



DEVELOPMENT AND PROPERTY COMMITTEE

Monday, January 9, 2023

A meeting of the Development and Property Committee was held on Monday, January 9, 2023, at 9:30 a.m., at the County of Renfrew Administration Building, Pembroke, Ontario.

Present were: Chair James Brose
 Warden Peter Emon
 Vice-Chair Robert Weir
 Councillor David Bennett
 Councillor Daniel Lynch
 Councillor Mark MacKenzie
 Councillor Gary Serviss
 Councillor Keith Watt

Staff Present: Craig Kelley, Chief Administrative Officer/Clerk
 Jason Davis, Director of Development and Property
 Laura LePine, Director of Community Services
 Lee Perkins, Director of Public Works and Engineering
 Bruce Howarth, Manager of Planning Services
 Melissa Marquardt, Manager of Economic Development Services
 Kevin Raddatz, Manager of Real Estate
 Lacey Rose, County Forester
 Rosalyn Gruntz, Deputy Clerk
 Tina Peplinskie, Media Relations and Social Media Coordinator
 Evelyn VanStarkenbug, Administrative Assistant

Chair Brose called the meeting to order at 9:30 a.m. The land acknowledgement identifying that the meeting was being held on the traditional territory of the Algonquin People was recited. The roll was called, and no pecuniary interests were disclosed.

The Chair noted that the minutes of the previous meeting held on October 11, 2022 were approved by the Warden and Chief Administrative Officer/Clerk.

Development and Property

Warden Emon, as Chair of the Renfrew County 2023 Ontario Winter Games (the Games) Organizing Committee (GOC), provided an update on the Games which are scheduled to occur from February 2-5, 2023 and February 9-12, 2023. He noted that there will be two outdoor opening ceremonies at the Ma-te-Way Activity Centre in Renfrew, Ontario on February 2 and February 9 from 6:30 p.m. until 8:30 p.m. It is anticipated that there will be approximately 2,400 competitors and 6,000 spectators visiting from outside of the community generating an economic benefit to the community of approximately \$5-6 million.

Warden Emon advised that there are 830 volunteers registered to assist with the Games and he is encouraging Councillors to consider registering as a volunteer at renfrewcounty2023.ca. The GOC is looking for Councillors to be ambassadors for their community to welcome visitors at the venues. Further information will be provided in a newsletter which will be circulated to County Council.

Warden Emon advised that some of the proceeds from the Games will become part of a “Sport for All Legacy Fund” to support local sports organizations in Renfrew County.

Mr. Davis overviewed the Development and Property Department Report which is attached as Appendix A.

RESOLUTION NO. DP-C-23-01-01

Moved by Councillor Bennett

Seconded by Councillor MacKenzie

THAT the Development and Property Committee recommends that County Council pass a By-law to enter into an Active Transportation Fund (ATF) Contribution Agreement for Algonquin Trail Active Transportation Enhancements with the Minister of Intergovernmental Affairs, Infrastructure and Communities confirming that it meets all the requirements of the Active Transportation Fund Agreement; AND FURTHER THAT the Warden and Clerk be authorized to execute the Agreement on behalf of the County of Renfrew. CARRIED.

Economic Development

Ms. Marquardt overviewed the Economic Development Division Report, which is part of the Development and Property Department Report.

Ottawa Valley Tourist Association

Ms. Marquardt overviewed the Ottawa Valley Tourist Association Report (OVTA), which is part of the Development and Property Department Report.

Committee was advised that a report on the number of communities that have implemented the Municipal Accommodation Tax and the income this tax has generated will be provided at a future meeting.

Committee was advised that staff will provide a report on the number of students and businesses that have taken advantage of the Summer Experience Program at a future meeting.

Committee recessed at 11:10 a.m. and reconvened at 11:18 a.m. with the same persons present.

Enterprise Renfrew County

Ms. Marquardt overviewed the Enterprise Renfrew County Report, which is part of the Development and Property Department Report.

RESOLUTION NO. DP-C-23-01-02

Moved by Councillor Lynch

Seconded by Councillor Serviss

THAT the Development and Property Committee recommends that County Council pass a By-law to transfer \$3,300 of unspent Summer Company program funding to the Starter Company Plus program under the terms of the Transfer Payment Agreement referenced in By-law 62-22, being a By-law to Execute a Transfer Payment Agreement for the Provision of Financial Support for Enterprise Renfrew County from the Province of Ontario. CARRIED.

Forestry and GIS

Ms. Rose overviewed the Forestry and GIS Division Report, which is part of the Development and Property Department Report.

RESOLUTION NO. DP-C-23-01-03

Moved by Councillor Bennett

Seconded by Councillor Weir

THAT the Development and Property Committee recommends that County Council pass a By-law authorizing the Warden and the Clerk to execute a self-to-self Transfer/Deed of Land for Part Lot 3 and 4, Concession 3, geographic Township of Raglan in the Township of Brudenell, Lyndoch and Raglan. CARRIED.

Real Estate

Mr. Raddatz overviewed the Real Estate Division Report, which is part of the Development and Property Department Report.

Planning

Mr. Howarth overviewed the Planning Division Report, which is part of the Development and Property Department Report.

Mr. Howarth advised Committee that the Planning Division currently has one vacant Junior Planner position, and that staff will be presenting a proposal to reorganize the Division during

the upcoming budget deliberations in February for Committee and County Council consideration.

RESOLUTION NO. DP-C-23-01-04

Moved by Councillor MacKenzie

Seconded by Councillor Watt

THAT the Development and Property Committee recommends that County Council accept the revisions to Official Plan Amendment No. 35 and direct staff to further consult with the established Bill 109, More Homes for Everyone Act, 2022 working group and the Ministry of Municipal Affairs and Housing ahead of scheduling another public meeting. CARRIED.

RESOLUTION NO. DP-C-23-01-05

Moved by Councillor Bennett

Seconded by Councillor Lynch

THAT the Development and Property Committee recommends that County Council pass a By-law to repeal By-law 102-18 being a By-law to Adopt Amendment No. 29 to the Official Plan of the County of Renfrew. CARRIED.

RESOLUTION NO. DP-C-23-01-06

Moved by Councillor Serviss

Seconded by Councillor MacKenzie

THAT the Development and Property Department Report, which is attached as Appendix A be approved. CARRIED.

New Business

Line Fences Act

Mr. Davis advised that staff received confirmation that the County of Renfrew will be a delegation with the Ontario Ministry of Agriculture, Food and Rural Affairs to discuss the Line Fences Act as it relates to the costs of municipal ownership of abandoned rail corridors at the Rural Ontario Municipalities Association Conference (ROMA).

RESOLUTION NO. DP-C-23-01-07

Moved by Councillor Bennett

Seconded by Councillor Watt

BE IT RESOLVED THAT the Development and Property Committee move into a closed meeting pursuant to Section 239 of the Municipal Act, 2001, as amended to discuss information explicitly supplied in confidence to the municipality or local board by Canada, a province or territory or a Crown agency of any of them (Active Transportation Funding and Flood Mapping Program). Time: 12:25 p.m. CARRIED.

RESOLUTION NO. DP-C-23-01-08

Moved by Councillor Bennett

Seconded by Councillor Weir

THAT this meeting resume as an open meeting. Time: 12:47 p.m. CARRIED.

RESOLUTION NO. DP-C-23-01-09

Moved by Councillor Lynch

Seconded by Councillor Watt

THAT the Development and Property Committee recommends that County Council pass a By-law authorizing the Warden and the Clerk to enter into an agreement with the Province of Ontario Ministry of Natural Resources and Forestry through the Natural Resources (NRCan) for the Flood Hazard Identification and Mapping Program (FHIMP). CARRIED.

RESOLUTION NO. DP-C-23-01-10

Moved by Councillor Bennett

Seconded by Councillor Weir

THAT this meeting adjourn and the next regular meeting be held on February 14, 2023. Time: 12:48 p.m. CARRIED.

COUNTY OF RENFREW**DEVELOPMENT AND PROPERTY DEPARTMENT REPORT**

TO: Development and Property Committee
FROM: Jason Davis, Director of Development and Property
DATE: January 9, 2023
SUBJECT: Department Report

INFORMATION**1. Development and Property Department Overview**

Attached as Appendix I is an overview of the priorities for the Development and Property Department that Director, Mr. Jason Davis will review with Committee at the meeting.

2. Pikwakanagan Flag

The Algonquins of Pikwakanagan flag has been installed outside the County Council Chambers to recognize the fact that we are meeting on the traditional territory of the Algonquin People. The flag recognizes and builds upon the Memorandum of Understanding that the County has with the Algonquins of Pikwakanagan which will lead to a better relationship on our shared future.

3. ZenCity Public Engagement

On May 25, 2022 County Council approved the use of funding received from the Municipal Modernization Program (Intake 2 and Intake 3) on projects that were identified by the Perry Group Consulting Ltd. and recommended by the Senior Leadership Team for staff to make every effort possible to utilize this funding by the Provincial Program deadlines of September 30, 2022 and February 28, 2023 and to utilize the Provision for Unallocated Funds for our 35% share of the total project cost. Land and Property/Project Management was selected by the Senior Leadership Team as one of the Information Technology projects to be implemented.

Currently, the County has a variety of solutions to engage the public and to keep track of County projects and initiatives. The lack of consistency creates a barrier to the public and elected. A consistent and transparent process that is provided by Zencity Engage will create a one stop program for all County departments and local municipalities.

The web-based program will be available to all County departments and local municipalities for public engagement through the sharing of information and data and provide transparency to the public for County projects and initiatives. Attached as Appendix II is a proposed outline from Zencity Engage.

The County will roll out the application and training to staff and local municipalities throughout the year. The contract followed the provisions of the County of Renfrew Corporate Policy GA-01 Procurement of Goods and Services.

4. 2023 Development and Property Committee Meeting Locations

In years past, the Development and Property Committee has convened meetings in the local municipalities for up to two of its regular meetings each year. The objective has been to enable the staff and local municipal Council(s) to meet with the Development and Property Committee to discuss any matters of common interest or concern.

Should the Committee wish to continue with the meetings at local municipalities in 2023, staff is requesting that your municipality contact Mr. Jason Davis and, pending confirmation, staff will make the necessary arrangements with your municipality.

BY-LAWS

5. Permanent Public Transit Program – Active Transportation Fund

Recommendation: THAT the Development and Property Committee recommends that County Council pass a By-law to enter into an Active Transportation Fund (ATF) Contribution Agreement for Algonquin Trail Active Transportation Enhancements with the Minister of Intergovernmental Affairs, Infrastructure and Communities confirming that it meets all the requirements of the Active Transportation Fund Agreement; AND FURTHER THAT the Warden and

Clerk be authorized to execute the Agreement on behalf of the County of Renfrew.

Background

The County of Renfrew applied and was approved for a grant under the Minister of Intergovernmental Affairs, Infrastructure and Communities Active Transportation Fund (ATF) Contribution Agreement for Algonquin Trail Active Transportation Enhancements for transportation enhancements to the Algonquin Trail from Laurentian Hills westerly for approximately 52 kms of improvements.

Outputs:

- 52 kms of a level, durable and smooth Algonquin Trail corridor to improve this Active Transportation, tourism and recreation asset.
- Installation of 62 directional, safety, geographic information system (GIS) signs.

6. Economic Development Division

Attached as Appendix III is the Economic Development Division Report, prepared by Ms. Melissa Marquardt, Manager of Economic Development, providing an update on activities.

7. Ottawa Valley Tourist Association

Attached as Appendix IV is the Ottawa Valley Tourist Association Report, prepared by Ms. Melissa Marquardt, Manager of Economic Development, providing an update on activities.

