply to municipal road construction projects starting on or after July 1, 2027.
- The regulation will also establish an exemption request process and reporting requirements.
- These changes will ensure all municipalities use a common set of road construction standards, resulting in project time and cost savings due to improved efficiencies, streamlined procurement processes and faster project approvals.

Class A Driver's Licence Waiting Period

- Currently, there is no required waiting period between obtaining a Class G driver's licence (required for driving passenger vehicles) and a Class A driver's licence (required for driving large trucks and tractor-trailer combinations).
- The ministry intends to bring forward a regulatory amendment requiring a mandatory waiting period between obtaining a Class G driver's licence and commercial Class A licence.
- This amendment will improve road safety and reduce fraud in the driver licensing system by requiring on-road driving experience before drivers can obtain a Class A licence.

3. Building Homes, Fighting Delays, Reducing Costs

The government is introducing legislation to get homes built faster, building on previous legislative reforms.

To achieve this, these changes and related actions will:

- simplify and standardize official plans
- clarify site plan rules
- modernize minimum lot sizes
- streamline the Building Code

It also strengthens water and wastewater governance by supporting Peel's transition to a public utility and will expand housing opportunities in remote and rural areas that lack access to municipal water systems.

Together, these changes build upon the work our government has already taken to simplify planning and speed up approvals. They will support efforts to get shovels in the ground on new homes.



Building Homes, Fighting Delays, Reducing Costs

Official Plan Reform

- Official plans set out long-term land-use rules to guide the future growth of a community. Today, official plans have become lengthy, complicated and highly restrictive, with varying formats, rules and content that make them difficult to navigate.
- The government is proposing changes that will introduce a simplified official plan format that will include a mandatory, standardized set of land-use designations and a common structure setting out a table of contents and schedules (maps) that would be applied consistently provincewide. This will make plans clearer and easier for home builders, municipalities and the public to navigate.
- These changes will reduce uncertainty for home builders and municipalities, shorten official plan approval times, and make planning for Ontario's continued growth simpler and more effective.

Building Code Review

- The Ontario Building Code sets out the standards that new construction must meet to ensure the safety and well-being of residents.
- However, over the years, this tool has become overly complex, with content that does not reflect the reality of building in Ontario. Some provisions place undue hardship on builders (such as having to specially manufacture materials to meet the Building Code at 7x the cost), while others are duplicative.
- Since the introduction of Ontario's first Building Code, it has more than quadrupled in size.
- For the first time in 40 years, the government is proceeding with a section-by-section review of the Building Code so it better meets modern challenges, while maintaining Ontario's high health and safety standards.
- To help guide this review, the government is establishing an expert third-party advisory body — consisting of engineering, construction and code specialists — which will help identify where rules can be modernized or streamlined.
- A streamlined Building Code will make it more efficient to plan and build a new home in Ontario, reducing delays and costs that slow down construction and price more people out of the housing market.

Building Homes, Fighting Delays, Reducing Costs

Site Plan: Prohibit Mandatory Municipal Enhanced Development Standards

- Site plan control is a municipal review process that focuses on the detailed design of a site, such as landscaping, further aesthetic considerations and building placement. In many large urban municipalities, these requirements have expanded well beyond functional considerations, adding time and cost to projects.
- The government is proposing to prohibit municipalities from imposing mandatory enhanced development standards — such as landscaping and foliage requirements, soil composition and ornamental and design considerations — beyond what is required for health and safety.
- This would prevent inconsistent, costly local rules that delay construction and make it harder to build homes at reasonable prices, while maintaining important safeguards like stormwater management.

Site Plan Reform Consultation

- Recent estimates by the Ontario Association of Architects put the cost of municipal site plan control related delays at \$3.5 billion per year to the Ontario economy.
- The government is consulting on major structural reforms to site plan control process, such as reducing repeated rounds of municipal feedback on proposed homebuilding applications.
- Faster, more predictable approvals mean projects can move forward without unnecessary delay, while improving the economic efficiency of the Ontario economy.

Building Homes, Fighting Delays, Reducing Costs

Implementation of Water and Wastewater Public Corporation in Peel Region

- The government is continuing work to advance public corporations for water and wastewater, which will offer a way for municipalities to amortize the cost of needed infrastructure over decades. Currently, infrastructure is often paid through a mixture of federal-provincial-municipal investments and, notably, development charges that then get passed squarely on to new home buyers.
- The province has been clear that water is a public resource and will remain that way. Changes through this legislation will reinforce the government's existing commitment to public ownership, while facilitating the continuity of contracts, seniority and employee rights.
- Recognizing extensive municipal interest, this will also create a foundation to enable the model to be widely adopted across the province.

Building Homes, Fighting Delays, Reducing Costs

Minimum Lot Sizes

- Minimum lot sizes determine how small a residential lot can be. Today, inconsistent local standards often force larger lots than necessary, which can reduce housing supply and affordability.
- The government is proposing new legislative authority to set provincial rules for minimum lot sizes for urban residential land through regulation. Concurrently, the province is consulting on a regulation that would set an approximately 175 square metre (1,884 square foot) minimum lot size standard.
- This would allow more efficient use of land and enable a wider range of lower-cost housing options.

Exempt Non-Profit Retirement Homes

- The government is proposing to exempt non-profit retirement homes from development charges to help reduce construction costs and expand affordable housing options for seniors.
- This builds on the success of similar exemptions, such as those applied to long-term care homes, which have supported new construction across the province by saving operators millions of dollars in municipal fees.
- Lowering the cost of building non-profit retirement housing helps increase supply and provides more choice for older Ontarians who are looking to downsize, freeing up further housing supply in the market.

Building Homes, Fighting Delays, Reducing Costs

Amendments and Revocations of Notice of Minister's Zoning Orders (MZOs)

- The government is proposing to bring consultation requirements for MZO amendments and revocations in line with how MZOs currently operate under the existing framework. This would allow certain adjustments, such as addressing minor, administrative or time-sensitive needs to proceed without delay.
- Substantive amendments that impact the functioning of an MZO will continue to be posted for public consultation.

Revocation of the Parkway Belt West Plan and Associated MZOs

- The Parkway Belt West Plan is a 1978 development plan covering areas in the western Greater Toronto Area (GTA). It was originally created to protect future infrastructure corridors, notably hydro corridors and future land for highway expansions that have now been completed (Highways 401, 403, 407 and the 427).
- Furthermore, modern provincial policies such as the Provincial Planning Statement now provide stronger but less cumbersome protections for the same areas, making the 1978 plan outdated, inefficient and duplicative.
- The government is consulting on revoking the Plan and its MZOs because the protections they were designed to provide are already fully captured under current land-use planning tools.
- This will streamline the provincial planning framework while ensuring important corridors and infrastructure needs continue to be safeguarded.

Building Homes, Fighting Delays, Reducing Costs

Communal Water and Wastewater Systems

- Lack of access to water and wastewater infrastructure has historically posed a barrier to development in areas that would otherwise be good candidates for growth.
- Communal water and wastewater systems that serve multiple homes (between approximately 20 to 200) enable new communities to be built in remote and rural areas that cannot currently access municipal water systems.
- Typically initiated by home builders as a tool to facilitate needed development, they have been used with great success in other jurisdictions like Europe. They are often leveraged as an interim solution for growing cities until municipal infrastructure can catch up and reach new communities.
- This legislation would create a new, robust regulatory framework that would facilitate wider use across Ontario, while putting safeguards and provincial backstops in place to ensure they remain safe, financially sustainable and will be properly operated and maintained.
- This enables new housing in communities that otherwise could not support growth, helping unlock additional supply while maintaining public health protections.

Building Homes, Fighting Delays, Reducing Costs

Upper-Tier Planning Responsibilities – in Simcoe County

- Through the *More Homes Built Faster Act, 2022*, transfer of land-use planning from Simcoe County to its municipalities was enabled. At the time, some of those municipalities were not in a position to adopt responsibility for land-use planning due to fiscal and operational constraints. As some of them are now in a position to do so, including Innisfil, New Tecumseth, and Bradford West Gwillimbury, we are proceeding with the transfer of power where and when appropriate.
- Smaller municipalities will continue to receive provincial planning support, while larger municipalities will receive planning authority, as has been requested by local leadership.
- This phased approach would ensure a smooth transition, minimize administrative disruption and support municipalities as they adjust to their updated roles in planning and growth management.

Parkland Dedication Requirements

- On certain builds, developers must allot a specified percentage of land to deliver public recreational space. In lieu of that, they can offer cash. The maximum parkland rate varies by municipality.
- These dedication requirements are highly limited in scope. Under the current system, serviceable land may not be accepted if the land rests atop below-grade infrastructure like parking garages or gas lines (otherwise known as encumbered land) despite the infrastructure not impacting the suitability of the land.
- The government is proposing to implement a new framework that would enable high-quality encumbered lands to count towards municipal parkland dedication requirements, along with publicly-available spaces like courtyards.
- Through regulations, the government is ensuring that provided land meets strict quality standards that will ensure they can continue to be used and enjoyed as parkland. This innovative approach will help deliver new public spaces within urbanized municipalities.

Building Homes, Fighting Delays, Reducing Costs

Break out Municipal Development Charges in Agreements of Purchase and Sale

- Municipal development charges (DCs) are adding extensive costs to new homes in certain municipalities. For example, in the City of Toronto, development charges are costing homebuyers nearly \$140,000 for a semi-detached home.
- The government is consulting on the disclosure of municipal DCs and other previously hidden taxes and fees directly in new home agreements of purchase and sale, as supported in a recent motion unanimously passed by the Legislative Assembly of Ontario.
- By being transparent about these costs, the government aims to give new home buyers greater cost predictability and increase accountability.
- See below for an example of what DC charges and fees go towards, and what a mandated disclosure in a purchase and sale agreement could look like:

Services	Hypothetical DC Costs on a Single and Semi-Detached Unit
Transit	\$50,000
Parks and Recreation	\$20,000
Libraries	\$2,500
Long Term Care	\$2,000
Road Maintenance	\$25,000
Public School	\$7,000
Water and Wastewater	\$20,000
Police and Ambulance Services	1,500
Total	\$128,000

4. Looking Ahead

The *Building Homes and Improving Transportation Infrastructure Act* continues to build on our legislative and regulatory efforts to reduce delays and keep costs down. It does this by modernizing planning rules, simplifying transit delivery and strengthening the infrastructure needed to support growth.

These changes, if passed, and related actions would make transit more convenient and consistent across municipal borders, allow provincial transit projects to move faster, reduce barriers to homebuilding through clearer and more standardized planning tools, reinforce public ownership of water and wastewater systems, unlock new housing opportunities in hard-to-service areas and improve transparency around the costs facing homebuyers.

Together, these measures directly address today's challenges and help get homes and infrastructure built faster to protect Ontario's workers and economic future.

Organization Name: Save Your Skin Foundation	
Contact Name: Taylor Tomko	
Address: [REDACTED]	
City: Penticton, BC	Postal Code: V2A 0B2
Phone: [REDACTED]	Email Address: [REDACTED]
Proclamation Requested: Melanoma and Skin Cancer Awareness Month	
Date(s) of Proclamation: May 1-31, 2026 (able to be acknowledged throughout the month of May)	
Purpose of Proclamation: May marks the beginning of summer and is a critical time to remind communities across Canada of the importance of sun safety and skin cancer prevention. <u>Over-exposure to UV radiation is one of the leading causes of melanoma and non-melanoma skin cancers. Despite being largely preventable, skin cancer diagnosis rates continue to rise, with 1 in 6 Canadians born in the 1990s expected to develop skin cancer in their lifetime.</u>	
Description of Organization <i>(Please provide a brief description. Additional information may be attached to this form)</i> As a national non-profit patient group, we support patients, survivors, or caregivers of melanoma, ocular melanoma, or non-melanoma skin cancer across Canada. <u>This support can come in the form of one-on-one, group, or financial support, treatment logistical support, and health policy interventions.</u>	
Has the same or a similar proclamation been requested <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No of the Town of Pelham Council in past years?	
You must provide the draft wording for your proclamation in order to receive an official signed proclamation from the Mayor.	
Personal information on this form is collected pursuant to the Municipal Freedom of Information and Protection of Privacy Act and will be used for the purpose of processing your request. Question about this collection should be directed to the Town Clerk, 20 Pelham Town Square, P.O. Box 400, Fonthill, ON, L0S 1E0, 905-892-2607 Ext. 315.	
Please complete and submit your completed form at least two weeks in advance of the occasion.	
<i>Taylor Tomko</i> _____ Signature	April 8, 2026 _____ Date

**Melanoma and Skin Cancer Awareness Month
May, 2026**

WHEREAS It is imperative that communities across Canada be reminded of the importance of sun safety;

AND WHEREAS Over-exposure to UV radiation is one of the major causes of melanoma and non-melanoma skin cancers;

AND WHEREAS Skin cancer is the most common of all cancers. 1 in 6 Canadians born in the 1990s will get skin cancer in their lifetimes;

AND WHEREAS Many people seek sun without taking the advisable precautionary measures and are unaware that any darkening of skin colour, including a tan, is indicative of UV damage;

AND WHEREAS Skin self-examinations should be performed on a monthly basis because skin cancers are highly treatable when detected early;

AND WHEREAS Save Your Skin Foundation is dedicated to the fight against non-melanoma skin cancers, melanoma and ocular melanoma through nationwide education, advocacy, and awareness initiatives;

NOW THEREFORE BE IT RESOLVED THAT, The Council of the Town of Pelham hereby proclaim May 2026, as “Melanoma and Skin Cancer Awareness Month” in Pelham.

DATED AT the Town of Pelham this 22nd day of February, 2026.

Mayor Marvin Junkin
Town of Pelham

Meeting #: CofA 03/2026
Date: Monday, March 2, 2026
Time: 4:00 pm
Location: Town of Pelham Municipal Office - Council Chambers
20 Pelham Town Square, Fonthill

Members Present Brenda Stan
Colin McCann
John Cappa

Members Absent Isaiah Banach
Sue Sarko

Staff Present Andrew Edwards
Jodi Conte
Shannon Larocque
Gimuel Ledesma
Alexander Lewis

1. Attendance

Applicants, Agents and viewing members of the public via hybrid in-person and live-stream through the Town of Pelham YouTube Channel.

2. Call to Order, Declaration of Quorum and Introduction of Committee and Staff

Noting that a quorum was present, Chair Cappa called the meeting to order at approximately 4:00 pm. The Chair read the opening remarks to inform those present on the meeting protocols and he introduced the hearing panel and members of staff present.

3. Land Recognition Statement

Jodi Conte, Assistant Secretary-Treasurer, recited the land recognition statement.

4. Approval of Agenda

Moved By Colin McCann

Seconded By Brenda Stan

THAT the agenda for the March 2, 2026 Committee of Adjustment meeting be adopted, as circulated.

Carried

5. Disclosure of Pecuniary Interest and General Nature Thereof

There were no pecuniary interests disclosed by any of the members present.

6. Requests for Withdrawal or Adjournment

J. Conte, Assistant Secretary-Treasurer stated no requests for withdrawal or adjournment have been made.

7. Applications for Consent

7.1 B3-2026P 178 Highway 20 W

Purpose of the Application

Consent Applications B3-2026P and B4-2026P were considered concurrently.

Application B3-2026P: Easement Application is made for consent to convey:

1. An easement in perpetuity over Part 2 to the benefit of Parts 4 and 5 (174 Highway 20 W) for the purpose of parking, access and waste collection; and
2. An easement in perpetuity over Parts 1 and 2 to the benefit of Parts 4 and 5 (174 Highway 20 W) for the purpose of stormwater management purposes.

Application B4-2026P: Easement Application is made for consent to convey an easement in perpetuity over Part 4 to the benefit of Parts 1 and 2 (178 Highway 20 W) for vehicular access. Part 3 is to be dedicated to Niagara Region for a road widening. Part 5 is to be retained to facilitate the development of a 5-storey residential building.

Representation

The agents, Eric Beauregard and William Heikoop of Upper Canada Consultants were in attendance.

Correspondence Received

1. Town of Pelham Planning
2. Town of Pelham Public Works
3. Town of Pelham Building
4. Town of Pelham Tax Department
5. Niagara Region
6. Bell Canada

Applicants Comments

Eric Beauregard provided a presentation encompassing Consent application files B3-2026P and B4-2026P and Minor Variance application file A4-2026P. William Heikoop observed both properties share the same ownership and a concurrent site plan application is under review by the Town.

Committee members requested clarification on the building's number of storeys, parking, traffic flow near a busy retail area, and first-floor use. The Agent confirmed the proposed building is five storeys whereas zoning permits six. The Agent also advised that vehicular access between the two sites will be restricted, referencing the reduced side yard setback for the surface parking area, and confirmed that sufficient parking is provided. It was noted that the owner's office at 178 Highway 20 requires 16 parking spaces under zoning but provides 41, with surplus parking intended to be directed there and that both properties are under the same ownership. The Agent further advised that the proposed building will include a front lobby and amenity room, with approximately two-thirds of the rear accommodating 15 parking spaces beneath the building.

Public Comments

George Dewer provided comments respecting parking supply and adequacy, which were determined to relate to the minor variance application. At the request of Mr. Dewer, his comments were held for consideration under minor variance application A4-2026P.

The Committee agreed to close the public portion of the meeting and deliberate.

Moved By Brenda Stan

Seconded By Colin McCann

THAT the public portion of the meeting be closed.

Carried

Member Comments

A committee member raised a question regarding Public Works' comment on how runoff would be managed during construction. Gim Ledesma, Engineering Technologist, advised that this would be addressed through the site plan application process.

Moved By Brenda Stan

Seconded By Colin McCann

Application B3-2026P made for consent to convey:

1. **An easement in perpetuity over Part 2 to the benefit of Parts 4 and 5 (174 Highway 20 W) for the purpose of parking, access and waste collection; and**
2. **An easement in perpetuity over Parts 1 and 2 to the benefit of Parts 4 and 5 (174 Highway 20 W) for the purpose of stormwater management purposes, are hereby: GRANTED**

Application B4-2026P made for consent to convey an easement in perpetuity over Part 4 to the benefit of Parts 1 and 2 (178 Highway 20 W) for vehicular access. Part 3 is to be dedicated to Niagara Region for a road widening. Part 5 is to be retained to facilitate the development of a 5- storey residential building is hereby: GRANTED

The above decisions are subject to the following conditions:

To the Satisfaction of the Director of Public Works

1. **Submit comprehensive Lot Grading and drainage Plans for the parcels demonstrating that the drainage neither relies on nor negatively impacts neighbouring properties and that all**

drainage will be contained within the respective lot to the satisfaction of the Director of Public Works or designate.

2. Install any missing services with a Temporary Works Permit obtained through the Public Works Department. These works are to be completed prior to consent and the applicant shall bear all costs associated with these works. Locate cards are to be provided to the Town once the works are complete.
3. Obtain and submit a Regional Temporary Works permit with the Temporary Works Permit application to the Town.
4. Obtain Driveway Access and Culvert Permits from the Town for the modification to the existing driveway/entrance. Installation and/or modification of new entrances shall be completed in accordance with Town Standards.

To the Satisfaction of the Director of Community Planning & Development

1. That approval of the consent applications are subject to minor variance application A4-2026P receiving approval.

To the Satisfaction of the Secretary-Treasurer

1. That the Secretary-Treasurer be provided with registrable legal descriptions of the subject parcels, together with a copy of the deposited reference plan, if applicable, for use in the issuance of the Certificates of Consent.
2. That the final certification fees of \$454 per application, payable to the Treasurer, Town of Pelham, be submitted to the Secretary-Treasurer. All costs associated with fulfilling conditions of consent shall be borne by the applicant.

This decision is based on the following reasons:

1. The applications conform to the policies of the Town of Pelham Official Plan, Regional Policy Plan and Provincial Planning Statement, and complies with the Town's Zoning By-law.
2. These Decisions are rendered having regard to the provisions of Sections 51(24) and 51(25) of the Planning Act, R.S.O., as amended.

3. **The Committee of Adjustment considered all written and oral submissions and finds that, subject to the conditions of provisional consent, this application meets Planning Act criteria, is consistent with the Provincial Planning Statement and complies with the Growth Plan, the Niagara Region Official Plan and the Town Official Plan.**

Carried

7.2 B4-2026P 174 Highway 20 W

File B4-2026P was heard concurrently with B3-2026P. Refer to B3-2026P for minutes and decisions.

8. Applications for Minor Variance

8.1 A4-2026P 174 Highway 20 W

Purpose of the Application

Relief is sought to facilitate the development of a 5-storey residential building consisting of 30 units. The applicant is requesting relief from the following sections of the Zoning By-law:

Section 8.4.3 (Zone Requirements) Step Backs – to permit a minimum step back of 0 metres of the 3rd storey through the 5th storey whereas a minimum step back of 1.5 metres is required above the 3rd storey;

Section 8.4.3 (Zone Requirements) First Floor Window Height – to permit a minimum first floor window height of 0.15 metres, whereas the By-law permits a minimum first floor height of 0.3 metres;

Section 8.4.3 (Zone Requirements) First Floor Height – to permit a minimum first floor height of 3.66 metres, whereas the By-law permits a minimum first floor height of 4.5 metres;

Section 4.1.1(a) (Parking Space Requirements) Minimum Parking Requirements – to permit a minimum number of vehicular parking spaces of 1.13 spaces per dwelling unit (34 spaces), whereas the By-law requires a minimum of 1.25 vehicular parking spaces per dwelling unit (38 spaces);

Section 4.1.4.8 (Parking Space Requirements) Parking Area Location on Lot – to permit a minimum setback from the street for an uncovered surface parking area of 6.15 metres, whereas the By-law requires a minimum of 7.5 metres to any street line;

Section 4.1.4.8 (Parking Space Requirements) Parking Area Location on Lot - to permit a minimum setback from the side lot line to the east for an uncovered surface parking area of 1.5 metres, whereas the By-law requires a minimum of 3 metres to any side lot line;

Section 4.1.4.8 (Parking Space Requirements) Parking Area Location on Lot - to permit a minimum setback from the side lot line to the west for an uncovered surface parking area of 0 metres, whereas the By-law requires a minimum of 3 metres to any side lot line;

Section 4.1.4.8 (Parking Space Requirements) Parking Area Location on Lot - to permit a minimum setback from a rear lot line for an uncovered surface parking area of 1.5 metres, whereas the By-law requires a minimum of 3 metres to the rear lot line.

Representation

The agents, Eric Beauregard and William Heikoop of Upper Canada Consultants were in attendance.

Correspondence Received

1. Town of Pelham Planning
2. Town of Pelham Public Works
3. Town of Pelham Building
4. Niagara Region

Applicants Comments

William Heikoop noted the proposed parking, including the easement, will meet the building's needs, with resident parking beneath the building and on the neighbouring property, and visitor/drop-off spaces along the side and in a layby.

Public Comments

George Dewer's comments, previously provided during the consent application and held for this meeting included that the proposed 39 spaces may be insufficient for the luxury apartment building, citing couples with two cars, visitors, and future contractors. He provided additional comments questioning the site's walkability and lack of transit access and requested that Planning consider these concerns.

Tom McArthur raised concerns about garbage collection and its impact on parking. The Agent confirmed a designated area with earth bins for waste collection.

The Committee agreed to close the public portion of the meeting and deliberate.

Moved By Brenda Stan

Seconded By Colin McCann

THAT the public portion of the meeting be closed.

Carried

Member Comments

The committee members noted the Town has reviewed and considered each requirement, and that concerns raised can be addressed through the site plan process.

A committee member inquired about the reduced parking and whether the easement sufficiently protects future access for tenants. Shannon Larocque, Planning Manager, explained that the minor variance is supported on the condition that the easement is approved and registered on title, ensuring access is protected even if the adjacent property is sold. The variance remains necessary to comply with the zoning bylaw, and any future purchaser must be aware of the restrictions.

Moved By Colin McCann

Seconded By Brenda Stan

Application for relief of Section 8.4.3 (Zone Requirements) Step Backs – to permit a minimum step back of 0 metres of the 3rd storey through the 6th storey whereas a minimum step back of 1.5 metres is required above the 3rd storey is hereby: GRANTED

The above decision is based on the following reasons:

- 1. The variance is minor in nature as eliminating the stepback creates minimal additional massing from the street and the height remains unchanged and complies with zoning related to**

height. Given the Highway 20 context and right-of-way width, no adverse shadowing, overlook, or visual impacts are expected.

2. The general purpose and intent of the Zoning By-Law is maintained.
3. The intent of the Official Plan is maintained.
4. The proposal is desirable for the appropriate development and/or use of the land because it enables an efficient building envelope while ensuring high-quality design, alignment with Official Plan urban design criteria, and an attractive, articulated site design.
5. This application is granted without prejudice to any other application in the Town of Pelham.
6. The Committee of Adjustment considered the written and oral comments and agrees with the minor variance report analysis and recommendation that this application meets the Planning Act tests for minor variance.