8. Enterprise Renfrew County

Attached as Appendix V is the Enterprise Renfrew County Report, prepared by Ms. Melissa Marquardt, Manager of Economic Development, providing an update on activities.

9. Forestry and GIS Division

Attached as Appendix VI is the Forestry and GIS Division Report, prepared by Mr. Jason Davis, Director of Development and Property, providing an update on activities.

10. **Real Estate Division**

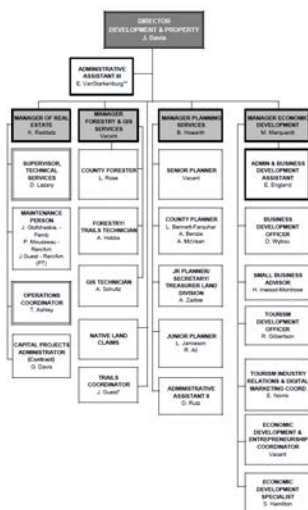
Attached as Appendix VII is the Real Estate Division Report, prepared by Mr. Kevin Raddatz, Manager of Real Estate, providing an update on activities.

11. **Planning Division**

Attached as Appendix VIII is the Planning Division Report, prepared by Mr. Bruce Howarth, Manager of Planning Services, providing an update on activities.



The Development and Property Department delivers a broad range of services and programs to the public, local municipalities and other County departments. The main services of the Department is Planning, Economic Development, Real Estate, Forestry and GIS/Mapping.

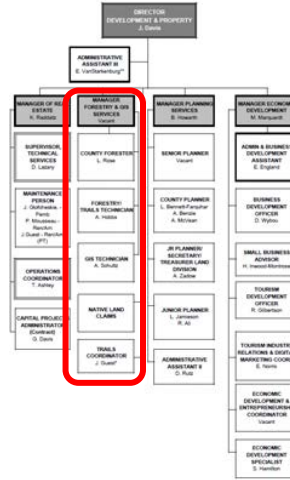


Jason Davis	Director	x 463	jdavis@countyofrenfrew.on.ca
Bruce Howarth	Manager of Planning Services	x 467	bhowarth@countyofrenfrew.on.ca
Melissa Marquardt	Manager of Economic Development	x 459	mmarquardt@countyofrenfrew.on.ca
Kevin Raddatz	Manager of Real Estate	x 451	kraddatz@countyofrenfrew.on.ca
Evelyn VanStarkenburg	Administrative Assistant III	x 482	evanstarkenburg@countyofrenfrew.on.ca



Plans for 2023:

- Departmental review with the focus on the Forestry & GIS Division



Forestry

The County of Renfrew owns approximately 16,000 acres/6,500 hectares of forest on 53 different Tracts of land, mostly acquired in the 1960s through the Provincial Agreement Forest Program which funded 75% of the purchase price.

The Renfrew County Forest is Forest Stewardship Council (FSC) Certified, managed under a long-term forest management plan prepared by a registered professional forester, and generates an average of \$180,000 in timber revenues per year.

Plans for 2023:

- Finalizing the cell tower location on a County Forestry property
- Reviewing the implications of the Carbon Credit programs for the County Forests
- Supporting the Land Claim
- Continue to support the local forest industry with outreach and education programs and provide a leadership role when dealing with provincial and federal issues such as invasive species, and endangered species policies that impact the forest Industry



Trails

The County of Renfrew owns approximately 240 km of trails. The 21 kms of the K&P Recreational Trail from the Town of Renfrew to the Village of Calabogie was purchased in 2001. In 2016 the County partnered with Lanark County and the Township of Papineau-Cameron to purchase 300 kilometres of the CP rail line from Smiths Falls to the Town of Mattawa

Plans for 2023:

- Cell tower proposal
- Additional purchase of a section of the K&P Trail from the Mississippi Conservation Authority
- Continue the trail build to the Township of Papineau-Cameron border (100 kms)



Economic Development, Tourism & Entrepreneurship

Promoting Renfrew County as a place to live, play and work



Economic Development focusses on business attraction, retention, expansion and investment opportunities within a number of priority sectors including, but not limited to: Agriculture, Advanced Manufacturing, Forestry, Nuclear Science and Tourism.

Areas of responsibility include:

- Assisting investors and developers with site searches;
- Supporting businesses, municipalities and community groups in identifying funding opportunities and support programs, as well as guidance throughout the application process;
- Connecting local projects and initiatives with businesses and people;
- Promoting Renfrew County as a destination for meetings and events, including organizing the Taste of the Valley series.

Plans for 2023:

- Launch new Invest Renfrew County website
- Newcomer & Workforce Attraction Development Initiative
- New economic development strategic plan
- Host in-person Economic Development Summit
- Review and revamp Taste of the Valley events
- Develop meetings and events marketing strategy



Ottawa Valley Tourist Association (OVTA) is the destination marketing organization for Renfrew County & City of Pembroke and represents more than 280 members from across Renfrew County and the Upper Ottawa Valley.

Areas of responsibility include:

- Marketing the Ottawa Valley's as a destination of choice to domestic and international markets;
- Leading and/or supporting the development of new & existing tourism products and programs;
- Training, professional development and networking opportunities.

Plans for 2023:

- Launch new tourism website
- Renew OVTA/COR/City of Pembroke agreement
- Revamp of Ottawa Valley Tourism Awards program
- Host in-person tourism conference, training and workshops
- Execute culinary tourism strategy
- Develop resident engagement strategy (funding dependent)



Enterprise Renfrew County (ERC) assists entrepreneurs and small business owners with starting and/or growing their own businesses.

Areas of responsibility include:

- Delivering the Summer Company Program, a youth entrepreneurship program for students aged 15-29;
- Delivering the Starter Company Plus program, an entrepreneurship program for individuals aged 18+;
- Confidential business consultations and one-on-one coaching;
- Training, professional development opportunities and mentorship programs.

Plans for 2023:

- Develop Francophone services program for entrepreneurs (funding dependent)
- Deliver Summer Company & Starter Company Plus programs
- Revamp and revive Mentorship program
- Deliver Small Business Week programming & events



Planning Division

County of Renfrew Approvals

- Adoption and Approval of County Official Plan and Amendments
- Approval of Local Official Plans and Amendments
- Approval of Plans of Subdivision and Condominium
- Approval of Part Lot Control By-laws
- Approval of Consent Applications
- Providing comments to local municipalities on County related issues and/or Municipal Plan Review (MPR) which is identifying related provincial interests/issues to be addressed.

Local Planning Services (where a planning services agreement has been entered)

- Processing and providing planning support related to Local Approvals
 - Zoning By-law Amendments, Site Plan Control, Minor Variance Applications



Planning Division Significant Projects/ Applications

- Implementation of Provincial Changes (Bill 109, Bill 23) and announced future review of the Provincial Policy Statement (PPS)
- Local Comprehensive Zoning By-law Updates
- Plan of Subdivision applications:
 - Granite Village in Greater Madawaska
 - VanDusen/White Lake Road – Arnprior
 - King’s Landing – Madawaska Valley
 - Ida St – Arnprior
 - Westhaven Gate – Arnprior
 - Bennett Meadows – Whitewater Region
- Aggregate applications:
 - Selle Quarry Expansion – Bonnechere Valley
 - DTomlinson Pit – Horton
 - DBM Quarry – McNab/Braeside



Real Estate Division

Manages 2 portfolios

Real Property Assets: County owned facilities - 8 buildings in the County of Renfrew consisting of: administration type buildings, paramedic bases and a OPP building - total of 110,830 sq. ft.

Renfrew County Housing Corporation: County owned rental housing -1,020 units in the County of Renfrew consisting of: duplexes, row houses and apartment type units - total of 1,225,855 sq. ft. (1.2 million sq. ft.).

Services Provided

- Operations and Maintenance
- Project Management
- Building Condition Assessments
- Lease Management
- Energy Management and Procurement

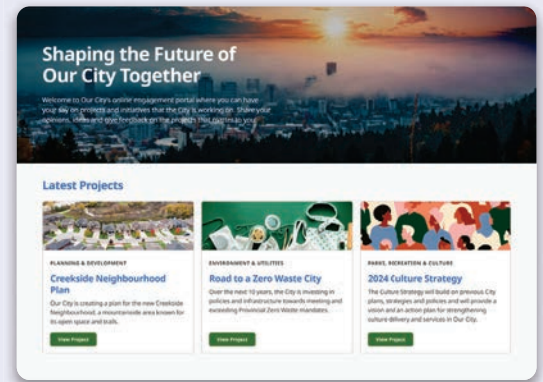


Plans for 2023:

- Key project: RCHC - Integrated Community Housing (12 bedroom unit) in Pembroke.
- Capital projects: roof replacements, structural upgrades, mechanical improvements.
- Ensure accurate records & updates for current codes/compliance with various authorities having jurisdiction.
- Re-evaluate Preventative Maintenance schedules.
- Enhance process for BCA's (Building Condition Assessments).
- Review current/future contracts for improved efficiencies.

Zencity Engage

Shape your community's future, together with residents, by including them in the planning stages of your next initiative



Inform your plans with direct resident input



Answer specific questions

Take your next plan or initiative to your community and develop the vision with resident input in hand



Easily spot major takeaways

Visit your dashboard for a quick overview of the most meaningful findings, in a ready-to-share format



Build trust with residents

Make your planning processes transparent, invite participation, and post follow-up reports

Bring more voices in

Designed to be user-friendly and intuitive, Zencity Engage makes it easy for any resident to share their thoughts and be part of shaping their community



Parks and Recs 2023 Budget



Participate Now

Midtown Bike Lane Extension



Join the Conversation



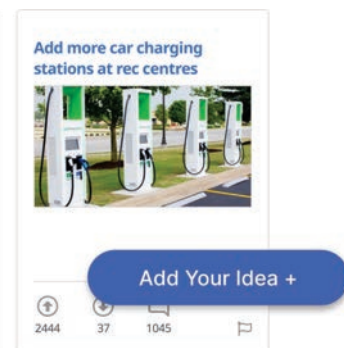
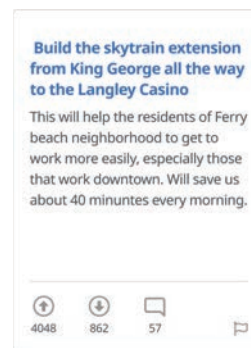
"Working at the city level, we often work on multiple projects and need to gather and publish feedback to move decisions forward... Zencity Engage is a user-friendly way to gain input."



Rebekah Ladd

Public Information Officer, Casper Police Department, WY

Collaborative digital engagement

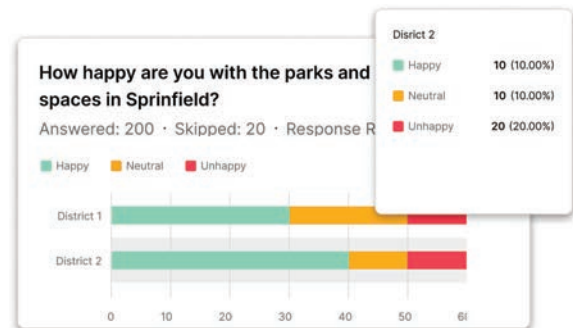
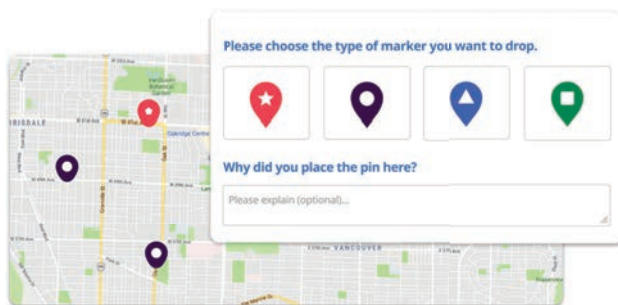


Create online project boards

Set up interactive and informative pages for each of your new initiatives to make it easy for residents to get the background and give their input

Offer intuitive tools for collaboration

Fill your board with interactive tools like idea walls, timelines, images, surveys, Q&As, and more to generate discussion and gather meaningful feedback



Locate feedback on a map

Let residents give site-specific comments through map pin drops, and offer interactive, visual representations of what you're working on

Share your findings with residents

Get a clear snapshot of the findings and close the loop with your residents by quickly building and sharing reports using built-in data visualization tools

COUNTY OF RENFREW

BY-LAW NUMBER

A BY-LAW TO EXECUTE AN AGREEMENT BETWEEN THE COUNTY OF RENFREW AND THE MINISTER OF INTERGOVERNMENTAL AFFAIRS, INFRASTRUCTURE AND COMMUNITIES – ACTIVE TRANSPORTATION FUND (AFT)

WHEREAS Sections 8, 9 and 11 of the Municipal Act, 2001, S.O. 2001, as amended, authorizes Council to enter into agreements;

AND WHEREAS the County of Renfrew deems it desirable to enter into an agreement between the County of Renfrew and His Majesty the King in Right of Canada as represented by the Minister of Intergovernmental Affairs, Infrastructure and Communities under the Permanent Public Transit Program - Active Transportation Fund (AFT) Contribution Agreement for Algonquin Trail Active Transportation Enhancements confirming that it meets all the requirements of the Active Transportation Fund Agreement.

NOW THEREFORE the Council of the Corporation of the County of Renfrew hereby enacts as follows:

1. THAT the Contribution Agreement marked as Schedule “I” attached to and made part of this By-law shall constitute an agreement between the Municipal Corporation of the County of Renfrew and the Minister of Intergovernmental Affairs, Infrastructure and Communities.
2. THAT the Warden and Clerk for the Corporation of the County of Renfrew are hereby authorized to sign and seal all things, papers and documents necessary to the execution of this By-law.
3. THAT this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 25th day of January 2023.

READ a second time this 25th day of January 2023.

READ a third time and finally passed this 25th day of January 2023.

PETER EMON, WARDEN

CRAIG KELLEY, CLERK

ECONOMIC DEVELOPMENT DIVISION REPORT

Prepared by: Melissa Marquardt, Manager of Economic Development

Prepared for: Development and Property Committee

January 9, 2023

INFORMATION**1. Rural Economic Development (RED) Funding Announcement**

Attached as Appendix ED-I is correspondence from the Honourable Lisa M. Thompson, Ontario Minister of Agriculture, Food and Rural Affairs (OMAFRA) advising that the provincial government is committed to supporting job creation and the economic development of rural Ontario through the Rural Economic Development (RED) program. This funding opportunity opens on January 23, 2023.

The Economic Development Division is planning to submit an application to create a new economic development strategic plan and host an economic development summit.

2. Ontario Wildlife Damage Compensation Program (OWDCP)

Attached as Appendix ED-II is a joint federal and provincial letter from the Honourable Marie-Claude Bibeau, Federal Minister of Agriculture and Agri-Food Canada and the Honourable Lisa M. Thompson, Ontario Minister of Agriculture, Food and Rural Affairs advising of a change to the Ontario Wildlife Damage Compensation Program (OWDCP) to help support livestock farmers. The correspondence advises that the threshold for claim applications has been increased from five to ten in a calendar year before a Reasonable Care Plan (RCP) is required to be submitted.

3. 2024 Municipal Agriculture Economic Development and Planning Forum

Staff have submitted an Expression of Interest to host the Municipal Agriculture Economic Development and Planning Forum in Renfrew County in the fall of 2024.

Forum background:

- Established in 2009 by OMAFRA and co-hosted in a different community each year.
- Designed to share best practices, tools and resources to promote growth in the agriculture sector through collaborative partnerships and municipalities.
- Highlights how elected officials, municipal planning and economic development staff can collaborate and innovate with the agriculture sector to have significant positive impacts on the agricultural value chain across the Province, bringing economic stability to rural communities.
- Host community has the financial responsibility for the event. Registration fees are charged and sponsorships recruited to off-set costs and ensure event is self-sustaining year after year.
- Forum is held over two days with conference sessions offered in a hybrid format and tours in-person.
- New co-hosts are mentored by becoming involved in the planning at least one year in advance. OMAFRA staff act as the co-chair with the host community and work with an organizing committee made up of OMAFRA and host community staff, Ontario Federation of Agriculture and other community representatives that provide expertise in agriculture economic development and planning.
- If approved, Renfrew County would be the first community in Eastern Ontario to host the forum.

Attendance - Previous 8 Years				
Year	Host	Tour	Conference	Virtual
2022	County of Brant	53	71	34
2021	Regional Municipality of York	-	-	214
2020	Huron County	-	-	243
2019	Leamington/Kingsville	49	72	N/A
2018	Wellington County	46	114	200+
2017	Halton Region	27	76	40
2016	Town of Caledon	40	55	15
2015	Municipality of Chatham Kent	42	48	N/A

4. **Selling Food Workshop**

Staff are working with OMAFRA to host a Selling Food to Ontario workshop in late March 2023.

The Selling Food to Ontario workshop caters to the learning needs of local farmers and food entrepreneurs and provides a “one-stop-shop” for information that is often challenging for food entrepreneurs to navigate.

Workshop topics include:

- Market Channel Opportunities
- Understanding the Basics of Food Regulation
- Costing and Pricing for Profit
- Getting Your Product Listed/On the Shelf
- Food Labelling Requirements
- Food Trends
- Commercial Kitchens and Food Hubs/Processing Facilities

Registration details, including date and location, will be announced soon.

5. **Taste of the Valley**

The 2022 Taste of the Valley event series included five regular market events held between August and October in Barry’s Bay, Arnprior, Deep River, Renfrew and Cobden, as well as a Holiday market held in November in Laurentian Valley.

A post-event survey was sent to all market vendors to collect feedback and input for planning of future events.

- 86% of vendors rated the overall event as Excellent/Very Good;
- 93% of vendors rated the organization of the event as Excellent/Very Good;
- 86% of vendors prefer to participate on a Saturday;
- 83% of vendors would like to see musical entertainment added to the event;
- 90% of vendors indicated they would participate in future events and suggested future host communities: Pembroke, Petawawa, Beachburg, Combermere, Calabogie.

Staff are reviewing all feedback and will be issuing an Expression of Interest for communities to submit an application to co-host an event in 2023. Agreements outlining co-hosting requirements will also be established for 2023.

6. Esri Community Analyst Data Subscription

The Economic Development Division has subscribed to Esri's Community Analyst Data tool in order to obtain more up-to-date information related to economic development. The subscription provides information about industry, workforce, population and consumer data, as well as community profiles. The subscription provides staff with more relevant and timely information for potential investors and developers looking at Renfrew County as a place to do business.

7. County of Renfrew Day at Queen's Park

A successful County of Renfrew Day was held at Queen's Park on November 3, 2022. The event was an opportunity to showcase Renfrew County to the 124 MPPs, elected officials and staff who work at the Ontario Legislature.

County of Renfrew elected officials, staff and a select group of local businesses representing some of the County's priority sectors were on hand to promote the region and some of its unique products, services and expertise. Participating businesses included:

- Plaintiff Systems & Elmira Stoves, Arnprior
- Lavern Heideman & Sons, Eganville
- Roseburg MDF, Pembroke
- Square Timber Brewing, Rankin
- Renfrew County Agricultural Economic Development Committee and Ontario Federation of Agriculture
- Ottawa Valley Tourist Association
- Renfrew County Community Futures Development Corporation
- myFM

A Taste of the Valley gift bag containing a variety of locally made products was provided to each attendee.

8. **Canadian Nuclear Laboratories' Supplier Meet and Greet Event**

The County of Renfrew supported Canadian Nuclear Laboratories' (CNL) Supplier Meet and Greet event held on December 7, 2022 at the Best Western Pembroke Hotel. The event was an opportunity for Renfrew County service suppliers to learn more about CNL's strategic partners and its procurement process.

9. **Ottawa Business Journal Marketing Campaign**

The last component of the Economic Development Division's marketing campaign with the Ottawa and Eastern Ontario Business Journals was completed in November with the publication of Good Stuff magazine. Hard copies of the magazine will be distributed at the meeting.

10. **Economic Development Municipal Road Show**

Staff will be reaching out to municipalities across Renfrew County with a request to be a delegation at a future Council meeting. The purpose of the delegation is to share information about the Economic Development Division, including Enterprise Renfrew County and the Ottawa Valley Tourist Association, and the services and support we provide. The delegation will be comprised of the Director of Development and Property, Jason Davis and Manager of Economic Development, Melissa Marquardt.

Ministry of Agriculture,
Food and Rural Affairs

Ministère de l'Agriculture, de
l'Alimentation et des Affaires rurales

Office of the Minister

Bureau du ministre

77 Grenville Street, 11th Floor
Toronto, Ontario M7A 1B3
Tel: 416-326-3074
www.ontario.ca/OMAFRA

77, rue Grenville, 11^e étage
Toronto (Ontario) M7A 1B3
Tél. : 416 326-3074
www.ontario.ca/MAAARO



December 6, 2022

Craig Kelley
CAO/Clerk
County of Renfrew
ckelley@countyofrenfrew.on.ca

Dear Mr. Kelley:

Our government is committed to supporting job creation and the economic development of rural Ontario, and the Rural Economic Development (RED) program is an important tool to enable municipalities, Indigenous communities, and not-for-profits to succeed. I am pleased to share with you that the next intake for the RED program will open on January 23rd, 2023. A formal announcement of the new intake will be made in late January. In addition to launching a new intake, we are updating the guidelines to clearly identify program objectives and clarify eligibility criteria to help make the application process easier for applicants.

You can find all program information as it becomes available, including how to apply, on my ministry's website at ontario.ca/REDprogram.

The RED program provides cost-share funding to rural municipalities, Indigenous communities, and not-for-profit entities that will have tangible impacts in rural Ontario, measurable by one or more of the following outcomes:

- Jobs retained or created
- Investments attracted or retained
- Businesses attracted, retained and/or expanded
- Enhanced strategic economic infrastructure
- Regional partnerships that drive growth

These outcomes align with our government's priorities to remove barriers to investment, open doors to rural economic development and create good jobs across the province. Our government is committed to supporting economic growth in rural communities and ensuring Ontario is open for business.

.../2

I encourage you to take advantage of this funding opportunity and submit an application for your economic development project. Together, we can ensure Ontario's communities thrive.

Please accept my best wishes, I look forward to seeing many of you at the 2023 Rural Ontario Municipal Association Conference.

Sincerely,



Lisa M. Thompson

Minister of Agriculture, Food and Rural Affairs

Did you know about the Farmers' Wellness Initiative?

- Your mental health is important! If you're a farmer or a member of a farm family and in need of mental health support, please call 1-866-267-6255 and arrange to speak with a professional today.
- For additional resources visit: <https://farmerwellnessinitiative.ca/>.

Canada



October 28, 2022

Paul Moreau
 CAO/Clerk
 County of Renfrew
 PMoreau@countyofrenfrew.on.ca

Dear Mr. Moreau:

We are writing to inform you about a recent change to the Ontario Wildlife Damage Compensation Program (OWDCP), funded under the federal-provincial Canadian Agricultural Partnership (CAP) agricultural policy framework.