Application for relief of Section 8.4.3 (Zone Requirements) First Floor Window Height – to permit a minimum first floor window height of 0.15 metres, whereas the By-law permits a minimum first floor height of 0.3 metres is hereby: GRANTED

The above decision is based on the following reasons:

1. The variance is minor in nature as it does not materially alter the building's relationship with the streetscape. The facade maintains a high percentage of glazing presence and architectural detailing, and the adjustment is technical in scope, with no adverse impact on the overall quality of the Highway 20 corridor.
2. The general purpose and intent of the Zoning By-Law is maintained.
3. The intent of the Official Plan is maintained.
4. The proposal is desirable for the appropriate development and/or use of the land because it allows facade flexibility and an engaging street frontage along Highway 20, maintaining

glazing and architectural detail while supporting an efficient parking layout without detracting from urban design objectives.

- 5. This application is granted without prejudice to any other application in the Town of Pelham.**
- 6. The Committee of Adjustment considered the written and oral comments and agrees with the minor variance report analysis and recommendation that this application meets the Planning Act tests for minor variance.**

Application for relief of Section 8.4.3 (Zone Requirements) First Floor Height – to permit a minimum first floor height of 3.66 metres, whereas the By-law permits a minimum first floor height of 4.5 metres is hereby: GRANTED

The above decision is based on the following reasons:

- 1. The variance is minor in nature as it does not compromise ground floor function or compatibility with the surrounding area. The proposed height continues to provide adequate interior clearance and street presence, and the overall massing and proportions remain largely unchanged.**
- 2. The general purpose and intent of the Zoning By-Law is maintained.**
- 3. The intent of the Official Plan is maintained.**
- 4. The proposal is desirable for the appropriate development and/or use of the land because it supports efficient building design while maintaining compatibility, pedestrian-scaled first floor height, and an overall balanced, functional layout.**
- 5. This application is granted without prejudice to any other application in the Town of Pelham.**
- 6. The Committee of Adjustment considered the written and oral comments and agrees with the minor variance report analysis and recommendation that this application meets the Planning Act tests for minor variance.**

Application for relief of Section 4.1.1(a) (Parking Space Requirements)

Minimum Parking Requirements – to permit a minimum number of vehicular parking spaces of 1.13 spaces per dwelling unit (34 spaces), whereas the By-law requires a minimum of 1.25 vehicular parking spaces per dwelling unit (38 spaces) is hereby: GRANTED

The above decision is based on the following reasons:

- 1. The variance is minor in nature, requesting a reduction in the residential parking rate from 1.25 to 1.13 spaces per unit. The development still provides over one space per unit, with additional resident parking on an adjacent parcel, and is not expected to cause overflow onto surrounding streets.**
- 2. The general purpose and intent of the Zoning By-Law is maintained.**
- 3. The intent of the Official Plan is maintained.**
- 4. The proposal is desirable for the appropriate development and/or use of the land because the reduction in parking requirements is a technicality as the required amount of parking will be provided between the property and the adjacent property and will not negatively impact the surrounding area.**
- 5. This application is granted without prejudice to any other application in the Town of Pelham.**
- 6. The Committee of Adjustment considered the written and oral comments and agrees with the minor variance report analysis and recommendation that this application meets the Planning Act tests for minor variance.**

Application for relief of Section 4.1.4.8 (Parking Space Requirements) Parking Area Location on Lot – to permit a minimum setback from the street for an uncovered surface parking area of 6.15 metres, whereas the By-law requires a minimum of 7.5 metres to any street line is hereby: GRANTED

The above decision is based on the following reasons:

- 1. The variance is minor in nature as the limited parking encroachments do not compromise landscaping, drainage,**

circulation, or adjacent properties, and the building and landscaping will continue to enhance the streetscape.

- 2. The general purpose and intent of the Zoning By-Law is maintained.**
- 3. The intent of the Official Plan is maintained.**
- 4. The proposal is desirable for the appropriate development and/or use of the land because it provides design flexibility, positions the building closer to Highway 20 for desirable urban design, and limits parking encroachments without affecting landscaping or the corridor's character.**
- 5. This application is granted without prejudice to any other application in the Town of Pelham.**
- 6. The Committee of Adjustment considered the written and oral comments and agrees with the minor variance report analysis and recommendation that this application meets the Planning Act tests for minor variance**

Application for relief of Section 4.1.4.8 (Parking Space Requirements) Parking Area Location on Lot - to permit a minimum setback from the side lot line to the east for an uncovered surface parking area of 1.5 metres, whereas the By-law requires a minimum of 3 metres to any side lot line is hereby: GRANTED

The above decision is based on the following reasons:

- 1. The variance is minor in nature as the limited parking encroachments do not affect landscaping, drainage, circulation, or adjacent properties, and the building and landscaping will continue to enhance the streetscape.**
- 2. The general purpose and intent of the Zoning By-Law is maintained.**
- 3. The intent of the Official Plan is maintained.**
- 4. The proposal is desirable for the appropriate development and/or use of the land because it provides design flexibility, positions the building closer to Highway 20 for desirable urban**

design, and limits parking encroachments without affecting landscaping or the corridor's character.

- 5. This application is granted without prejudice to any other application in the Town of Pelham.**
- 6. The Committee of Adjustment considered the written and oral comments and agrees with the minor variance report analysis and recommendation that this application meets the Planning Act tests for minor variance.**

**Application for relief of Section 4.1.4.8 (Parking Space Requirements)
Parking Area Location on Lot - to permit a minimum setback from the side lot line to the west for an uncovered surface parking area of 0 metres, whereas the By-law requires a minimum of 3 metres to any side lot line is hereby: GRANTED**

The above decision is based on the following reasons:

- 1. The variance is minor in nature as the limited parking encroachments do not affect landscaping, drainage, circulation, or adjacent properties, and the building and landscaping will continue to enhance the streetscape.**
- 2. The general purpose and intent of the Zoning By-Law is maintained.**
- 3. The intent of the Official Plan is maintained.**
- 4. The proposal is desirable for the appropriate development and/or use of the land because it provides design flexibility, positions the building closer to Highway 20 for desirable urban design, and limits parking encroachments without affecting landscaping or the corridor's character.**
- 5. This application is granted without prejudice to any other application in the Town of Pelham.**
- 6. The Committee of Adjustment considered the written and oral comments and agrees with the minor variance report analysis and recommendation that this application meets the Planning Act tests for minor variance.**

Application for relief of Section 4.1.4.8 (Parking Space Requirements) Parking Area Location on Lot - to permit a minimum setback from a rear lot line for an uncovered surface parking area of 1.5 metres, whereas the By-law requires a minimum of 3 metres to the rear lot line is hereby: GRANTED

The above decision is based on the following reasons:

- 1. The variance is minor in nature as the limited parking encroachments do not affect landscaping, drainage, circulation, or adjacent properties, and the building and landscaping will continue to enhance the streetscape.**
- 2. The general purpose and intent of the Zoning By-Law is maintained.**
- 3. The intent of the Official Plan is maintained.**
- 4. The proposal is desirable for the appropriate development and/or use of the land because it provides design flexibility, positions the building closer to Highway 20 for desirable urban design, and limits parking encroachments without affecting landscaping or the corridor's character.**
- 5. This application is granted without prejudice to any other application in the Town of Pelham.**
- 6. The Committee of Adjustment considered the written and oral comments and agrees with the minor variance report analysis and recommendation that this application meets the Planning Act tests for minor variance.**

The above decisions are subject to the following conditions:

- 1. That all necessary building permits are obtained prior to construction commencing, to the satisfaction of the Chief Building Official.**

Prior to Building Permit:

1. To the Satisfaction of the Director of Community Planning and Development:

- a) Enter into a Site Plan Agreement with the Town to the satisfaction of the Director of Community Planning and Development.**
- b) That a Record of Site Condition (RSC) must be filed prior to building permit issuance.**
- c) That the approval of the minor variance A4-2026P is subject to Consent applications B3-2026P and B4-2026P receiving final certification.**

Carried

9. Minutes for Approval

Moved By Colin McCann
Seconded By Brenda Stan

THAT the Committee of Adjustment minutes dated January 12, 2026, be approved.

Carried

10. Adjournment

The hearing was adjourned at 4:53 pm.


Moved By Brenda Stan
Seconded By Colin McCann

BE IT RESOLVED THAT this Meeting of the Committee of Adjustment be adjourned until the next regular meeting scheduled for April 7, 2026 at 4:00 p.m.

Carried



John Cappa, Chair



Jodi Conte, Assistant Secretary-Treasurer

Date: February 11, 2026
Time: 10:00am
Location: Kinsmen Room, Meridian Community Centre & via Zoom

Attendance: Renee Hannes
Stephanie Jones
Lori McClay
Tammy Van Den Brink, Chair
Yvonne Van Lankeld
Shellee Niznik, Councillor

Staff: Karen Blake, Culture and Community Enhancement Programmer
Halee Braun, Supervisor of Recreation Programs
Octavia Mwangi, Co-op Student
Jodi Conte, Deputy Clerk

Regrets: Rajbir Kaur

1. Call to Order and Declaration of Quorum

Noting that quorum was present, the Chair called the meeting to order at 10:15 a.m.

2. Land Recognition Statement

The Chair recited the Land Recognition statement.

3. Approval of Agenda

Moved by: Yvonne Van Lankeld
Seconded by: Stephanie Jones

THAT the agenda for the February 11, 2026 meeting of the Pelham Cultural Advisory Committee be adopted as presented.

Carried

4. Declaration of Pecuniary Interest and General Nature

There were no pecuniary interests disclosed by any of the members present.

5. Approval of Minutes

Moved by: Renee Hannes
Seconded by: Yvonne Van Lankeld

THAT the minutes of the December 10, 2025 Pelham Cultural Advisory Committee meeting be approved.

Carried

6. Unfinished Business**6.1 2026 Committee Goals**

The committee revisited a priority identified during its current term, namely the potential creation of a granting body or establishing a way to formally recognize local artists. It was recommended that a future Committee bring this matter forward for further consideration.

Moved by: Tammy Van Den Brink
Seconded by: Stephanie Jones

THAT the Committee recommends a future committee to consider establishing a formal artist recognition award system.

Carried

7. 2026 Committee Goals**7.1 Utility Box Program**

The committee discussed painting of three utility boxes and discussions included potential artists, themes, color schemes, and specific box locations.

Moved by: Yvonne Van Lankeld
Seconded by: Tammy Van Den Brink

THAT the committee recommends that three utility boxes located in Ridgeville be designated as locations for wrapped public art;

AND THAT art students from E.L Crossley be requested to create the artwork in collaboration with the Garden Club that will feature themes related to local flora and fauna, and use a similar colour scheme and/or technique to the other boxes within the Utility Box Program.

Carried

7.2 Gateway Project

The Committee noted that the Gateway Project requires directions from Town Hall. It was recommended that a future Committee bring this matter forward for further consideration.

Moved by: Renee Hannes
Seconded by: Lori McClay

THAT the Committee recommends a future committee to consider bringing the Gateway Project forward for review and direction.

Carried

7.3 Graffiti Wall Project

K. Blake provided an update on information received and noted a report would be prepared for Council's consideration. The report is anticipated to be brought forward in March to seek approval to proceed with the project.

R. Hannes left the meeting at 11:00 AM.

7.4 Niagara College Acting Program

S. Jones updated the Committee on the session scheduled for March 12 at OPTH which will be filmed to introduce participants to the college acting program and promote cultural enrichment within the Town.

7.5 Seniors Writing Workshop

Y. Van Lankeld proposed a free writing workshop for seniors, focusing on cognitive skills, journaling or memoir writing. Discussion included the potential for intergenerational participation, and options for recording stories. A subgroup may explore ongoing options for the workshop.

Moved by: Tammy Van Den Brink
Seconded by: Lori McClay

THAT the Committee explore options for a Seniors Writing Workshop, to be led by a Committee member with staff assistance, including intergenerational participation, journaling or memoir writing, and accommodation for recording stories as needed.

Carried

8. Black History Month – Collaborative Art Project

Funding of \$250 has been requested for a project called 'Fabric of our Being' tapestry project, inspired by a Nadine Williams' poem.

Moved by: Lori McClay
Seconded by: Stephanie Jones

THAT the Committee approve the use of \$250 of the Pelham Cultural Advisory Committee's operating budget for the 'Fabric of our Being' project.

Carried

9. Arches Recognition Update

K. Blake reported that recognition bricks have been ordered and will be installed in spring.

10. Next Meeting

March 11, 2026 at 10:00 a.m., Main Level Meeting Room, Meridian Community Centre.

11. Adjournment

The meeting adjourned at 11:27 a.m.

Moved by: Yvonne Van Lankeld
Seconded by: Lori McClay

THAT this regular meeting of the Pelham Cultural Advisory Committee be adjourned until the next scheduled meeting.