As you know, currently producers who have submitted five applications to the OWDCP in a calendar year are required to submit a Reasonable Care Plan (RCP) before further claims will be assessed. These plans require producers to identify all implemented and planned investments, services retained, and farm management practices they have employed, in order to mitigate predation on their farm premises.

We recognize the need to adjust the RCP threshold of five claim applications to ten, a change that will better support livestock producers in Ontario. This will lower the administrative burden where predation is naturally higher despite reasonable efforts at mitigation. At the same time, it helps ensure that farmers experiencing high levels of predation are reviewing their mitigation activities to inform the development of their RCP.

This change builds on our governments' ongoing efforts to support livestock farmers through the OWDCP. As part of these efforts, in January 2022 we increased the administrative allowance provided to municipalities from \$30 to \$50 to help offset incremental costs of delivering the OWDCP. The allowance recognizes municipalities' key role as delivery partners for the OWDCP and builds on existing municipal responsibilities for the costs associated with investigating dog predation under the *Protection of Livestock and Poultry from Dogs Act*.

.../2

We look forward to continuing to work with our partners and stakeholders to help meet the needs of Ontario's livestock industry.

Updated program guidelines are available [here](#). Should you have any questions, please contact 1-877-424-1300 or wildlife.damage@ontario.ca.



Marie-Claude Bibeau
Federal Minister of Agriculture
and Agri-Food Canada



Lisa M. Thompson
Ontario Minister of Agriculture, Food
and Rural Affairs

OTTAWA VALLEY TOURIST ASSOCIATION

Prepared by: Melissa Marquardt, Manager of Economic Development

Prepared for: Development and Property Committee

January 9, 2023

INFORMATION**1. State of the Ontario Tourism Industry Report 2022**

Attached as Appendix OVTA-I is the [2022 State of the Ontario Tourism Industry Report](#) released by the Tourism Industry Association of Ontario (TIAO) and the Ontario Chamber of Commerce. The report outlines the obstacles that the tourism industry still faces on the road to economic recovery, anticipated opportunities for the future and a comprehensive multi-pronged strategy, involving all three levels of government. The key issues and recommendations are grouped under four broad sections: Economy, Labour, Infrastructure, and the Future of Tourism in Ontario.

Highlights of some of the recommendations include:

- Develop a strategy for business events including support for destination marketing organizations to promote event destinations.
- Introduce amendments to the Municipal Accommodation Tax (MAT) legislation to optimize its revenue generation capacity to benefit local tourism marketing and product development and explore alternate revenue tools to support local tourism promotion in northern, rural, and remote areas where a MAT cannot be applied.
- Freeze the federal excise tax on beer, wine, and spirits. Eliminate or at least defer the automatic provincial beer tax increase to take effect on March 1, 2023.
- Develop a destination marketing opportunity fund to amplify tourism marketing and product development in rural and northern tourism economies, with the objective of cultivating stronger domestic markets for more sustainable visitation.
- Collaborate between ministries, levels of government and industry to ensure better transit and transportation integration across Ontario, with an emphasis on enabling infrastructure in rural destinations for tourism.

- Support efforts by municipal governments to install wayfinding signs and amenities such as public washrooms to make travel in Ontario convenient and accessible.
- Leverage Ontario’s recent investments in projects such as Route Champlain to create new business opportunities for Franco-Ontarian communities to benefit from the visitor economy’s growth and socioeconomic spinoffs.
- Work with the private sector and municipalities to incentivize the development of affordable housing, particularly tailored to rural municipalities.
- Work with private developers and municipalities to ensure appropriate, available residential lands move to the market for development.
- Require municipalities to intensify development and approve more multi-unit residential buildings as part of their official plans.

2. Campaign to Extend the Ontario Staycation Tax Credit

Attached as Appendix OVTA-II is a letter from TIAO to Ontario Minister of Finance Peter Bethlenfalvy supporting the extension of the Ontario Staycation Tax Credit through 2023. The Staycation Tax Credit allows Ontario residents to claim up to \$1,000 as an individual or \$2,000 for families in eligible accommodation expenses when filing 2022 tax returns.

The Ottawa Valley Tourist Association (OVTA) supports the extension of this tax credit in an effort to encourage domestic travel within Ontario.

3. Ontario Industry Health Check Report

Attached as Appendix OVTA-III is the Ontario Industry Health Check Report ending October 31, 2022 released by Destination Ontario. Released quarterly, the reports track the tourism industry’s recovery efforts from the pandemic, including data about border crossings, visitation, occupancy rates and spending with comparisons to 2019-2021.

While detailed data is not available at the County level, it does provide information for the Ontario’s Highlands Region (RTO-11) which includes Renfrew County.

4. Renewal of OVTA/County of Renfrew/City of Pembroke Agreement

The five-year partnership agreement between the OVTA, County of Renfrew and City of Pembroke for tourism marketing and product development support expired on December 31, 2022. Staff has reached out to the City of Pembroke to discuss renewal of the agreement and any required changes/updates prior to presentation to City Council and County Council for approval. The 2023 draft budget will also be submitted to the City for approval before being presented to County Council for final approval. The OVTA Board of Directors approved the draft budget on December 15, 2022.

5. Tourism Relief Fund Application

Staff submitted an application to the Tourism Relief Fund, delivered by the Federal Economic Development Agency of Southern Ontario (FedDev), for the creation of a Resident Engagement Strategy for the Ottawa Valley.

The development of a resident engagement strategy is an identified priority in the OVTA's 2021-23 Strategic Plan. A decision about the funding is expected in January 2023 with a project completion deadline of March 31, 2023.

6. Summer Experience Program

Through the County of Renfrew's Human Resources Division, an application was submitted to the Ontario Summer Experience Program. If approved, the funding will cover the cost of hiring a student for up to 232 hours throughout the summer of 2023.

7. 2023 Ottawa Valley Road Map

The 2023 Ottawa Valley Road Map will be ready for distribution late January. 85,000 copies are being printed with 50,000 copies distributed via Canada Post to all residential addresses in Renfrew County, City of Pembroke and South Algonquin Township and 5,000 copies inserted in athlete, volunteer and sponsor bags for the Ontario Winter Games and host hotels. The remaining quantities will be distributed to OVTA member and area businesses, regional and provincial visitor information centres,

festivals, events and via other promotional opportunities throughout the year.

The road map is a revenue generating marketing program supported by the OVTA membership.

8. Video Campaign with YourTV

Over the summer and fall of 2022, the OVTA worked with YourTV to develop a series of videos highlighting historical, heritage and cultural attractions across Renfrew County, including The Canadian Clock Museum and Nuclear History Museum in Deep River, Bonnechere Caves in Eganville, Pembroke Heritage Murals and Barry's Bay Railway Museum.

The videos can be viewed on the OVTA's YouTube channel here:

https://www.youtube.com/watch?v=qt_YMBrzYvs&list=PLvUXP-g8vrd_iPjfYbYLcKY0IVuJdk_S

9. Toronto Sun Travel Writer Visits Calabogie

A writer for the Toronto Sun was in the Calabogie area December 16-18, 2022 to participate in a number of activities for a future article. Staff worked with the local membership community to develop an itinerary for the family of three including: overnight accommodations at Somewhere Inn, downhill skiing and lessons at Calabogie Peaks Resort, ATV tour with Tom Irwin Adventure Tours, and dining at On the Rocks, Neat Music and Coffee and Redneck Bistro.

10. 2022 Ontario Tourism Award Winners

Staff attended the Ontario Tourism Summit in Deerpark in October 2022, which included presentation of the annual Ontario Tourism Awards whereby a number of winners from across the region were recognized including:

- Joe Kowalski, owner of Wilderness Tours – Lifetime Achievement Award
- Somewhere Inn Calabogie – Sustainable Tourism Award
- Ontario's Highlands Tourism Organization – Marketing Campaign Award for the Connection Series Campaign

11. Appointment to OVTA Board of Directors

Mr. Joel Kowalski of Wilderness Tours was appointed to the OVTA Board of Directors in December 2022. Mr. Kowalski fills a previously vacated seat and remains in the Director position until the April 2023 Annual General Meeting at which time he may choose to let his name stand for election by the membership for a full term.

2022

STATE OF THE ONTARIO TOURISM INDUSTRY REPORT



ontario
chamber of
commerce



About Ontario Chamber of Commerce

For more than a century, the Ontario Chamber of Commerce (OCC) has been the independent, non-partisan, indispensable partner of Ontario business. Together with over 157 member chambers of commerce and boards of trade and our network's diverse 60,000 members, the OCC's mission is to support economic growth in Ontario by defending business priorities at Queen's Park. The OCC undertakes important research on Ontario's most pressing policy issues, advocating for solutions that will foster the growth of Ontario businesses and lead to the creation of jobs in the province. Our mission is to convene, align, and advance the interests of our members through principled policy work, value-added business services, and broad engagement to build prosperity for all Ontarians.

About Tourism Industry Association of Ontario

The Tourism Industry Association of Ontario (TIAO) works on behalf of its membership, collectively representing businesses and employees across the province to take on pressing policy issues that impact Ontario's tourism industry. TIAO leads the way in government relations on behalf of tourism businesses and operators, destination marketing organizations, regional tourism organizations, and educators. We provide evidence-based policy recommendations to ensure all levels of government understand and address the multifaceted needs of the tourism industry.

Contributors

Dr. Jessica Ng, Director, Policy & Government Affairs, TIAO
Caitlyn Drexler, Policy & Research Officer, TIAO
Claudia Dessanti, Senior Manager, Policy, OCC
Daniel Safayeni, Vice President, Policy, OCC
Christopher Bloore, President & CEO, TIAO

Design

Şimal Görmüş, Communications & Content Coordinator, TIAO



THE STATE OF THE ONTARIO TOURISM INDUSTRY REPORT

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THE STATE OF THE ONTARIO TOURISM INDUSTRY REPORT

INTRODUCTION

Tourism and hospitality play a significant role in creating vibrant communities to work and live in. Tourism is therefore not only a key economic driver as an industry, it is an indispensable component of broader economic development.

In 2018, Ontario was home to 200,000 tourism businesses. The sector directly employed 400,000 Ontarians across a range of sub-sectors, including culture and heritage, recreation, entertainment, food and beverage, attractions, transportation, and accommodation, and travel services. The sector contributed over \$5 billion in annual tax revenues for the province and benefits numerous adjacent industries.

With the onset of the COVID-19 pandemic, Ontario's tourism industry was one of the hardest hit—and it will be one of the last to fully recover and rebuild. The crisis continues to have a severe and enduring impact on the tourism industry in Ontario. Border closures, capacity restrictions and lockdowns exacerbated structural issues that have left the industry far from recovery.

In need of a path forward, the Tourism Industry Association of Ontario (TIAO) and Ontario Chamber of Commerce (OCC) worked closely with the sector over the last year to inform and develop: The State of the Ontario Tourism Industry Report. The report offers a blueprint for recovery through practical recommendations to confront both immediate and long-term challenges.

The insights and recommendations in this report are informed by two policy roundtables held in the Summer and Fall of 2022, bringing together tourism operators, industry experts, associations, chambers of commerce, and boards of trade from across the province.

We thank the Honourable Monte McNaughton, Minister of Labour, Immigration, Training and Skills Development and the Honourable Neil Lumsden, Minister of Tourism, Culture and Sport for their attendance and insights at these roundtables.