Carried

Tammy van den Brink
Tammy van den Brink (Mar 24, 2026 09:45:16 EDT)

Tammy Van Den Brink, Chair

Karen Blake

Karen Blake, Culture and Community Enhancement Programmer

Town of Pelham Council Report

Wednesday, April 22, 2026

Subject: Niagara Regional Courts Intermunicipal Agreement – Red Light Camera Project Extension

Prepared By: Jason Marr, P. Eng., Director of Public Works

Department: Public Works

Recommendation:

BE IT RESOLVED THAT Council receive report 2026-0089 “Niagara Regional Courts Intermunicipal Agreement – Red Light Camera Project Extension,” for information;

AND THAT Council authorize the Mayor and Clerk to execute the Amending Agreement (Amendment 3) to the Niagara Region Courts Inter-Municipal Agreement to continue the Red Light Camera (RLC) program.

Background:

The Niagara Regional Court Intermunicipal Agreement (NRCIMA) was first approved in 2000, as a result of the transfer of the Provincial Offences Court from the Province to the Region, reflecting that the Region would undertake the court administration, support and prosecution programs, and operation of Provincial Offences Court on behalf of all municipalities in Niagara.

In 2022, an amendment to the NRCIMA (Amendment 2) was approved to reflect the introduction of RLC and ASE charges (see attached). This amendment recognized that the resources and costs to implement and operate these two programs are unique and are to be tracked and reported separately from those for base Courts Services charges to support reinvestment of program revenues into road safety initiatives. The amendment also provided a financial framework that recognized the significant upfront investment by the Region in launching the program, while allowing for net revenue sharing with local area municipalities.

This Amendment (Amendment 2) is currently in effect, covering a three-year term from September 2023 to September 2026. This term began with the issuance of the first ASE tickets in September 2023.

With the upcoming conclusion of the current amendment term (Amendment 2) in September 2026, an extension is required to support the ongoing operation of the RLC program on the existing terms as previously approved by the 12 local area municipalities and the Region.

Analysis:

Regional Council, at its meeting held on March 26, 2026, passed the following recommendations of its Public Works Committee:

That Report PW 10-2026, dated March 10, 2026, respecting Extension of the Niagara Regional Courts Inter-Municipal Agreement (Amendment 3), **BE RECEIVED** and the following recommendations **BE APPROVED**:

1. That an extension to the term of the existing Amending Agreement to the Niagara Region Courts Inter-Municipal Agreement (NRCIMA) (being Amendment 2 dated October 13, 2022) of 3 years **BE APPROVED** for purposes of continuing the Red Light Camera (RLC) Program as described in Report PW 10-2026;
2. That the extension agreement (being Amendment 3 to the NRCIMA) **BE PREPARED** in a form satisfactory to the Director of Legal and Court Services, including amendments necessary to reflect the conclusion of the Automated Speed Enforcement program in accordance with legislative changes as described in Report PW 10-2026;
3. That the Regional Chair and Regional Clerk **BE AUTHORIZED** to execute the Amending Agreement (Amendment 3) to the NRCIMA once finalized, subject to approval by all 12 local area municipalities; and
4. That this report **BE CIRCULATED** to the 12 local area municipalities and that the 12 local area municipalities **BE REQUESTED** to approve the execution of the Amending Agreement (Amendment 3) to the NRCIMA to continue the Red Light Camera (RLC) program.

The Region's correspondence regarding this initiative was received by Council at its regularly scheduled meeting of April 8th, 2026 (see attached for reference).

Red Light Camera Program

RLCs detect and capture images of vehicles entering an intersection when the traffic signal is red. They help reduce severe collision types, such as angle and head-on collisions, at signalized intersections, as part of the Region's broader Vision Zero

Road Safety initiative. 10 RLCs are currently in operation at signalized intersections across the region.

The Region currently has an RLC installed at the intersection of Hwy 20 and RR 24 (Vineland Road), in the Town of Pelham.

Regional Report PW 9-2026 provides details on the safety benefits of the program to date, including a moderate decrease in the serious head-on and angle collision types RLCs are intended to prevent, and a 29.4% reduction in the number of tickets issued monthly (329 in 2024 to 232 in 2025). This indicates a reduction in red-light running at RLC-equipped intersections.

Town staff recommend continuing the program based on the Region's results. The extension of the program will allow for the collection of additional data to support future consideration of expansion of the program in collaboration with the LAMS.

NRCIMA Amendment 3

The proposed amendment (NRCIMA Amendment 3) will:

1. Extend the term of the existing amendment by 3 years to September 2029; and
2. Add references to recognize the conclusion of the ASE program in November 2025 as a result of legislative changes. In accordance with Bill 56, the “Building a More Competitive Economy Act”, which eliminated the authority of municipalities to operate ASE effective November 14, 2025, the amendment will recognize that no new ASE charges will be issued as of that date; any ASE charges issued prior to that date will continue to be processed in accordance with the agreement.

All other terms of the agreement remain unchanged, including the apportionment of costs and revenues. Collected fines will be used first to cover program costs as defined in Amendment 2. If collected fines are more than program costs, net fines will be distributed “50/50” between the Region and local area municipalities for re-investment in road safety initiatives.

As the NRCIMA is a joint agreement between the Region and the 12 local area municipalities regarding the operation of Niagara Courts, all 13 parties must approve the proposed Amendment 3.

Financial Considerations:

The proposed extension agreement (Amendment 3 to the NRCIMA) remains unchanged with respect to the apportionment of revenues and costs, known as net revenues. Net revenues are shared equally, with 50% allocated to the local area municipalities and 50% allocated to the Region. In the event that net revenues result in a deficit position, meaning revenues do not cover the costs to administer the programs, the Region will cover these costs until such time that net revenues are realized. At that time, any deficits from prior years will be deducted from the net distribution. Any net revenues resulting from the RLC program must continue to be reinvested into road safety programs.

Alternatives Reviewed:

Council can choose not to approve the Amending Agreement.

This is not recommended, as the program's financial viability depends on the Region's ability to recover program costs from collected fines, as authorized by the proposed Amendment.

Strategic Plan Relationship: Community Development and Growth

The overall Vision Zero Road Safety initiative is an identified action under the 'Equitable Region' strategic focus area. The Equitable Region focus is to "provide opportunities for a safe and inclusive Niagara by listening and responding to our community needs and planning for future growth". The proposed RLC program is a critical part in building a safe and inclusive community. It is an important mechanism for removing barriers faced by equity-seeking groups by prioritizing vulnerable road users.

Consultation:

Consultation was undertaken with the Town's Solicitor, the Treasurer and Director of Corporate Services, and the Region of Niagara in the preparation of this report.

Other Pertinent Reports/Attachments:

CLK-C 2026-030 Regional Correspondence and Regional Report PW 10-2026, dated March 10, 2026, Extension of the Niagara Regional Courts Inter-Municipal Agreement (Amendment 3).

Proposed Niagara Region Courts Intermunicipal Agreement – Amendment 3

2022-0004 – Vision Zero Road Safety Program, January 10, 2022.

2022 Amending Agreement 2 to Niagara Region Court Intermunicipal Agreement, dated October 13, 2022.

Approved and Submitted by:

David Cribbs, BA, MA, JD, MPA, MA (Lead), CMM III
Chief Administrative Officer

March 27, 2026

CL 6-2026, March 26, 2026
PWC 3-2026, March 10, 2026
PW 10-2026, March 10, 2026

LOCAL AREA MUNICIPALITIES

SENT ELECTRONICALLY

Extension of the Niagara Regional Courts Inter-Municipal Agreement (Amendment 3)
PW 10-2026

Regional Council, at its meeting held on March 26, 2026, passed the following recommendations of its Public Works Committee:

That Report PW 10-2026, dated March 10, 2026, respecting Extension of the Niagara Regional Courts Inter-Municipal Agreement (Amendment 3), **BE RECEIVED** and the following recommendations **BE APPROVED**:

1. That an extension to the term of the existing Amending Agreement to the Niagara Region Courts Inter-Municipal Agreement (NRCIMA) (being Amendment 2 dated October 13, 2022) of 3 years **BE APPROVED** for purposes of continuing the Red Light Camera (RLC) Program as described in Report PW 10-2026;
2. That the extension agreement (being Amendment 3 to the NRCIMA) **BE PREPARED** in a form satisfactory to the Director of Legal and Court Services, including amendments necessary to reflect the conclusion of the Automated Speed Enforcement program in accordance with legislative changes as described in Report PW 10-2026;
3. That the Regional Chair and Regional Clerk **BE AUTHORIZED** to execute the Amending Agreement (Amendment 3) to the NRCIMA once finalized, subject to approval by all 12 local area municipalities; and
4. That this report **BE CIRCULATED** to the 12 local area municipalities and that the 12 local area municipalities **BE REQUESTED** to approve the execution of the Amending Agreement (Amendment 3) to the NRCIMA to continue the Red Light Camera (RLC) program.

A copy of Report PW 10-2026 is enclosed for your reference.

Yours truly,

A handwritten signature in black ink, appearing to read "Ann-Marie Norio". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Ann-Marie Norio

Regional Clerk

rh

CLK-C 2026-030

cc: F. Tassone, Director, Transportation Services
S. Fraser, Associate Director, Transportation Planning
L. De Angelis, Commissioner, Public Works
K. Ward, Executive Assistant to the Commissioner, Public Works

Subject: Extension of the Niagara Regional Courts Inter-Municipal Agreement (Amendment 3)

Report to: Public Works Committee

Report date: Tuesday, March 10, 2026

Recommendations

1. That an extension to the term of the existing Amending Agreement to the Niagara Region Courts Inter-Municipal Agreement (NRCIMA) (being Amendment 2 dated October 13, 2022) of 3 years **BE APPROVED** for purposes of continuing the Red Light Camera (RLC) Program as described in Report PW 10-2026;
2. That the extension agreement (being Amendment 3 to the NRCIMA) **BE PREPARED** in a form satisfactory to the Director of Legal and Court Services, including amendments necessary to reflect the conclusion of the Automated Speed Enforcement program in accordance with legislative changes as described in Report PW 10-2026;
3. That the Regional Chair and Regional Clerk **BE AUTHORIZED** to execute the Amending Agreement (Amendment 3) to the NRCIMA once finalized, subject to approval by all 12 local area municipalities; and
4. That this report **BE CIRCULATED** to the 12 local area municipalities and that the 12 local area municipalities **BE REQUESTED** approve the execution of the Amending Agreement (Amendment 3) to the NRCIMA to continue the Red Light Camera (RLC) program.

Key Facts

- The purpose of this report is to seek Council's approval of an extension to the current amendment to the NRCIMA to continue the RLC program as part of the Region's broader Vision Zero Road Safety initiative.
- The three-year term of the NRCIMA amendment adopted at the launch of RLC and Automated Speed Enforcement (ASE) to support the financial sustainability of those programs will conclude in September 2026.
- The proposed Amendment extends the term by 3 years to September 2029 and recognizes the conclusion of the ASE program as a result of legislative changes.

- All other terms of the agreement remain unchanged, including the apportionment of costs and revenues.
- Preliminary RLC results indicate a moderate reduction in serious collision types and a 29.4% decrease in the number of tickets issued monthly from 2024 to 2025.
- The proposed 3-year extension (Amendment 3) will allow staff to continue operating the RLC program based on the existing terms as previously approved by Regional Council and the 12 local area municipalities and further evaluate its safety benefits as part of the Vision Zero Road Safety initiative.

Financial Considerations

The proposed extension agreement (being Amendment 3 to the NRCIMA) remains unchanged as it relates to the apportionment of revenues and costs, known as net revenues. Net revenues are shared equally with 50% allocated to the local area municipalities and 50% allocated to the Region. In the event that net revenues result in a deficit position, meaning revenues do not cover the costs to administer the programs, the Region will cover these costs until such time that net revenues are realized. At that time, any deficits resulting from previous years will first be deducted before determining any net distribution. Any net revenues resulting from the RLC program must continue to be reinvested into road safety programs.

Specifically, for the RLC program, the 2026 budget to administer the program through both Court Services and Transportation Services has been adjusted to reflect zero net revenues. Further analysis will be completed as more information becomes available regarding the RLC program and will be utilized to support the budget process for 2027 and the 2028/2029 multi-year budgets.

Analysis

NRCIMA Background

The Niagara Regional Court Intermunicipal Agreement (NRCIMA) was first approved in 2000, as a result of the transfer of the Provincial Offences Court from the Province to the Region, reflecting that the Region would undertake the court administration, support and prosecution programs, and operation of Provincial Offences Court on behalf of all municipalities in Niagara.

In 2022, an amendment to the NRCIMA (Amendment 2) was approved to reflect the introduction of RLC and ASE charges. This amendment recognized that the resources and costs to implement and operate these two programs are unique and are to be

tracked and reported separately from those for base Courts Services charges to support reinvestment of program revenues into road safety initiatives. The amendment also provided a financial framework that recognized the significant upfront investment by the Region to launch the program, while allowing for net revenue sharing with the local area municipalities.

This Amendment (Amendment 2) is currently in effect, covering a three-year term from September 2023 to September 2026. This term began with the issuance of the first ASE tickets in September 2023.

NRCIMA Amendment 3

With the upcoming conclusion of the current amendment term (Amendment 2) in September 2026, an extension is required to support the ongoing operation of the RLC program on the existing terms as previously approved by the 12 local area municipalities and the Region.

The proposed amendment (NRCIMA Amendment 3) will:

- Extend the term of the existing amendment by 3 years to September 2029; and
- Add references to recognize the conclusion of the ASE program in November 2025 as a result of legislative changes. In accordance with Bill 56, the “Building a More Competitive Economy Act”, which eliminated the authority of municipalities to operate ASE effective November 14, 2025, the amendment will recognize that no new ASE charges will be issued as of that date, however any ASE charges issued prior to that date will continue to be processed in accordance with the agreement.

All other terms of the agreement remain unchanged, including the apportionment of costs and revenues. Collected fines will be used first to cover program costs as defined in Amendment 2. If collected fines are more than program costs, net fines will be distributed “50/50” between the Region and local area municipalities for re-investment in road safety initiatives.

Approval Process

As the NRCIMA is a joint agreement between the Region and the 12 local area municipalities regarding the operation of Niagara Courts, all 13 parties must approve the proposed Amendment 3. This report seeks the Region’s initial approval of Amendment 3.

Subject to Regional Council approval, the report and draft Amendment 3 will be circulated to the 12 local area municipalities for their respective review and approval. Transportation and Legal Services staff will support local area municipality staff through this process and attend local Council meetings as required.

Subject to approval by all 12 local area municipalities, Amendment 3 will be finalized and executed on behalf of the Region in accordance with this report.

Red Light Camera Program

RLCs detect and capture images of vehicles entering an intersection when the traffic signal is red. They help reduce severe collision types such as angle and head-on collisions at signalized intersections, as one component of the Region's broader Vision Zero Road Safety initiative. 10 RLCs are currently in operation at signalized intersections across the region.

Parallel report PW 9-2026 provides detail on the safety benefits of the program to-date including a moderate decrease in the serious head-on and angle collision types RLCs are intended to prevent and a 29.4% reduction in the number of tickets issued monthly (329 in 2024 to 232 in 2025). This indicates a reduction in red-light running at RLC equipped intersections.

Staff recommend the continuation of the program based on these results. The extension of the program will allow for the collection of additional data to support future consideration of expansion of the program in collaboration with the LAMS.

Staff will return to Council with any future recommendations for expansion, which would occur in alignment with the NRMCA amendment if approved.

Alternatives Reviewed

Do Not Approve the Amendment (Not Recommended)

This is not recommended as the financial viability of the program is based on the Region's ability to recover program costs from collected fines, as authorized by the proposed Amendment.

Relationship to Council Strategic Priorities

The overall Vision Zero Road Safety initiative is an identified action under the 'Equitable Region' strategic focus area. The Equitable Region focus is to "provide opportunities for

a safe and inclusive Niagara by listening and responding to our community needs and planning for future growth”.

Other Pertinent Reports

- [PW 16-2025 - Vision Zero Road Safety Strategic Plan](#)
<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=dc06e20b-31d1-4a80-9252-b606a4e5689f&Agenda=Merged&lang=English&Item=13&Tab=attachments>
- [PW 11-2023 - Implementation of Red Light Cameras \(RLC\) Across Niagara Region](#)
<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=16e110c9-712b-4fbe-9436-07c97c48c1ab&Agenda=Merged&lang=English&Item=12&Tab=attachments>
- [CSD 81-2020 – Amending Agreement to the Niagara Region Inter-Municipal Agreement](#)
<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=0d5b3b54-9efd-4103-a0bb-84a45a69f24d&Agenda=Agenda&lang=English&Item=14&Tab=attachments>
- [PW 64-2019 - Vision Zero Road Safety Program](#)
<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=277bcf05-71ce-4d77-867e-5e839b3f87be&Agenda=Agenda&lang=English&Item=13&Tab=attachments>
- [PW 36-2019 – Red Light Camera](#)
<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=5a991a11-6ca0-4f35-b766-37bd8f2814fd&Agenda=Agenda&lang=English&Item=14&Tab=attachments>

Prepared by:

Frank Tassone, C.E.T.
Director, Transportation Services
Public Works

Recommended by:

Lisa De Angelis, RPP, P. Eng.
Commissioner Public Works
Public Works

Submitted by:

Ron Tripp, P.Eng.
Chief Administrative Officer

This report was prepared in consultation with Morgan Young, Legal Counsel; Miranda Vink, Associate Director Court Services; Scott Crocco, Senior Legal Counsel Litigation; Peter Vujic, Manager Road Safety; Taimur Usman, Project Manager Road Safety; and reviewed by Frank Tassone, Director Transportation Services; Jason Misner, Communications Consultant, Brian McMahon, Program Financial Specialist; Renee Muzzell, Associate Director Program Financial Support; and Donna Gibbs, Director Legal and Court Services.

Subject: Vision Zero Road Safety Program

Recommendation:

BE IT RESOLVED THAT Council receive Report # 2022-0004 – Vision Zero Road Safety Program, for information;

AND THAT Council direct the Amending Agreement to the Niagara Region Courts Inter-Municipal Agreement as attached as Appendix (A) BE APPROVED for purposes of advancing the Vision Zero Program;

AND THAT Council authorize and direct the Mayor and Clerk to execute the Amending Agreement to the Niagara Region Courts Inter-Municipal Agreement.

Background:

For many years, Niagara Region Staff have been dealing with concerns raised by residents regarding speeding on regional roads. Speeding is a primary crash factor and a leading road safety problem, often contributing to fatal crashes and serving as an aggravating factor in most crashes. A review of Niagara Region's collision data to-date shows that the total number of collisions are continuously increasing on Niagara regional roads.

A step forward to adopting a Vision Zero Road Safety Plan in Niagara Region; helping to reduce aggressive driving and speeding by enhancing a safe systems approach, and drawing solutions from engineering, enforcement, education, engagement and evaluation. Those solutions focus on 6 emphasis areas of pedestrians, cyclists, motorcyclists, school-aged children, older adults and aggressive and distracted driving.

Niagara Region HOW WE GO Transportation Master Plan defined programs and infrastructure improvements required to address transportation and growth needs from today through to 2041. One of the main goals is to provide integrated network of roads and highways for the safe movement of people and goods.

The proposed Vision Zero Road Safety Program is a critical vehicle for building a safe and inclusive community. It is an important mechanism to remove barriers for equity seeking groups by prioritizing vulnerable road users. Niagara Region is undergoing significant change and by 2041 will have grown and evolved on

economic, demographic, social and technological fronts. This recommendation will support growth and enhance Niagara globally by promoting an integrated network of roads and highways for the safe movement of people and goods.

The purpose of this report is to seek Council's approval of the required amendments to the Niagara Region Courts Inter-Municipal agreement (IMA) in support of a financially sustainable Region led Vision Zero Program.

Vision Zero is a multi-national road traffic safety project that aims to achieve a road network with no fatalities or serious injuries involving road traffic. The Niagara Region's Vision Zero Program will include Automated Speed Enforcement (ASE) and Red Light Cameras (RLC) (the "Program").

The Program was approved as part of the Region's 2020 budget, contingent on successful negotiations of a revised IMA with the LAMs to address apportionment of revenue and costs of the program.

Regional staff received authorization from Regional Council to initiate discussions with the LAMs regarding the required amendments to the IMA, and were directed to report back to Regional Council on the outcome of those discussions in November 2019 (PW 64-2019).

Guiding principles of improving road safety and equitable financial outcomes were considered during discussions with local area municipal CAO's and treasurers.

Given the significant upfront financial investment required on the part of the Region for the implementation of the Program, the amending agreement to the IMA has been drafted to allow the Region to recover its Vision Zero Program Implementation and Operating Costs from the gross Vision Zero Program revenues, prior to distribution of the net Vision Zero Program revenues pursuant to sections 8.2 and 8.3 of the Intermunicipal Agreement.

The Amending Agreement attached as Appendix A is proposed for a term of three (3) years from the Effective Date and includes an opportunity for the parties, on or about two (2) years from the Effective Date, they will engage in discussions to collectively review available data related to the Program for purposes of considering long-term projections and plans for the Program, including possible sites for future capital investment and any further amendments that may be required to the IMA.

An amendment to the IMA dated April 26, 2000, requires approval of all 12 local area municipalities and the Region.

In the event that the Amending Agreement is not approved, the Program, based on the current Regional Council approval and Regional Staff assessment of financial viability, would not proceed.

Analysis:

Regional Staff received authorization from Regional Council to initiate discussions with the LAMs regarding the required amendments to the IMA, November 2019 (PW 64-2019).

Region staff met initially with LAMs' treasurers and CAOs in March 2019; with follow-up discussions with the CAO group in September 2019. The delay in discussions was a result of staff's attention being allocated to pandemic response, with a renewed focus on the initiative in the fall of 2020. Regional presentations and discussions have centred on program overview, financial implications and proposed amendments to the IMA with guiding principles of improving road safety and equitable financial outcomes.

The implementation of the Program by the Region requires a significant upfront investment, and as such the Amending Agreement provides that the Region shall be permitted to recover its Vision Zero Program Implementation and Operating Costs from the gross Vision Zero Program revenues, prior to distribution of the net Vision Zero Program revenues pursuant to sections 8.2 and 8.3 of the Intermunicipal Agreement.

The original IMA was approved by the 12 local area municipalities and the Niagara Region on April 26, 2000 with revenue sharing arrangement between the Region and the 12 local area municipalities (LAMs), 50% of net revenues are retained by Niagara Region and 50% of net revenues are shared with the LAMs; which will apply to net Vision Zero Revenues.

Regional Council has expressed support for an amendment to the IMA that would allow the Region to recover the costs of the Program from gross revenues to ensure it is financially sustainable; and thereafter share net revenues 50/50 with the local area municipalities.

Term of Agreement

The proposed term of this Amending Agreement is three (3) years from the Effective Date (being the date the first ticket issued under the Program is filed with the Court) and includes an opportunity for the parties, on or about two (2) years from the Effective Date, to engage in discussions to collectively review available data related to the Program for purposes of considering long-term projections and plans for the Program, including possible sites for future capital investment and any further amendments that may be required to the IMA.

A minimum commitment of three (3) years is being requested to get the Program up and running. This time will allow the Region to ensure there is enough data to assess the Program, to produce robust data to demonstrate that it is making a difference to driver behaviour and increasing road safety. There is financial risk initially as there are many unknowns associated with volumes, staffing levels required, timing and collections of infraction revenue. A minimum of three (3) years of 100% of the Vision Zero infraction revenue in excess of Court Services' operating costs is anticipated to be required to cover the Region's investment over those three (3) years.

Revenue Distribution

Given that the charges issued under the Program are processed by Court Services through the Provincial Offences Court, infraction revenue from the Program will flow through Court Services similar to other traffic ticket revenue. Vision Zero related infraction revenue will be segregated and will be used firstly to offset the Program Court costs incurred by Court Services; and then to fund the capital and operating costs associated with the implementation and operation of the Program. Any remaining revenue will be distributed pursuant to sections 8.2 and 8.3 of the IMA.

In the event that the Program gross revenues are less than the Court Costs at the end of any fiscal year, the Region will provide funding to cover the deficit from the Region's share of the net revenue distribution, so that the net revenues distributed to all municipalities, with the exception of the Region, are not negatively impacted by the Program. In subsequent years, any net Program revenues will first be used to repay the Region for previous years' deficit and then used for the operation and reinvestment in the Program.

Reporting Requirement

The Amending Agreement includes a requirement to report to Regional Council on an annual basis regarding operational costs and technical performance of the Vision Zero Program and the use of the net Vision Zero Program revenues to ensure transparency.

Approval of the Amendment to the Agreement

Similarly, to the original IMA dated April 26th, 2000 each of the 12 LAM Councils and Regional Council would need to approve the execution of the Amending Agreement in order for the revisions to take effect. In the event that the Amending

Agreement is not approved, the Program, based on the current Regional Council approval and Regional Staff assessment of financial viability, would not proceed.