THE STATE OF THE ONTARIO TOURISM INDUSTRY REPORT

KEY HIGHLIGHTS

This report explores the obstacles that the tourism industry still faces on the road to economic recovery, and anticipated opportunities for the future of tourism in Ontario. It outlines a comprehensive multi-pronged strategy to make Ontario the best destination in the world to visit, operate a tourism business, and invest in premier visitor experiences. The key issues have been grouped under four broad sections: Economy, Labour, Infrastructure, and the Future of Tourism in Ontario. Below are some key highlights:

- After two unprecedented years, Ontario's tourism industry is rebuilding its economic impact, but several barriers still hinder its recovery.
- 4 in 10 tourism operators forecast profitability in 2024 and beyond.
- Tourism businesses have accumulated soaring debt to remain financially viable during the pandemic.
- Not all tourism markets and regions are rebuilding at the same pace, with Northern Ontario still hard-hit.
- Business travel—including transient travel and meetings and conventions—has been far slower to return. This has a disproportionate effect on major urban centres, but most consumers are also unaware of the range of Ontario destinations outside of urban centres that benefit from meeting and convention options.
- International gateway cities like Greater Toronto and Ottawa play an important role in attracting high volumes of visitors, many of whom travel to other regions of the province.
- Provincial and federal taxes present barriers for growth (e.g., provincial beer tax, federal excise tax). While other taxes are geared toward growth (e.g., Municipal Accommodation Tax), these could be retooled to maximize their benefits.
- Tourism faces ongoing workforce challenges and a multi-faceted labour crisis, which warrant a targeted strategy. This includes:
 - Re-conceptualizing how people view tourism careers
 - Optimizing work placement opportunities for post-secondary students
 - Reforming immigration to retain international students and reliably attract international workers that meet the needs of the industry
 - Consistently promoting job-ready skills in the high school curriculum
 - Ensuring that decision-making is data-driven and specific to each locality and region
- The lack of comprehensive and affordable public transportation within and between Ontario destinations limits travel and commuting options, precludes opportunities for multi-destination travel, and impacts business recruitment and retention.
- Limited availability of affordable housing impacts workforce recruitment, retention, and dispersion to rural tourism economies.

THE STATE OF THE ONTARIO TOURISM INDUSTRY REPORT

KEY HIGHLIGHTS

- Access to reliable, high-speed broadband is critical to participating in an increasingly digital economy. Some areas of Ontario remain underserved, placing rural and Indigenous tourism economies at a disadvantage.
- Current and future disruptions to the reliable flow of international visitors—e.g., climate change events, global pandemics, global conflicts—highlight the importance of building sustainable domestic visitor markets.
- Consumer interest in cultural tourism presents opportunities to create innovative, sustainable tourism offerings that engage in intercultural exchange. Indigenous and Francophone tourism sectors are prime examples.
- Prior to COVID-19, Indigenous tourism was the fastest growing tourism sector in Ontario, with 1 in 3 international visitors to Canada expressing an interest in Indigenous tourism experiences.
- Pandemic conditions and current lifestyle trends have laid the groundwork for the growth of wellness tourism, where destination or operators appeal to visitor health and wellbeing.
- Canadians dominate nature-based tourism and Ontario attracts more nature-based tourists than any other province.
- Sustainable tourism is a growing preference among travelers but it is also becoming increasingly important to the viability of tourism experiences. Agritourism is an industry ripe for growth, offering Ontario farmers diversified income.
- Cannabis, sports, and film also present several promising opportunities for the future of tourism and hospitality.

This report builds upon the recommendations outlined in the [2021 Tourism Economic Recovery Ministerial Task Force report](#). It is intended to be a living document and outlines comprehensive recommendations for recovery, growth, investment, and stability that will make Ontario the best destination in the world to visit, start a tourism business, and invest in unique visitor experiences.

RECOMMENDATIONS

ECONOMY

Government		
Provincial	Federal	Municipal

1. Providing Debt and Insurance Relief

A) Increase the Canada Emergency Business Account (CEBA) and the Regional Relief and Recovery Fund (RRRF) maximum loan forgiveness amount by up to \$10,000 if the remaining loan balance is repaid by the end of the qualifying period for partial loan forgiveness.		CA	
B) Extend the interest-free repayment period (i.e., the qualifying period for partial loan forgiveness) for CEBA loans and RRRF loans to December 31, 2024.		CA	
C) Work with the insurance industry to explore solutions to rising commercial insurance premiums and reduced liability coverage.	ON	CA	

2. Supporting the Return of Meetings, Conventions, and Business Travel

A) Develop a strategy for business events, including support for destination marketing organizations to effectively promote Ontario's business event destinations.	ON		MU
B) Increase the maximum tax-deductible amount for business-related food and beverage expenses from 50% to 100%.		CA	
C) Develop an opportunity fund to support the delivery of high-quality hybrid events for small and medium-sized enterprises (SMEs) that have limited resources and capacity to do so.	ON		
D) Create an enhancement fund for cities to boost competitive bids for major meetings, conventions, and events.	ON	CA	
E) Review additional airport locations for offering customs pre-clearance in Ontario for ease of business travel.	ON	CA	

RECOMMENDATIONS

ECONOMY

	Government		
	Provincial	Federal	Municipal
3. Reducing Red Tape and Tax Burdens			
A) Pledge to fully eliminate or at least defer the automatic provincial beer tax increase to take effect on March 1, 2023.	ON		
B) Freeze the federal excise tax on beer, wine, and spirits.		CA	
C) Introduce amendments to the Municipal Accommodation Tax (MAT) legislation to optimize its revenue generation capacity to benefit local tourism marketing and product development.	ON		
D) Explore alternate revenue tools to support local tourism promotion in northern, rural, and remote areas where a MAT cannot be applied	ON		

LABOUR

	Government		
	Provincial	Federal	Municipal
4. Promoting Tourism as a Career			
A) Confer with TIAO and industry stakeholders to develop marketing communications and jobseeker resources that convey the range of careers in tourism and hospitality.	ON		
B) Continue to support job-matching initiatives like <i>A Three Fires Collaborative Quest</i> .	ON		
C) Support the development and expansion of work-integrated learning programs, such as Be Our Guest, a partnership among the Toronto District School Board (TDSB), George Brown College, and hospitality centres.	ON		MU
D) Continue to support targeted, industry-led workforce programs that boost recruitment and retention from underrepresented groups.	ON		
E) Continue to support micro-credential programming targeted towards jobseekers looking to pursue careers in tourism and hospitality and workers looking to upskill within the tourism industry.	ON		
F) Implement a Career Exploration Program in elementary schools that introduces children, parents, and educators to a wide range of career options based on the types of careers that are most likely to be needed by the time children in the program graduate high-school.	ON		
G) Implement a Career Mentorship Program and co-op vocational training at the high-school level with particular focus on sectors of the economy where job vacancy rates are expected to be the highest.	ON		

RECOMMENDATIONS

LABOUR

	Government		
	Provincial	Federal	Municipal
5. Optimizing Work Placement Opportunities			
A) Revisit post-secondary co-op term dates for the tourism and hospitality industry to ensure that tourism businesses can offer a professionally rewarding placement experience.	ON		
B) Offer incentives to employers working with young job seekers, including those in work integrated learning placements.	ON		
6. Recruiting and Retaining International Talent			
A) Address the immigration backlog of 151,000 international students and develop processes to prevent future backlogs.		CA	
B) Amend the Canadian Experience Class (Express Entry) to include TEER 4 in qualifying job offers and work experience.		CA	
C) In consultation with industry, launch a 2-year 'Introduction to Canada' visa targeted at entry-level skillsets, with a pathway to permanent residency.		CA	
D) In consultation with industry, amend the Ontario Immigrant Nominee Program (OINP): <ul style="list-style-type: none"> • Include TEER 4 and TEER 5 occupations for qualifying job offers and work experience given that in-demand frontline positions in tourism and hospitality are heavily represented in those skills categories. • Increase the number of newcomers allowed to enter under the OINP from 9,000 to 18,000. • Allow OINP work permit applicants to qualify for two-week processing timelines offered for Global Skills Strategy applications. 	ON	CA	
E) Ensure that newcomer settlement programs are prioritizing employment and training opportunities for Ontario's most high-demand occupations.	ON		

RECOMMENDATIONS

LABOUR

	Government		
	Provincial	Federal	Municipal
7. Securing Essential Workers in Resort and Hospitality Sectors			
A) Revisit the LMIA requirements under the TFWP to remove unnecessary cost and burdensome regulation and to ensure the TFWP meets the needs of the tourism and hospitality industry.		CA	
B) Improve the efficiency in processing times for the Temporary Foreign Worker Program (TFWP).		CA	
C) Fund a pilot program, to produce a pool of candidates with Restricted Area Identity Card (RAIC) by establishing a process to pre-qualify workers for airport jobs. Specifically, allow applicants to begin or obtain their Transportation Security Clearance in advance of receiving an offer of employment		CA	
D) Establish a process to pre-qualify workers for jobs at airports, by allowing them to begin or obtain their Transportation Security Clearance in advance.		CA	
E) Extend the temporary 30% hiring cap for accommodation and food and beverage sectors under the TFWP.		CA	
8. Investing in Future Talent			
A) Integrate service excellence training and certification consistently across the Ontario high school careers curriculum.	ON		
B) Elevate the Hospitality and Tourism Specialist High Skills Major (SHSM) to an industry-recognized accreditation to recognize the skills and knowledge gained through the program and its value to tourism and hospitality employers.	ON		
9. Data-Driven, Locally and Regionally Specific Decision-Making			
A) Work with industry to establish a common tourism labour market data and forecasting strategy that supports evidence-based recovery planning.	ON		
B) Support Tourism SkillsNet Ontario's efforts to coordinate consistent, evidence-based regional labour market planning in member destinations across the province.	ON		
C) Support workplace-based training and consulting services specifically designed for SMEs' unique needs as they struggle to recover.	ON		

RECOMMENDATIONS

INFRASTRUCTURE

	Government		
	Provincial	Federal	Municipal
10. Transportation			
A) Collaborate between ministries, levels of government, and industry to ensure better transit and transportation integration across Ontario, with an emphasis on enabling infrastructure in rural destinations for tourism.	ON	CA	MU
B) Establish the necessary infrastructure and/or funding that make it feasible for municipalities and regions to identify transit gaps and extend existing transit service across municipal boundaries.	ON		
C) Invest in cross-regional transit plans.	ON		
D) Improve regional transit connectivity to Toronto Pearson, Canada's biggest airport.	ON		MU
E) Investing in more electric vehicle charging stations, especially in rural regions where they are in short supply.	ON		
F) Support efforts by municipal governments to install wayfinding signs and amenities such as public washrooms to make travel in Ontario convenient and accessible.	ON		
G) Expand the Community Transportation Grant Program to encourage and specifically support municipal collaboration.	ON		
H) Work with the motor coach sector to provide a carve-out of federal public transit investments that support private motor coach operators in delivering vital rural bus transportation options.	ON		
I) Collaborate with the private motor coach sector to deliver more bus transportation routes across the province	ON		
J) Invest in efforts to support electricity infrastructure for boat marinas, particularly in Northern communities, to promote the transition to sustainable transportation.	ON		
K) Work with Ontario's major airport hubs to address infrastructure gaps that curtail capacity to handle growing visitor volumes.	ON		
L) Work with all levels of government and the private sector to develop high speed rail services in Ontario.	ON	CA	MU
M) Work with the aviation sector to reliably deliver a robust network of aviation routes that supports regional tourism economies.	ON	CA	
N) Re-invest the rent collected by the Government of Canada from the twenty-one airport authorities that form the National Airport System into transformational airport infrastructure projects.		CA	
O) Fund active transportation infrastructure (e.g., biking and walking infrastructure) across Ontario to allow ease of movement and attract active visitors.	ON		

RECOMMENDATIONS

INFRASTRUCTURE

	Government		
	Provincial	Federal	Municipal
11. Affordable Housing			
A) Consult with TIAO, industry stakeholders, and workers to develop effective affordable housing strategies across Ontario.	ON		
B) Incentivize the development of purpose-built rentals in Ontario.	ON		
C) Work with the federal government to expand the Canada Housing Benefit to help more Ontarians access affordable rental and homeownership options.	ON	CA	
D) Work with the private sector and municipalities to incentivize the development of affordable housing, particularly tailored to rural municipalities.	ON		MU
E) Work with private developers and municipalities to ensure appropriate, available residential lands move to the market for development.	ON		MU
F) Expedite the planning process for developers to start and complete projects, eliminating any excessive regulatory costs and exploring opportunities for streamlining.	ON		
G) Amend the Ontario Building Code Act to allow municipal discretion over the use of existing Building Permit Reserve funds to offset costs associated with future affordable housing developments.	ON		
H) Require municipalities to intensify development and approve more multi-unit residential buildings as part of their official plans.	ON		MU
12. Broadband			
A) Sustain and roll out investments in the delivery of reliable, high-speed broadband to northern, rural and remote regions.	ON		
B) Coordinate with Ontario Municipalities, in partnership with telecommunications companies, utilities, and Internet Service Providers (ISPs), to develop a Dig Once strategy.	ON		
C) Create regulations that make the laying of conduit/fibre assets mandatory for public infrastructure builds.	ON	CA	

RECOMMENDATIONS

THE FUTURE OF TOURISM

Future Challenges

	Government		
	Provincial	Federal	Municipal
13. Building Sustainable Visitation			
A) Promote Ontario as a premier travel destination for local, domestic, and international visitors.	ON		
B) Make the Ontario Staycation Tax Credit an annual offering and broaden the program to include transient boating.	ON		
C) Develop a destination marketing opportunity fund to amplify tourism marketing and product development in rural and northern tourism economies, with the objective of cultivating stronger domestic markets for more sustainable visitation.	ON		
14. Ensuring Seamless Travel			
A) Work with the tourism industry and government partners to create strategies to ensure seamless inbound and outbound travel for US visitors in the event of future border disruptions.	ON	CA	
B) Work with US authorities to return to pre-pandemic capacity levels and hours of operation at preclearance airports and to re-open Canadian NEXUS enrollment centres, closed as a result of the COVID-19 pandemic, or quickly find alternative ways to process applications.	ON	CA	
C) Invest in a modern digital border and effective screening procedures. Explore a domestic trusted traveler program to facilitate smoother travel and ensure border services resources are focused most effectively.	ON	CA	
E) Digitize and streamline processes to reduce the backlog in Canadian passport and visa applications so that Canada can welcome more visitors and international students.	ON	CA	
F) Establish globally competitive processing standards for CATSA and CBSA, including at peak hours at all CATSA checkpoints.		CA	
15. Addressing Rising Visible Homelessness and Precarity			
A) Increase investments for municipalities and non-profits to expand access and availability of addiction and mental health services, shelters, transitional housing, and other emergency and long-term supports and services.	ON		

RECOMMENDATIONS

THE FUTURE OF TOURISM

Future Opportunities

Government		
Provincial	Federal	Municipal

16. Cultural Tourism

A) Leverage Ontario's recent investments in projects such as Route Champlain to create new business opportunities for Franco-Ontarian communities to benefit from the visitor economy's growth and socioeconomic spinoffs.	ON		
B) Implement a tax credit program (similar to the Ontario Film and Television Tax Credit and the Canadian Film or Video Production Tax Credit) providing a 20-25% tax credit/rebate on labour and production capital expenses for live productions (e.g., theatre, music, dance) produced, co-produced, or presented by Canadian-based companies.	ON		

17. Indigenous Tourism

A) Provide sustainable funding for the Indigenous tourism sector to support continued development and growth	ON	CA	
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18. Cannabis Tourism

A) Advance licensing for cannabis consumption inside public venues.	ON	CA	
B) Allow public events such as concerts, conventions, and sports games to offer gated pop-up cannabis retail and consumption zones for adults.	ON	CA	

19. Outdoor and Nature-Based Tourism

A) Promote Ontario as a prime destination for agritourism and other forms of nature-based tourism.	ON		
B) Leverage Ontario's natural beauty and greenspaces to attract visitors and reinforce Ontario's tourism brand.	ON		
C) Ensure government programs and initiatives for agritourism consider the time restraints and seasonal pressures associated with growing agriculture by timing funding application deadlines appropriately.	ON		

RECOMMENDATIONS

THE FUTURE OF TOURISM

Future Opportunities

Government		
Provincial	Federal	Municipal

20. Sustainable Tourism

A) Offer targeted investments to support tourism operators seeking to implement green infrastructure and practices.	ON		
B) Provide supports to prevent and mitigate climate change impacts for resource-based tourism operators and tourism businesses located in regions at high risk of extreme weather events.	ON		
C) Increase climate resilience from erosion, flooding, and extreme weather events by preserving and enhancing natural infrastructure. This includes investments in afforestation and the expansion of greenspace.	ON		

21. Implementing the Recommendations of the Tourism Economic Recovery Ministerial Task Force

A) Continue to foster collaboration between public health officials and tourism sectors.	ON		
B) Emphasize local pride of place and Ontario as a diverse, inclusive, and multicultural "world in one province" through destination marketing.	ON		
C) Provide travel incentives to encourage more people to make local travel and hospitality plans.	ON		
D) Leverage transportation infrastructure (e.g., airports, visitor information centres, highway signage) to attract visitors, reinforce Ontario's tourism brand and direct visitors to destinations and cultural interest areas.	ON		
E) Highlight Ontario's talent and creative industries by supporting the creation of music cities and film destinations to highlight filming locations.	ON		
F) Cross-promote Ontario's tourism offerings as contributors to physical and mental health, through partners such as Ontario Parks and Parks Canada, as well as private operators.	ON	CA	

SECTION 1

Economy

To facilitate the tourism industry's recovery, immediate action is required to address operators' soaring debt while simultaneously supporting their capacity to remain competitive through long-term strategic investments.



SECTION 1

Economy

1.1. Providing Debt and Insurance Relief

The COVID-19 pandemic has put significant financial strain on businesses across Ontario. Province-wide lockdowns, capacity restrictions, indoor closures, revenue losses, and ongoing expenses have left many businesses struggling with an unsustainable amount of debt. As of April 2022, 7 in 10 businesses have taken on debt to remain afloat, with 20% accruing over \$100,000 in debt.ⁱ At least 7 in 10 businesses have taken on federal CEBA (Canada Emergency Business Account) and/or RRRF (Regional Relief and Recovery Fund) loans.ⁱⁱ Added to these pressures, recent data shows that tourism businesses are generating on average just 64% of 2019 revenues, with 4 in 10 businesses forecasting profitability in 2024 and beyond.

ⁱⁱⁱ Moreover, 78% of tourism operators reported increased commercial insurance rates, with many citing issues with reduced coverage.^{iv}

Sole proprietors have been unable to access (or fully access) critical funding opportunities due to business type. This includes several key COVID-19 relief programs such as the Tourism Relief Fund and the Ontario Tourism Recovery Program, as well as the Canada Emergency Wage Subsidy and Canada Emergency Rent Subsidy. As a result, Ontario's small tourism operators are beginning their recovery at a significant financial disadvantage.

Debt in Northern Ontario's Resource-Based Tourism Sector

In Northern Ontario, where up to 60% of the resource-based tourism sector is unincorporated,^v the debt situation is magnified. Evolving border restrictions have severely curtailed tourism operations since 2020, as operators are dependent on American tourists for between 60% and 100% of clientele—and the US market has yet to return to pre-pandemic levels.^{vi} Moreover, efforts to attract the domestic market have been ineffective, especially for remote locations and the northwest, as the US market is geographically closer and therefore the dominant clientele.^{vii} These factors have put northern operators at a financial disadvantage, with debt skyrocketing; resource-based tourism operators have accumulated on average \$187,000 in debt.^{viii}



Debt directly impacts the capacity for tourism businesses to hire necessary staff, pay competitive wages, resume full capacity operations, maintain cash flow, cover rising expenses, undergo necessary upgrades, and recover. One-third of tourism operators point to debt as hampering the recovery of their business.^{ix}

Although the Government of Canada's extension of the interest-free repayment period for CEBA and RRRF loans from December 2022 to December 2023 provided some welcomed relief, it will not be enough given the slow pace of recovery across Ontario. Further debt relief is needed to support the viability of SME tourism businesses.

SECTION 1

Economy

1.1. Providing Debt and Insurance Relief

We recommend:

- Increase both Canada Emergency Business Account (CEBA) and the Regional Relief and Recovery Fund (RRRF) maximum loan forgiveness amount by up to \$10,000 if the remaining balance of the loan is repaid by the end of qualifying period for partial loan forgiveness.
- Extend the interest-free repayment period (i.e., the qualifying period for partial loan forgiveness) for CEBA loans and RRRF loans to December 31, 2024.
- Work with the insurance industry to explore solutions to rising commercial insurance premiums and reduced liability coverage.

1.2. Supporting the Return of Meetings, Conventions, and Business Travel

Meetings and conventions generate disproportionate visitor spending that benefits a wide range of businesses beyond the hotel sector, including event planners and designers, food and beverage providers, transport operators, and other event suppliers. The impact of business travel is multi-fold: business travel occurs during off-peak periods, with business travellers often extending their trip for leisure travel and spending more on average than leisure travellers.^x Major meetings also introduce the local destination and Ontario as a whole to future investors and talent. The benefit of meetings and conventions extends widely to the local tourism economy.

Business travel has yet to return to pre-COVID numbers. Attracting international and domestic business travellers to Ontario is crucial to rebuilding the sector. It is imper-

ative that the Province promotes an array of destinations including gateway cities and those beyond Ontario's major urban centres.

A comprehensive provincial strategy to grow the impact of business events would focus on both large-scale meetings that are best executed in Toronto and Ottawa, drawing the largest volume and most internationally diverse delegates, and smaller and mid-size events that can be done in a broader range of destinations including cities such as Niagara, Hamilton, Kitchener-Waterloo, Windsor, London, Cornwall, Kingston, and Collingwood. As business travel returns to in-person formats, considering additional airports to offer pre-clearance security checks may improve ease of travel. Currently, only two airports in Ontario offer pre-clearance security.^{xi}

SECTION 1

Economy

The Slow Return of Business Travel

In Toronto, business event bookings are behind pre-pandemic levels, with local/regional visitation insufficient to reach 2019 business travel numbers.^{xii} In Ottawa, the slow return of business travel—particularly the long lag in return of government travel—means greater reliance on other meetings, conventions, and events to fill the gap—and, resultantly, greater investments needed in sales and marketing.^{xiii} In Kitchener-Waterloo, the region's largest meeting, convention, and events operator has reported that 2022 year-to-date revenues are only at 64% of 2019 revenues for business event catering; while future business events are being booked, the number of visitors for these events has decreased, as have bookings from out-of-region groups.^{xiv} With almost 40% of regular business yet to return, this operator forecasts profitability in 2024.^{xv}



Greater Toronto and Ottawa are home to the province's major international airports and are the starting and ending point for most trips to Ontario, as well as home to major convention centres and other key drivers of inbound visitation. Visitors to Toronto and Ottawa alone spent \$12.9 billion in 2019, generating almost \$2 billion in tax revenue for the province.^{xvi} Gateway regions disperse visitors to other destinations in the province, with international visitors frequently exploring communities beyond Toronto and Ottawa. In 2019, visitors to Toronto spent \$2 billion in other communities.^{xvii}

Greater Toronto and Ottawa compete against other global hubs and gateway regions to attract major events. However,

COVID-19 has impacted destination marketing budgets, with the drop in visitor accommodation stays reducing municipal accommodation tax revenue, which comprises a sizeable proportion of many destination marketing budgets. The cost of marketing and submitting competitive event bids has risen enormously.