Regional Staff believe that the Program is critical to enhancing road safety for all residents of, and visitors to, the region and accordingly are seeking to advance implementation of the Program in or about Q2 2022.

Region Lead

A Region led Program will mean the Region is responsible for the consistent delivery of the Program, stakeholder engagement and fielding questions or concerns from the public related to the Program. The Region will assume the financial risk during implementation of the Program, such as covering the significant upfront financial investment, uncertainty around revenue collection and ensuring there are adequate funds available to offset costs. The Region is a current member of ASE working group and will be able to leverage this relationship during implementation. Initial investments in ASE technology at the outset will be in approved community safety zones on Regional Roads. Regional Roads have larger intersections, higher speeds and volumes, as such the technology will have the largest impact on these roads. Investment will be undertaken strategically based on consultant recommendations to ensure the largest community impact. The goal of this Program is to change driver behaviour throughout the region with a strategic broad lens to implications to all 12 LAMs.

Administrative Monetary Penalty System

Region Transportation staff are participating in a working group established by the Ontario Traffic Council related to possible legislation being considered by the Province that would permit municipalities to process vision zero related charges outside of the Provincial Offences Court through an Administrative Monetary Penalty System (AMPS); similar to the way local area municipalities currently deal with parking by-law offences. If the legislation is approved and implemented, charge revenue related to the Program would not flow through the POA courts, and there would be a need to establish and resource an AMPS framework to manage these charges in its place.

Financial Considerations:

Infractions issued under the Program will be processed through Niagara Region Provincial Offences Court which is administered by the Court Services division of the Niagara Region. Under the revenue sharing methodology prescribed by the IMA, the

Region and the 12 local area municipalities (LAMs) share net revenues 50/50; this would include net revenues realized as a result of the Program.

The establishment of the Program will require significant upfront investment and ongoing operating costs, including but not limited to: equipment installation, leasing and maintenance costs, infrastructure upgrades, communication and education. The proposed Amending Agreement would allow the Region to recover the Program Implementation and Operating Costs (as defined in the Amending Agreement) from the gross Vision Zero Program revenues, prior to distribution of the net Vision Zero Program revenues.

As part of the 2020 Regional Operating Budget, Regional Council approved a business case for the Program (see Appendix B - 2020 Business Case – Vision Zero Road Safety Program). That business case outlined costs to be incurred for both Court Services and the Niagara Region (in the transportation and business licensing divisions), in the first full year of operations, of approximately \$4M annually with a break even ticket volume of approximately 32,500 tickets. It is anticipated that the tickets generated from the Program will allow for enough funds to cover both the increased costs in Court Services as well as to cover the costs to implement and operate the program in the first 1 – 3 years. The Program has been included in the Court Services 2022 operating budget with an estimated start date of Q2 2022 and revenues equal to expenditures. There will be no anticipated net revenues available for distribution in relation to the Program in 2022.

According to Provincial Guidelines, any municipal revenue collected under a Municipal ASE program that exceeds the costs of delivering the Municipal ASE program is required to be used to support local public safety and educational initiatives. Based on this guideline, all revenue that exceeds the costs of delivering the Program would be used for future reinvestment into the Program. Reinvestment includes such things as strategically expanding technology, intersection improvements, geometrics, street lighting, signage, pavement markings and pedestrian crossovers, communications and education platforms.

The Region Transportation Services Division shall use its share of the net Vision Zero Program revenues exclusively for the operation and enhancement of the Vision Zero Program. The Amending Agreement similarly provided that the local area municipalities agree to use their share of the net Vision Zero Program revenues exclusively either: (a) for vision zero road safety projects and initiatives in their own municipality; or (b) to support the Region's operation and enhancement of the Vision Zero Program to be in alignment with Provincial requirements. Further recognizing the Provincial reporting required to be undertaken by the Region regarding the Vision Zero Program and revenue use; the Amending Agreement specifies that the local area municipalities will also provide reporting as necessary

to achieve alignment with Provincial reporting requirements established from time to time, and in any case at least annually, as to their use of their share of the net Vision Zero Program revenues.

The goal of the Program is to change driver behavior and to reduce overall speeding on roads within the region. The financial impact of reduced speeding tickets on the LAM revenue distribution is difficult to estimate until trends from the Program are available. Worst case scenario, if no speeding tickets were issued by NRPS annually, the lost revenue available for distribution is estimated at \$80,000 for all 12 LAMs. In relation to RLC tickets, there are very few red light tickets issued annually by the NRPS. The worst case impact to the distribution to the LAMs if no red light tickets were issued is estimated at \$6,000 for all 12 LAMs.

It is anticipated that the Niagara Regional Police Service will continue to allocate similar resources to policing roads throughout the region and would be able to shift their focus to areas outside of the ASE and RLC areas.

Alternatives Reviewed:

Council may decide not to amend the Niagara Region Courts Inter-Municipal Agreement which supports the Vision Zero Safety Initiative. Staff do not support this course of action due to the fact that the Region requires approval and support from all 12 LAM's in order for the Vision Zero program to proceed. Based on the concerns regarding traffic speeding on Town roads (especially in highly sensitive areas such as school zones) staff are in support of the Region's Vision Zero initiative.

Strategic Plan Relationship: Strong Organization

The proposed Vision Zero Road Safety Program is a critical part in building a safe and inclusive community. It is an important mechanism to remove barriers for equity seeking groups by prioritizing vulnerable road users.

Consultation:

Consultation was undertaken with Niagara Region staff, the Fire Chief and the Town Solicitor in the preparation of this report.

Other Pertinent Reports/Attachments:

- Appendix A Niagara Region Courts Inter-Municipal Agreement-Amendment 2
- Appendix B 2020 Business Case – Vision Zero Road Safety Program
- PW 35-2019 Automated Speed Enforcement – Safer School Zones Act
- PW 36-2019 Red Light Camera
- PW 38-2019 Community Safety Zones
- PW 64-2019 Vision Zero Road Safety Program

- PW 2-2020 Implementation of Automated Speed Enforcement

Prepared and Recommended by:

Jason Marr, P. Eng.
Director of Public Works

Prepared and Submitted by:

David Cribbs, BA, MA, JD, MPA
Chief Administrative Officer

NIAGARA REGION COURTS INTERMUNICIPAL AGREEMENT – AMENDMENT 3

THIS THIRD AMENDING AGREEMENT (this “**Third Amendment**”) is made as of the ____ day of _____, 2026 (the “**Effective Date**”).

BETWEEN:

THE CORPORATION OF THE TOWN OF FORT ERIE
(hereinafter called “Fort Erie”)

OF THE FIRST PART

-and-

THE CORPORATION OF THE TOWN OF GRIMSBY
(hereinafter called “Grimsby”)

OF THE SECOND PART

-and-

THE CORPORATION OF THE TOWN OF LINCOLN
(hereinafter called “Lincoln”)

OF THE THIRD PART

-and-

THE CORPORATION OF THE CITY OF NIAGARA FALLS
(hereinafter called “Niagara Falls”)

OF THE FOURTH PART

-and-

THE CORPORATION OF THE TOWN OF NIAGARA-ON-THE-LAKE
(hereinafter called “Niagara-on-the-Lake”)

OF THE FIFTH PART

-and-

THE CORPORATION OF THE TOWN OF PELHAM
(hereinafter called “Pelham”)

OF THE SIXTH PART

-and-

THE CORPORATION OF THE CITY OF PORT COLBORNE
(hereinafter called “Port Colborne”)

OF THE SEVENTH PART

-and-

THE CORPORATION OF THE CITY OF ST. CATHARINES
(hereinafter called "St. Catharines")

OF THE EIGHTH PART

-and-

THE CORPORATION OF THE CITY OF THOROLD
(hereinafter called "Thorold")

OF THE NINTH PART

-and-

THE CORPORATION OF THE TOWNSHIP OF WAINFLEET
(hereinafter called "Wainfleet")

OF THE TENTH PART

-and-

THE CORPORATION OF THE CITY OF WELLAND
(hereinafter called "Welland")

OF THE ELEVENTH PART

-and-

THE CORPORATION OF THE TOWNSHIP OF WEST LINCOLN
(hereinafter called "West Lincoln")

OF THE TWELFTH PART

-and-

THE REGIONAL MUNICIPALITY OF NIAGARA
(hereinafter called "the Region")

OF THE THIRTEENTH PART

WHEREAS the Parties entered into an Intermunicipal Agreement dated April 26, 2000 (the "Intermunicipal Agreement"), all parties agreed, among other things, to appoint the Region as Agent to undertake the court administration, support, and prosecution program for the operation of the Provincial Offences Court on behalf of all municipalities;

AND WHEREAS effective November 22, 2005, the Parties entered into a First Amendment (the “First Amendment”) which amended the Intermunicipal Agreement by updating Schedule “A” entitled “Reporting Relationships”;

AND WHEREAS effective September 27, 2023, the Parties entered into a second amending agreement (the “Second Amendment”) which established the Vision Zero Program pursuant to which the Region implemented the use of Red Light Cameras (“RLC”) and Automated Speed Enforcement (“ASE”) cameras, including the processing of offences and the allocation of revenues derived therefrom;

AND WHEREAS the Second Amendment is set to expire on September 27, 2026;

AND WHEREAS pursuant to Bill 56, the “Building a More Competitive Economy Act”, the Province of Ontario has eliminated the authority of municipalities to operate ASE effective November 14, 2025;

AND WHEREAS the Parties wish to further amend the Intermunicipal Agreement to extend the term of the Second Amendment supporting the continued use of RLC and to include transitional provisions reflecting the termination of ASE as of November 14, 2025 pursuant to Bill 56, and the continued processing and revenue-sharing of ASE charges issued prior to November 14, 2025, in accordance with the terms of the Second Amendment.

AND WHEREAS the Parties wish to extend the term of the Second Amendment for an additional three (3) years on the terms set out in the Second Amendment, as amended by this Third Amendment;

NOW THEREFORE, in consideration of the mutual covenants and agreements contained herein, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledge, the Parties hereto agree as follows:

1. EXTENSION OF RLC ENFORCEMENT UNDER THE VISION ZERO PROGRAM

1.1 Section 9 of the Second Amendment is hereby deleted and replaced with the following:

The Term of this Amending Agreement shall commence on the Effective Date and shall continue for a period of six (6) years, concluding on September 27, 2029. The Parties acknowledge that the financial sustainability and potential expansion of RLC enforcement depend on various factors, including enforcement volumes, operational and processing costs, and applicable Provincial requirements. Regional Staff will actively monitor the use of RLCs and provide updates, including available data, as part of the annual report to Council required pursuant to Section 4 of this Amending Agreement. The Parties further agree to engage in

discussions to collectively review available data and consider any further modifications or extension to this Amending Agreement.

2. TERMINATION OF ASE ENFORCEMENT UNDER THE VISION ZERO PROGRAM

2.1 Termination of ASE Enforcement. The parties acknowledge that effective November 14, 2025, and pursuant to Bill 56, the legal authority for municipalities to operate ASE was eliminated by the Province of Ontario. As a result, ASE enforcement under the Vision Zero Program concluded on that date.

2.2 Continuation of Existing ASE Matters. Notwithstanding Section 2.1, all ASE charges arising from alleged offences occurring on or before November 14, 2025 (“**Existing ASE Matters**”) may continue to be processed, administered, prosecuted, resolved, and enforced in accordance with the terms of the Second Amendment.

3. GENERAL

3.1 No Further Amendments. Except as expressly amended by this Third Amendment, all terms, conditions, obligations, and provisions of the Intermunicipal Agreement, as amended by the First Amendment and the Second Amendment, shall remain unchanged and in full force and effect. For greater certainty, this Third Amendment amends and modifies certain provisions of the Second Amendment only to the extent expressly set out herein.

3.2 Confirmation. The acceptance of this Amending Agreement may be communicated by facsimile or email transmission reproduction between the Parties, and such reproduction will be binding upon the Parties with the same effect as an executed original of the Amending Agreement.

3.3 Counterparts. This Amending Agreement may be executed in any number of counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

IN WITNESS WHEREOF the parties hereto have executed this Amending Agreement:

Dated at _____, this _____ day of _____, 20_____.

THE CORPORATION OF THE TOWN OF FORT ERIE

Per:

Name:
Title:

Name:
Title:

Dated at _____, this _____ day of _____, 20_____.

THE CORPORATION OF THE TOWN OF GRIMSBY

Per:

Name:
Title:

Name:
Title:

Dated at _____, this _____ day of _____, 20_____.

THE CORPORATION OF THE TOWN OF LINCOLN

Per:

Name:
Title:

Name:
Title:

Dated at _____, this _____ day of _____, 20_____.