Further, with hybrid events here to stay post-pandemic, the cost of hosting events has dramatically increased, particularly for SMEs. Government should work with industry to enable gateway regions and cities to successfully bring back major business events, trade shows, and conventions to generate revenue, tax dollars, and good jobs.

SECTION 1

Economy

1.2. Supporting the Return of Meetings, Conventions, and Business Travel

We recommend:

- Develop a strategy for business events, including support for destination marketing organizations to effectively promote Ontario's business event destinations.
- Increase the maximum tax-deductible amount for business-related food and beverage expenses from 50% to 100%.
- Develop an opportunity fund to support the delivery of high-quality hybrid events for SMEs that have limited resources and capacity to do so.
- Create an enhancement fund for cities to boost competitive bids for major meetings, conventions, and events
- Review additional airport locations for offering customs pre-clearance in Ontario for ease of business travel.

1.3. Reducing Red Tape and Tax Burdens

Regulatory barriers and rising taxes create added operational costs for tourism businesses – costs which limit the economic potential of the industry. One in four tourism operators report that red tape is their biggest challenge to recovery.^{xviii} After two years of restrictions, closures, and rising costs, businesses need more freedom to focus on operating and innovating.

In addition, food and beverage operators in the tourism and hospitality industry face added losses stemming from taxes on beer, wine, and spirits. Current regulations will automatically increase the Ontario basic beer tax by inflation on March 1, 2023, unless the Government of Ontario commits to repealing or deferring the tax. The federal excise tax is also due to increase in Spring

2023. Deemed the 'escalator tax,' the federal excise tax on beer, wine, and spirits automatically increases annually, producing added operating costs for businesses.

At a time when tourism and hospitality businesses are already struggling to rebuild, the tax increases further exacerbate this by reducing revenues, cash flow, and limiting opportunities for commercial growth. Ontario has among the highest beer taxes in the world with approximately 45% of the price of beer due to federal and provincial commodity taxes.^{xix} If the government allows the scheduled beer tax increase to proceed in 2023, it will add an additional \$27 million tax burden to Ontario consumers and the hospitality sector.^{xx}

SECTION 1

Economy

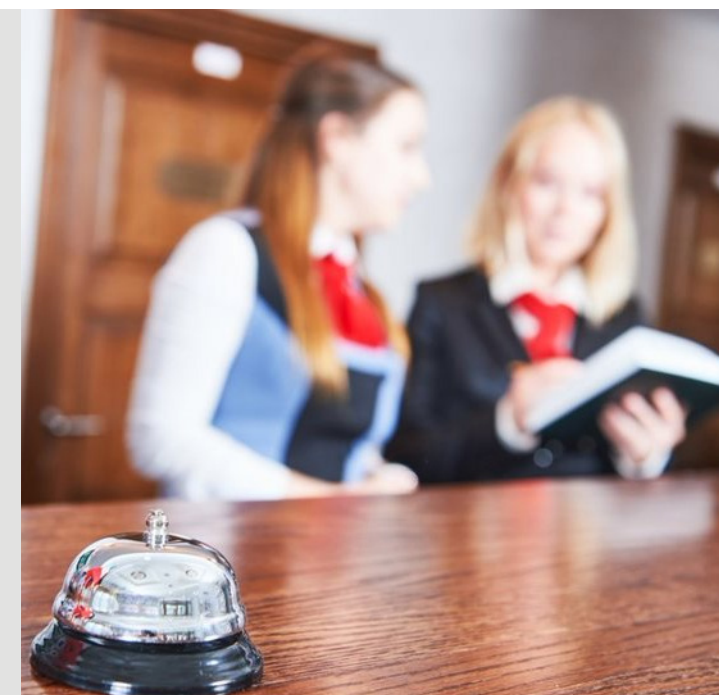
Municipal Accommodation Tax (MAT)

A significant aspect of tourism-related tax and regulatory issues is the Municipal Accommodation Tax (MAT). Levied on visitor accommodation stays under thirty days, the MAT is a tax revenue tool that municipalities can choose to adopt. A portion of MAT revenues must go towards a tourism entity to support tourism promotion and development, with the remaining amount to go to the municipal budget. The MAT is intended to enhance investments in tourism marketing, sales, and product development by putting visitor dollars back into the local visitor economy; in doing so, it provides local tourism with a diversified and reliable source of income that builds the economic resiliency of local destinations.

The tax has been implemented across many regions of the province. However, destination marketing organizations, tourism entities, and municipalities have reported practical challenges, including seeking appropriate guidance to structure MAT collection arrangements, accessing revenues generated by the MAT from short-term rental accommodations, and remitting HST (which diverts limited municipal and organizational resources that could otherwise benefit tourism). Moreover, accommodation providers accrue added business costs by absorbing the additional credit card processing fee charged on the MAT amount by credit card companies.

Possible amendments include mandating MAT collection and remittance from operators that fall under a MAT bylaw, implementing an official rate change process to prevent municipalities from increasing or decreasing the MAT at their own discretion, providing municipalities with a toolkit to advise on possible models of MAT implementation and on HST remittance, and requiring municipalities to have a local tourism strategy in place prior to implementing the MAT.

To help support the competitiveness of remote destinations, alternative revenue tools that similarly benefit tourism marketing and development should be explored in areas that stand to benefit from a MAT but where a MAT is not applicable. These areas include those situated beyond municipal boundaries, unorganized townships, or Crown land.



We recommend:

- Pledge to fully eliminate or defer the automatic provincial beer tax increase to take effect on March 1, 2023.
- Freeze the federal excise tax on beer, wine, and spirits.
- Introduce amendments to the Municipal Accommodation Tax (MAT) legislation to optimize its revenue generation capacity to benefit local tourism marketing and product development.
- Explore alternate revenue tools to support local tourism promotion in Northern, rural, and remote areas where a Municipal Accommodation Tax cannot be applied.

SECTION 2

Labour

The COVID-19 pandemic exacerbated an already tight labour market. Many Ontarians who formerly worked in the tourism and hospitality industry moved to other industries and occupations. As a result, there has been an 81% increase in Ontario tourism and hospitality job postings in Spring 2022 compared to Spring 2019.^{xxi}

With tourism businesses unable to hire the staff they need, and existing staff capacity strained by COVID-related worker absences and burnout, the labour crisis is affecting the ability of businesses to meet visitor demand. The majority of tourism operators cite staffing challenges as the greatest barrier to recovery.^{xxii} In fact, 69% of tourism businesses in Ontario are concerned about how recruitment and retention challenges will affect the future of the industry.^{xxiii} Between 2020 and 2025, Ontario is projected to lose \$34.7 billion in direct and indirect tax revenue from tourism and hospitality.^{xxiv}

To rebuild, Ontario needs an industry-specific workforce strategy addressing the unique and systemic barriers to workforce development.



SECTION 2

Labour

2.1. Promoting Tourism as a Career

General public awareness of tourism and hospitality careers is limited. For instance, student exposure to tourism and hospitality careers tends to be limited to accommodations, food and beverage, and front of house or kitchen staff positions. Sixty-four percent of tourism operators think that government does not effectively promote tourism as a possible career.^{xxv} A career in tourism can include areas such as: marketing, communications, management, finance, human resources, office administration, lobbying/government relations, guest services/customer service and event planning/designing. Further, temporary jobs exist alongside long-term careers, and the array of sectors under one umbrella offer the unique benefit of job-mobility while staying within the industry.

Work-integrated learning opportunities are beneficial to expand students' perceptions. For example, the Toronto District School Board (TDSB) offers the [Be Our Guest](#) pro-

gram for high school students. Programs like *A Three Fires Collaborative Quest* bring awareness and offer work opportunities to Indigenous peoples in the tourism space. Showcasing the benefits of working in hospitality will position the sector as both attractive and diverse.

Approaching students with opportunities to discover in-demand career paths within tourism and hospitality can start as early as Grade 1. Where applicable, such programs should bring in special guests that combat gender stereotypes associated with the profession. Moreover, sharing diverse career paths with parents, educators, and guidance counsellors can contribute to these efforts.

Micro-credential courses in skills relevant to tourism and hospitality, including customer service and management, serve as a convenient and affordable means of upskilling workers for jobs in the sector.

We recommend:

- Confer with TIAO and industry stakeholders to develop marketing communications and jobseeker resources that convey the range of career opportunities available in tourism and hospitality.
- Continue to support job-matching initiatives like *A Three Fires Collaborative Quest*.
- Support the development and expansion of work integrated learning programs, such as *Be Our Guest*, a partnership among the TDSB, George Brown College, and hospitality centres.
- Continue to support targeted, industry-led workforce programs that boost recruitment and retention from underrepresented groups.
- Continue to support micro-credential programming targeted towards jobseekers looking for a career in tourism and hospitality and workers looking to upskill within the industry.
- Implement a Career Exploration Program in elementary schools that introduces children, parents, and educators to a wide range of in-demand career options.
- Implement a Career Mentorship Program and co-op vocational training at the high-school level with particular focus on sectors of the economy where job vacancy rates are expected to be the highest.

SECTION 2 Labour

2.2. Optimizing Work Placement Opportunities

Post-secondary education co-op terms are aligned with the school calendar year rather than industry needs. As such, students do not experience a business's peak commercial season, particularly in attractions, resorts, and seasonal tourism businesses. This deprives students of valuable work experience in the industry they are pursuing while also leaving businesses in need of support during periods of peak commercial activity. Additionally, by incentivizing employers, government can expand the pool of placements.

We recommend:

- ➔ Revisit post-secondary co-op term dates for the tourism and hospitality industry to ensure tourism businesses can offer a professionally rewarding placement.
- ➔ Offer incentives to employers working with young jobseekers, including those in work-integrated learning placements.

2.3. Recruiting and Retaining International Talent

In Ontario, domestic student enrolment in tourism and hospitality post-secondary education programs is far outpaced by international enrolment. Strong international uptake creates an opportunity to recruit global talent to bolster our workforce.

International Student Demand for Tourism and Hospitality Education and Jobs

According to Statistics Canada, 29.9% of Ontario college students are international,^{xxvi} making up substantial portion of tourism and hospitality programs. For instance, at Centennial College, a major player in Ontario's tourism and hospitality postsecondary education:

- *2-Year Tourism Program*: 92% international enrollment
- *3-Year Advanced Diploma in Hospitality and Tourism Administration*: 55% international enrollment
- *86% of Centennial College international students* reported that they planned to apply for a post-graduate work permit



Unfortunately, as of September 2022, there remain significant backlogs within Immigration, Refugees and Citizenship Canada for international student permits.^{xxvii}

Moreover, available immigration streams through federal and provincial routes are targeted at TEER 0 (management jobs), TEER 1 (professional jobs), and TEER 2 and 3 (tech-

nical and skilled trades) in qualifying work experience and job offers.^{xxviii} This includes the federal Express Entry pathway and the Ontario Immigrant Nominee Program (OINP), a joint government program that allows immigrants to apply for permanent residence, should they have the skills and experience needed in Ontario's economy.^{xxix}

SECTION 2 Labour

2.3. Recruiting and Retaining International Talent

These programs could be improved to serve the tourism industry and the economy better. Not only are the requirements out of reach for many recent graduates in tourism and hospitality, but by disqualifying most tourism and hospitality jobs from eligibility (as they tend to be in TEER 4), it actively encourages international students to leave the industry they trained for to remain in Ontario—or leave Ontario altogether if they want to pursue a career in tourism and hospitality.^{xxix} Express Entry (Canadian Experience Class) and the OINP overlook the labour market needs of tourism and hospitality businesses, which tend to have diffi-

culty filling lower-skilled frontline positions on a permanent and reliable basis. Consequently, Ontario's tourism industry loses out annually on a promising pipeline of international talent, exacerbating longstanding challenges in attracting and retaining talent.