THE CORPORATION OF THE CITY OF NIAGARA FALLS

Per:

Name:
Title:

Name:
Title:

Dated at _____, this _____ day of _____, 20_____.

**THE CORPORATION OF THE TOWN OF NIAGARA-ON-
THE-LAKE**
Per:

Name:
Title:

Name:
Title:

Dated at _____, this _____ day of _____, 20_____.

THE CORPORATION OF THE TOWN OF PELHAM
Per:

Name:
Title:

Name:
Title:

Dated at _____, this _____ day of _____, 20_____.

THE CORPORATION OF THE CITY OF PORT COLBORNE
Per:

Name:
Title:

Name:
Title:

Dated at _____, this _____ day of _____, 20_____.

THE CORPORATION OF THE CITY OF ST. CATHARINES
Per:

Name:
Title:

Name:
Title:

Dated at _____, this _____ day of _____, 20_____.

THE CORPORATION OF THE CITY OF THOROLD
Per:

Name:
Title:

Name:
Title:

Dated at _____, this _____ day of _____, 20_____.

**THE CORPORATION OF THE TOWNSHIP OF
WAINFLEET**
Per:

Name:
Title:

Name:
Title:

Dated at _____, this _____ day of _____, 20_____.

THE CORPORATION OF THE CITY OF WELLAND
Per:

Name:
Title:

Name:
Title:

Dated at _____, this _____ day of _____, 20_____.

THE CORPORATION OF THE TOWNSHIP OF WEST LINCOLN
Per:

Name:
Title:

Name:
Title:

Dated at _____, this _____ day of _____, 20_____.

THE REGIONAL MUNICIPALITY OF NIAGARA
Per:

Name:
Title:

Name:
Title:

NIAGARA REGION COURTS INTERMUNICIPAL AGREEMENT- AMENDMENT 2

This Agreement dated the 13th day of October, 2022

BETWEEN:

THE CORPORATION OF THE TOWN OF FORT ERIE
(hereinafter called "Fort Erie")

OF THE FIRST PART

-and-

THE CORPORATION OF THE TOWN OF GRIMSBY
(hereinafter called "Grimsby")

OF THE SECOND PART

-and-

THE CORPORATION OF THE TOWN OF LINCOLN
(hereinafter called "Lincoln")

OF THE THIRD PART

-and-

THE CORPORATION OF THE CITY OF NIAGARA FALLS
(hereinafter called "Niagara Falls")

OF THE FOURTH PART

-and-

THE CORPORATION OF THE TOWN OF NIAGARA-ON-THE-LAKE
(hereinafter called "Niagara-on-the-Lake")

OF THE FIFTH PART

-and-

THE CORPORATION OF THE TOWN OF PELHAM
(hereinafter called "Pelham")

OF THE SIXTH PART

-and-

THE CORPORATION OF THE CITY OF PORT COLBORNE
(hereinafter called "Port Colborne")

OF THE SEVENTH PART

-and-

THE CORPORATION OF THE CITY OF ST. CATHARINES
(hereinafter called "St. Catharines")

OF THE EIGHTH PART

-and-

THE CORPORATION OF THE CITY OF THOROLD
(hereinafter called "Thorold")

OF THE NINTH PART

-and-

THE CORPORATION OF THE TOWNSHIP OF WAINFLEET
(hereinafter called "Wainfleet")

OF THE TENTH PART

-and-

THE CORPORATION OF THE CITY OF WELLAND
(hereinafter called "Welland")

OF THE ELEVENTH PART

-and-

THE CORPORATION OF THE TOWNSHIP OF WEST LINCOLN
(hereinafter called "West Lincoln")

OF THE TWELFTH PART

-and-

THE REGIONAL MUNICIPALITY OF NIAGARA
(hereinafter called "the Region")

OF THE THIRTEENTH PART

WHEREAS, by the Niagara Regional Court Intermunicipal Agreement dated April 26, 2000 (the "Intermunicipal Agreement"), all parties agreed, among other thing things, to appoint the Region as Agent to undertake the court administration, support and prosecution program for the operation of the Provincial Offences Court on behalf of all municipalities;

AND WHEREAS effective November 22, 2005, the Parties amended the Intermunicipal Agreement to update Schedule A entitled "Reporting Relationships";

AND WHEREAS the Region wishes to proceed with the implementation of the Vision Zero Program, which among other things would include enforcement of the *Highway Traffic Act* through Automated Speed Enforcement and Red Light Camera enforcement for purposes of enhancing traffic safety for the benefit of all visitors to and residents of the region of Niagara;

AND WHEREAS in order for the Region's implementation of the Vision Zero Program to be financially sustainable, the initial capital and ongoing operating costs to establish and operate the Vision Zero Program would need to be fully supported by the fines received through charges issued under the Vision Zero Program that will be processed through the Court;

AND WHEREAS the Council of the Region have approved the Vision Zero Program subject to an amendment to the Intermunicipal Agreement regarding the apportionment of costs and revenue to ensure that the Vision Zero Program is financially sustainable in the long term;

NOW THEREFORE in consideration of the promises, mutual covenants and conditions contained herein, the receipt and sufficiency of which is hereby acknowledged, the Parties hereto agree as follows:

1. Definitions

In this Amending Agreement:

"Effective Date" means the date upon which the first Certificate of Offence issued pursuant to the *Provincial Offences Act* for a charge under the Vision Zero Program is filed with the Court;

"Vision Zero Program" means the Vision Zero Road Safety Program to be administered by the Region that includes without limitation: enforcement of the *Highway Traffic Act* through Automated Speed Enforcement (ASE), Red Light Camera (RLC) enforcement and such other automated technology-based traffic enforcement tools that may be approved for use by the Province from time to time; infrastructure upgrades such as street lighting, signage and intersection improvements; and, communication and educational programs; all for purposes of enhancing traffic safety for all road users;

“Vision Zero Program Court Costs” means the Court costs and expenses related to administration, prosecution, adjudication of Vision Zero Program charges, including all staffing costs, fees and collection costs incurred by the Agent in processing charges issued under the Vision Zero Program; and,

“Vision Zero Program Implementation and Operating Costs” means the costs incurred by the Region related to initial establishment of the Vision Zero Program approved by the Council of the Region as part of the 2020 Regional budget approval process, being comprised of (a) the capital costs of the installation of 10 RLC units and 4 ASE units; and, (b) the ongoing operating costs and expenses to administer the Vision Zero Program, subject to annual adjustments as may required pursuant to applicable agreements, including but not limited to:

- i. all staffing and training;
- ii. consulting services;
- iii. equipment fees, operation and maintenance;
- iv. fees and charges imposed pursuant to agreements required to be entered into by the Region to implement the Vision Zero Program, including by the Ministry of Transportation and the Joint Processing Centre;
- v. communication and public education; and
- vi. related infrastructure maintenance such as signage, pavement markings and intersection improvements.

2. The parties acknowledge that implementation of the Vision Zero Program by the Region requires significant upfront investment and ongoing operating costs and as such agree that the Region shall be permitted to recover its Vision Zero Program Implementation and Operating Costs from the gross Vision Zero Program revenues, prior to distribution of the net Vision Zero Program revenues pursuant to sections 8.2 and 8.3 of the Intermunicipal Agreement.
3. The Region shall use its share of the net Vision Zero Program revenues exclusively for the operation and enhancement of the Vision Zero Program. The Municipalities shall use their share of the net Vision Zero Program revenues exclusively either: (a) for vision zero road safety projects and initiatives in their own municipality; or (b) to support the Region’s operation and enhancement of the Vision Zero Program. Recognizing the Provincial reporting to be undertaken by the Region regarding the Vision Zero Program and revenue use; the Municipalities shall report to the Region in such form and with such frequency as necessary to achieve alignment with Provincial reporting requirements from time to time, and in any case at least annually, as to their use of their share of the net Vision Zero Program revenues.
4. Regional Staff shall report to the Council of the Region on an annual basis regarding: Vision Zero Program Implementation and Operating Costs; the use of the Region’s share of the net Vision Zero Program revenues; and the technical performance of, and any proposed enhancements to, the Vision Zero Program.

5. The costs of the Program, as defined in the Intermunicipal Agreement, will be adjusted as a part of the annual budget process in accordance with section 7.1 of the Intermunicipal Agreement as necessary to address any change in Vision Zero Program Court Costs required to accommodate the volume of charges processed pursuant to the Vision Zero Program and shall be recovered by the Agent from gross revenues in accordance with section 8.1 of the Intermunicipal Agreement.
6. The Agent will track the Vision Zero Program Court Costs and revenues separately to the extent reasonably possible for inclusion in the annual budget and financial reporting submitted to the Board from time to time, and the report provided to the Council of the Region pursuant to section 4 of this Amending Agreement.
7. In the event that the gross Vision Zero Program revenues are less than the Vision Zero Program Court Costs at the end of any fiscal year, the Region will provide funding to cover the deficit from the Region's share of the net revenue distribution pursuant to section 8.2 of the Intermunicipal Agreement, so that the net revenues distributed to all Municipalities, with the exception of the Region, pursuant to section 8.3 of the Intermunicipal Agreement are not negatively impacted by the Vision Zero Program. In subsequent years, any net Vision Zero Program revenues will first be used to repay the Region for previous years' deficit, prior to distribution of the net Vision Zero Program revenues pursuant to sections 8.2 and 8.3 of the Intermunicipal Agreement.
8. The Region agrees to notify the parties in writing of the date that the first Certificate of Offence issued for a charge under the Vision Zero Program is filed with the Court for purposes of confirming the Effective Date of this Amending Agreement.
9. The term of this Amending Agreement will be three (3) years from the Effective Date. The parties agree that on or about two (2) years from the Effective Date they will engage in discussions to collectively review available data related to the Vision Zero Program compiled as of that date, including but not limited to Vision Zero Program Court Costs, charges, gross revenues, technical performance and trends for purposes of considering long-term projections and plans for the Vision Zero Program including possible sites for future capital investment in the Vision Zero Program and any potential future amendments that may be required to the Intermunicipal Agreement.
10. This Amending Agreement may be executed in any number of counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.
11. The acceptance of this Amending Agreement may be communicated by facsimile or email transmission reproduction between the Parties, and such reproduction will be binding upon the Parties with the same effect as an executed original of the Amending Agreement.


12. Save and except as modified herein, the provisions of the Intermunicipal Agreement shall remain in full force and effect.

IN WITNESS WHEREOF the parties hereto have executed this Amending Agreement:

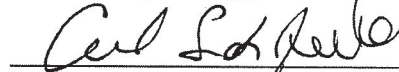
Dated at Fort Erie, Ontario, this 28th day of February, 2022.

THE CORPORATION OF THE TOWN OF FORT ERIE

Per:



Name: Wayne H. Redekop
Title: Mayor



Name: Carol Schoffeld
Title: Clerk

Dated at _____, this _____ day of _____, 20_____.

THE CORPORATION OF THE TOWN OF GRIMSBY

Per:

Name:
Title:

Name:
Title:

Dated at _____, this _____ day of _____, 20_____.

THE CORPORATION OF THE TOWN OF LINCOLN

Per:

Name:
Title:

12. Save and except as modified herein, the provisions of the Intermunicipal Agreement shall remain in full force and effect.

IN WITNESS WHEREOF the parties hereto have executed this Amending Agreement:

Dated at _____, this _____ day of _____, 20____.

THE CORPORATION OF THE TOWN OF FORT ERIE
Per:

Name:
Title:

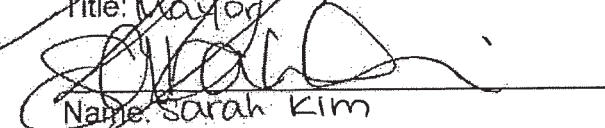
Name:
Title:

Dated at Grimsby, this 2 day of May, 2022.

THE CORPORATION OF THE TOWN OF GRIMSBY
Per:



Name: Jeff Jordan
Title: Mayor



Name: Sarah Kim
Title: Town Clerk

Dated at _____, this _____ day of _____, 20____.

THE CORPORATION OF THE TOWN OF LINCOLN
Per:

Name:
Title:

12. Save and except as modified herein, the provisions of the Intermunicipal Agreement shall remain in full force and effect.

IN WITNESS WHEREOF the parties hereto have executed this Amending Agreement:

Dated at _____, this _____ day of _____, 20____.

THE CORPORATION OF THE TOWN OF FORT ERIE

Per:

Name:
Title:

Name:
Title:

Dated at _____, this _____ day of _____, 20____.

THE CORPORATION OF THE TOWN OF GRIMSBY

Per:

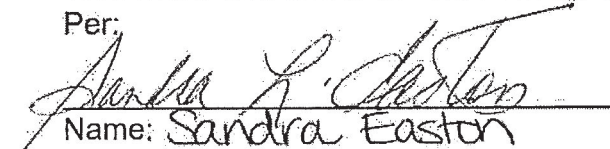
Name:
Title:

Name:
Title:

Dated at Lincoln, this 6 day of December, 2021.

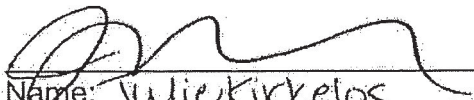
THE CORPORATION OF THE TOWN OF LINCOLN

Per:


Name: Sandra Easton

Title: Mayor

Sc-2021-181


Name: Julie Kirkelos
Title: Town Clerk

Dated at _____, this _____ day of _____, 20____.

THE CORPORATION OF THE CITY OF NIAGARA FALLS

Per:

Name:
Title:

Name:
Title:

Dated at _____, this _____ day of _____, 20____.

THE CORPORATION OF THE TOWN OF NIAGARA-ON-THE-LAKE

Per:

Name:
Title:

Name:
Title:

Dated at _____, this _____ day of _____, 20____.

THE CORPORATION OF THE TOWN OF PELHAM

Per:


Name:
Title:

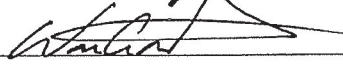
Name:

Name:
Title:

Dated at NIAGARA FALLS, this 1ST day of SEPTEMBER, 2022.

THE CORPORATION OF THE CITY OF NIAGARA FALLS
Per:


Name: JIM DIOBATTI
Title: Mayor


Name: WILLIAM G. MATSON
Title: CITY CLERK.

Dated at _____, this _____ day of _____, 20_____.

THE CORPORATION OF THE TOWN OF NIAGARA-ON-
THE-LAKE
Per:

Name:
Title:

Name:
Title:

Dated at _____, this _____ day of _____, 20_____.

THE CORPORATION OF THE TOWN OF PELHAM
Per:

Name:
Title:

Name:

Name:
Title:

Dated at _____, this _____ day of _____, 20_____.

THE CORPORATION OF THE CITY OF NIAGARA FALLS
Per:

Name:
Title:

Name:
Title:

Dated at NOTL, this 1st day of March, 2022.

THE CORPORATION OF THE TOWN OF NIAGARA-ON-THE-LAKE
Per:

Betty Davis
Name:

R. Wood
Title:

Name:
Title:

Dated at _____, this _____ day of _____, 20_____.

THE CORPORATION OF THE TOWN OF PELHAM
Per:

Name:
Title:

Name:

Name:
Title:

Dated at _____, this _____ day of _____, 20____.

THE CORPORATION OF THE CITY OF NIAGARA FALLS
Per:

Name:
Title:

Name:
Title:

Dated at _____, this _____ day of _____, 20____.

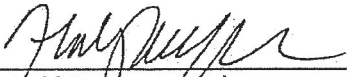
**THE CORPORATION OF THE TOWN OF NIAGARA-ON-
THE-LAKE**
Per:

Name:
Title:

Name:
Title:

Dated at Pelham, this 10 day of January, 2022.

THE CORPORATION OF THE TOWN OF PELHAM
Per:

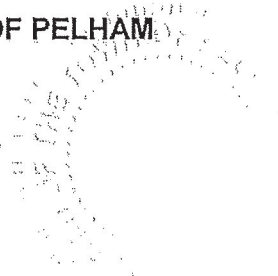


Name: Holly Willmet

Title: Town Clerk



Name: MARVIN JUNKIN



Title: MAYOR

Dated at PELHAM, this 12 day of JANUARY, 2022.

THE CORPORATION OF THE CITY OF PORT COLBORNE
Per:

Name:
Title:

Name:
Title:

Dated at _____, this _____ day of _____, 20_____.

THE CORPORATION OF THE CITY OF ST. CATHARINES
Per:

Name:
Title:

Name:
Title:

Dated at _____, this _____ day of _____, 20_____.

THE CORPORATION OF THE CITY OF THOROLD
Per:

Name:
Title:

Name:
Title:

Title:

Dated at PORT COLBORNE, this 13 day of OCTOBER, 2022.

THE CORPORATION OF THE CITY OF PORT COLBORNE

Per:


Name: WILLIAM C. STEELE

Title: MAYOR


Name: NICOLE RUBLI

Title: ACTING CITY CLERK

Dated at _____, this _____ day of _____, 20_____.

THE CORPORATION OF THE CITY OF ST. CATHARINES

Per:

Name:

Title:

Name:

Title:

Dated at _____, this _____ day of _____, 20_____.

THE CORPORATION OF THE CITY OF THOROLD

Per:

Name:

Title:

Name:

Title:

Title:

Dated at _____, this _____ day of _____, 20____.

THE CORPORATION OF THE CITY OF PORT COLBORNE

Per:

Name:

Title:

Name:

Title:

Dated at St. Catharines, ON, this 26 day of August, 2022.

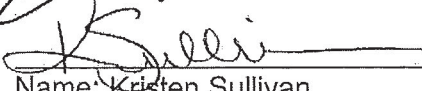
THE CORPORATION OF THE CITY OF ST. CATHARINES

Per:



Name: Walter Sendzik

Title: Mayor



Name: Kristen Sullivan

Title: City Clerk

Approved
SS
Solicitor
KS
Clerk

As authorized by By-law No. 2022-10 of the City of St. Catharines

Dated at _____, this _____ day of _____, 20____.

THE CORPORATION OF THE CITY OF THOROLD

Per:

Name:

Title:

Name:

Title:

Title:

Dated at _____, this _____ day of _____, 20____.

THE CORPORATION OF THE CITY OF PORT COLBORNE

Per:

Name:

Title:

Name:

Title:

Dated at _____, this _____ day of _____, 20____.

THE CORPORATION OF THE CITY OF ST. CATHARINES

Per:

Name:

Title:

Name:

Title:

Dated at The City of Thorold, this 9th day of August, 2022.

THE CORPORATION OF THE CITY OF THOROLD

Per: **Terry Ugulini**

Signed with ConsignO Cloud (2022/08/09)
Verify with verifio.com or Adobe Reader.



Name: Terry Ugulini

Title: Mayor **Matthew Trennum**

Signed with ConsignO Cloud (2022/08/10)
Verify with verifio.com or Adobe Reader.



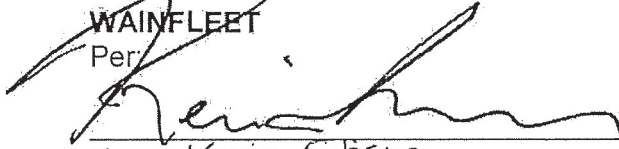
Name: Matthew Trennum

Title: City Clerk

Dated at Wainfleet, this 7th day of December, 2021.

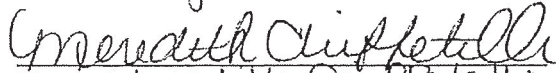
THE CORPORATION OF THE TOWNSHIP OF
WAINFLEET

Per:



Name: Kevin Gibson

Title: Mayor



Name: Meredith Ciuffetelli

Title: Deputy Clerk

Dated at _____, this _____ day of _____, 20_____.

THE CORPORATION OF THE CITY OF WELLAND

Per:

Name:

Title:

Name:

Title:

Dated at _____, this _____ day of _____, 20_____.

THE CORPORATION OF THE TOWNSHIP OF WEST
LINCOLN

Per:

Name:

Title:

Dated at _____, this _____ day of _____, 20____.

**THE CORPORATION OF THE TOWNSHIP OF
WAINFLEET**

Per:

Name:
Title:

Name:
Title:

Dated at Welland, this 22 day of August, 2022.

THE CORPORATION OF THE CITY OF WELLAND

Per:



Name: FRANK CAMPION
Title: MAYOR



Name: TARA STEPHENS
Title: CITY CLERK

Dated at _____, this _____ day of _____, 20____.

**THE CORPORATION OF THE TOWNSHIP OF WEST
LINCOLN**

Per:

Name:
Title:

Dated at _____, this _____ day of _____, 20____.

THE CORPORATION OF THE TOWNSHIP OF
WAINFLEET

Per:

Name:
Title:

Name:
Title:

Dated at _____, this _____ day of _____, 20____.

THE CORPORATION OF THE CITY OF WELLAND

Per:

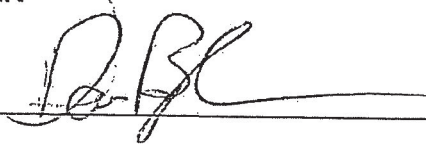
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Title:

Name:
Title:

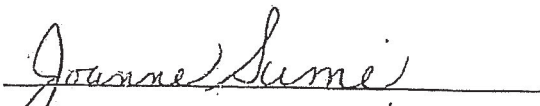
Dated at Township of West Lincoln, this 15 day of December, 2021.

THE CORPORATION OF THE TOWNSHIP OF WEST
LINCOLN

Per:



Name:
Title:



Name: Joanne Sumé
Title: Clerk

Name:
Title:

Dated at Thorold, this 22nd day of September, 2022.

THE REGIONAL MUNICIPALITY OF NIAGARA

Per:

APPROVED FOR EXECUTION



LEGAL SERVICES

Jim Bradley
Name: Jim Bradley
Title: Regional Chair

Ann-Marie Norris
Name: Ann-Marie Norris
Title: Regional Clerk

MEMORANDUM

To: Town of Pelham Council

From: Vickie vanRavenswaay, Director of Recreation, Culture & Wellness

Date: April 22, 2026

Subject: Fonthill Lions Club Land Transfer to the Town of Pelham

Recommendation:

BE IT RESOLVED THAT Council receive memo 2026-0093 “Fonthill Lions Club land transfer to the Town of Pelham,” for information.

Staff have been engaged in negotiations with the Fonthill Lions Club regarding the potential transfer of ownership of G.L.Klager Park, municipally known as 103 Hurricane Road, in Fonthill. The Park comprises approximately 5.36 acres, including a clubhouse/hall building and outdoor amenities such as a pavilion, baseball/softball diamond, ball hockey rink, multi-purpose court, playground, and parking lot.

Fonthill Lions Club and the Town of Pelham are proud to announce the signing of a landmark agreement to ensure the long-term sustainability, accessibility, and growth of G.L. Klager Park as a vital community hub. The Fonthill Lions Club has agreed to transfer the ownership of G.L.Klager Park to the Town of Pelham.

Under the agreement, the Fonthill Lions Club will continue to host events, meetings, and community programming at the park, while the Town of Pelham assumes responsibility for long-term maintenance, infrastructure, and future improvements. This collaborative model preserves the Club's legacy and strengthens the park's future. The lands will remain dedicated to public recreational use in perpetuity, ensuring that G.L.Klager Park continues to serve as a community asset for generations.

To commemorate this meaningful partnership, we look forward to a special celebration at G.L. Klager Park, bringing together members of the Fonthill Lions Club, the Town of Pelham Council and Staff, and community residents. The event will highlight the shared commitment to preserving the park's legacy and to fostering its growth as a vibrant space for all. Festivities will include a recognition ceremony honouring the efforts that made this agreement possible.



The Corporation of the Town of Pelham

By-law No. 23-2026

Being a by-law to adopt, ratify and confirm the actions of the Council at its regular meeting held on the 22nd day of April 2026.

WHEREAS section 5(3) of the *Municipal Act, 2001*, S.O. 2001, c. 25 (“*Municipal Act, 2001*” or “the statute”) provides that, unless otherwise authorized, the powers of Council shall be exercised by by-law;

AND WHEREAS it is deemed desirable and expedient that the actions of the Council as herein set forth be adopted, ratified and confirmed by by-law;

NOW THEREFORE the Council of the Corporation of the Town of Pelham enacts as Follows:

1. (a) The actions of the Council at its meeting held on the 22nd day of April, 2026, including all resolutions or motions approved, are hereby adopted, ratified and confirmed as if they were expressly embodied in this by-law.

(b) The above-mentioned actions shall not include:
 - i. any actions required by-law to be taken by resolution; or
 - ii. any actions for which prior Ontario Municipal Board approval is required, until such approval is obtained.
2. The Mayor and proper officials of the Corporation of the Town of Pelham are hereby authorized and directed to do all things necessary to give effect to the above-mentioned actions and to obtain approvals where required.
3. Unless otherwise provided, the Mayor and Clerk are hereby authorized and directed to execute and the Clerk to affix the seal of the Corporation of the Town of Pelham to all documents necessary to give effect to the above-mentioned actions.
4. This By-law shall come into force on the date that it is enacted.

Read, enacted, signed and sealed this 22nd day of April, 2026.

Marvin Junkin, Mayor

Sarah Leach, Acting Clerk