With over 80,000 jobs projected to go unfilled in the industry by 2025, the need is urgent to reliably secure labour over the long-term.^{xxx} Allowing the tourism industry to permanently and reliably access external non-specialized workers would also help fill chronic labour shortages.

Immigration Program	Current Eligibility	Proposed Additional Eligibility
Canadian Experience Class (Express Entry)	Managerial jobs (TEER 0)	Jobs requiring a high school diploma or several weeks of on-the-job training (TEER 4)
	Professional jobs (TEER 1)	
	Technical jobs and skilled trades (TEER 2 and 3)	
Ontario Immigrant Nominee Program (ONIP) (International Student Stream)	Managerial jobs (TEER 0)	Jobs requiring a high school diploma or several weeks of on-the-job training (TEER 4)
	Professional jobs (TEER 1)	
	Technical jobs and skilled trades (TEER 2 and 3)	

SECTION 2

Labour

2.3. Recruiting and Retaining International Talent

We recommend:

- ➔ Address the immigration backlog of 151,000 international students and develop processes to prevent future backlogs.
- ➔ Amend the Canadian Experience Class (Express Entry) to include TEER 4 in qualifying job offers and work experience.
- ➔ In consultation with industry, launch a 2-year 'Introduction to Canada' visa targeted at entry-level skillsets, with a pathway to permanent residency.
- ➔ In consultation with industry, amend the Ontario Immigrant Nominee Program (OINP):
 - Include TEER 4 and TEER 5 occupations for qualifying job offers and work experience given that in-demand frontline positions in tourism and hospitality are heavily represented in those categories.
 - Increase the number of newcomers allowed to enter under the OINP from 9,000 to 18,000.
 - Allow OINP work permit applicants to qualify for two-week processing timelines offered for Global Skills Strategy applications.
 - Ensure that newcomer settlement programs are prioritizing employment and training opportunities for Ontario's most high-demand occupations.

2.4. Securing Essential Workers in Resort and Hospitality Sectors

Resort and hospitality sectors are highly service-dependent, relying on frontline workers. However, frontline workers can be difficult to recruit – particularly for housekeeping, cleaning, and groundskeeping staff. This longstanding issue deteriorated

further during the pandemic when many workers dispersed to other industries. Resorts also suffer from the decreased availability of working students, due to the shift to online learning.

COVID-19 and Demographic Changes Among Resort Employees

Even for resorts with primarily domestic housekeeping staff pre-COVID, the aforementioned labour pressures have meant increasing wages and relying more on temporary foreign workers to fill staffing needs. One resort showed that between 2017 and 2021, their housekeeping staff decreased by 55% despite hourly wages increasing by 70% in an effort to attract and retain staff.^{xxx} By 2021, temporary foreign workers comprised 59% of their staff (up from 0% in 2017), with local residents comprising just 25% of domestic staff (down from 85% of domestic staff in 2017).^{xxxii}



SECTION 2

Labour

2.4. Securing Essential Workers in Resort and Hospitality Sectors

The Temporary Foreign Worker Program (TFWP) has been a critical pathway for essential workers. However, barriers limit the extent to which resort and hospitality sectors can leverage the TFWP. While recent federal changes to the program have enabled accommodation and food and beverage businesses to hire up to 30% of full-time equivalent staff through the TFWP, this change is temporary. Tourism and hospitality businesses in high unemployment regions will be able to use the TFWP to fill persistently vacant essential positions; however, the process to do so is costly, as businesses are required to submit a Labour Market Impact Assessment (LMIA) to demonstrate that there are no Canadian candidates available to fill the job. Currently there are 130,070 vacancies within Canada's accommoda-

tion and food services sectors.^{xxxiv}

Efforts to address staffing at airports have been another area of focus in the wake of the pandemic. Between April and August of 2022, over 1,700 Canadian Air Transport Security Authority (CATSA) screening officers were hired across Canada.^{xxxiii} To support staffing at airports, pre-qualifying workers for airport positions is advised. Allowing potential workers to begin or obtain their Transportation Security Clearance in advance of an offer of employment would enable employers to access a ready pool of qualified candidates. Transportation Security Clearance is required for a Restricted Area Identity Card (RAIC), which allows an employee to work in the restricted areas of the airport.

We recommend:

- ➔ Revisit the LMIA requirements under the TFWP to remove unnecessary costs and burdensome regulation and to ensure the TFWP meets the needs of the tourism and hospitality industry.
- ➔ Improve the efficiency in processing times for the Temporary Foreign Worker Program.
- ➔ Fund a pilot program, to produce a pool of candidates with Restricted Area Identity Card by establishing a process to pre-qualify workers for jobs at airports. Specifically, allow applicants to begin or obtain their Transportation Security Clearance in advance of receiving an offer of employment.
- ➔ Establish a process to pre-qualify workers for jobs at airports, by allowing them to begin or obtain their Transportation Security Clearance in advance.
- ➔ Extend the temporary 30% hiring cap for accommodation and food and beverage sectors under the TFWP.

SECTION 2

Labour

2.6. Investing in Future Talent

Tourism and hospitality play a critical role in providing first jobs and foundational skills for many of Ontario's youth. Customer service training prepares students for the workplace, with service skills transferable to all sectors. As work environments evolve, social and emotional skills such as

problem-solving, decision-making, communication, teamwork, and adaptability are becoming more important to success and retention in all industries, including in service-intensive industries like tourism and hospitality.

To further develop these social and emotional competencies into job-ready skills, we recommend:

- Integrate Service Excellence training and certification consistently across the Ontario high school careers curriculum.

Furthermore, to cultivate early career interest, high school co-op programs offer a way to combine course-based learning with experiential on-the-job learning, enabling students to gain both knowledge and practical experience in a focused discipline. Ontario's Ministry of Education has invested \$39.6M

over three years to expand its Specialist High Skills Major (SHSM) program, which includes a Hospitality and Tourism stream. Continued support for such programs is increasingly important as the industry works to reverse a declining talent pipeline.

To increase recognition of the professional knowledge and experience gained through the Tourism and Hospitality SHSM, we recommend:

- Elevate the Hospitality and Tourism SHSM to an industry-recognized accreditation to recognize the skills and knowledge gained through the program and its value to tourism and hospitality employers.

SECTION 2

Labour

2.7. Data-Driven, and Locally-Specific Decision-Making

Across Ontario, regional differences exist in economic opportunities, workforce dynamics, and post-pandemic recovery. It is imperative to ensure workforce development decisions and policies reflect real-time, and regionally specific economic needs.

Tourism SkillsNet Ontario (TSNO) is an example of data-driven decision-making in tourism. Led by the Ontario Tourism Education Corporation (OTEC), the initiative enables stakeholders to develop strategies for local recruitment and training models, based on industry needs.

Tourism SkillsNet Ontario

Tourism SkillsNet Ontario is a provincial, industry-driven workforce development initiative comprised of over 300 organizations and 19 tourism destinations, including tourism organizations, employers and trainers, training/educational institutions, industry associations, regional tourism organizations, Indigenous organizations, and community employment service providers.

TSNO helps the tourism and hospitality industry solve provincial labour market challenges by increasing the capacity of members to anticipate, plan for, and adapt to fluctuations and shocks, creating a more resilient industry. TSNO accomplishes this through its proprietary Provincial Framework model, which enables stakeholders to develop collaborative local strategies that align recruitment and training models with the skills needed by businesses.



We recommend:

- Work with industry to establish a common tourism labour market data and forecasting strategy that supports evidence-based recovery planning.
- Support Tourism SkillsNet Ontario's efforts to coordinate consistent, evidence-based regional labour market planning in member destinations across the province.
- Support workplace-based training and consulting services specifically designed for SMEs' unique needs as they struggle to recover.

SECTION 3

Infrastructure

Local and regional infrastructure are a critical component of destination development. Investments in transportation, affordable housing, and broadband infrastructure enable visitor movement and improve tourism offerings, while also facilitating worker movement, retention, and labour dispersion to rural areas.



SECTION 3

Infrastructure

3.1. Transportation

Transportation links facilitate visitor and worker movement to, from, and within destinations across the province, directly impacting the tourism sector's ability to attract and retain talent and grow, particularly in rural and remote destinations.

Where there is a lack of comprehensive, affordable public transportation, workers and visitors predominantly rely on cars to get from place to place. On the labour side, this affects recruitment and retention, especially in rural destinations. Similarly, the mobility of visitors from urban to rural destinations is impeded, with multi-destination travel

el beyond urban cores being inconvenient or expensive without a car. Consequently, multi-destination travel in Ontario cannot compete with Europe on factors of cost and relative ease. While these challenges are to some degree inherent to a geographically expansive province, the global competitiveness of Ontario's tourism product is seriously hampered without affordable public transportation links. The Community Transportation Grant Program provides funding for transportation services in unserved and underserved regions across Ontario.^{xxxv}

Ontario's Private Sector Transit Service

Ontario's private sector transit service, specifically motor coach providers, do not receive support through federal or provincial transportation transfers, nor do they benefit from GST or HST fuel rebates. Yet, they play a vital role in connecting our communities. They offer thousands of kilometres in non-subsidized transportation routes, are often the only mode of transportation into rural and Indigenous tourism destinations and communities, and contributed \$333 million dollars in tourism spending in 2019 alone.^{xxxvi}



A robust network of transportation routes is necessary to support regional tourism economies; this includes aviation routes. Ensuring Ontario's major airports can keep up with rising visitor demand is important to the competitiveness of Ontario's tourism offerings. Coming out of the pandemic, where airport capital projects were deferred because of revenue declines, Ontario's major airports need infrastructure upgrades to ef-

ficiently process growing volumes of leisure and business travelers.

Currently, the 21 airport authorities that form the National Airport System pay rent to the federal government for grounds leased.^{xxxvii} These rents could be re-invested into transformational airport infrastructure projects to further improve our critical gateways.

SECTION 3 Infrastructure

3.1. Transportation

Toronto Pearson International Airport

Toronto Pearson, Canada's largest airport, is the anchor business in Canada's second largest economic zone, the Airport Economic Zone. Pre-pandemic, 50,000 people worked at over 400 companies operating at Toronto Pearson; Toronto Pearson generated more than 330,000 jobs through direct and indirect employment, spending by tourists, and catalytic jobs generated by international connectivity.

Toronto Pearson facilitates tourism across the country; historically, of all the visitors that arrived in Canada by air, more than 40% were welcomed through Toronto Pearson.

While Toronto Pearson continues to recover from the impact of the pandemic, the airport has dropped to the 19th most connected airport in the world, a drop from its 6th place ranking pre-pandemic. Toronto Pearson's direct global connectivity—enabling trade, tourism, immigration, and investment in Ontario—must be invested in and preserved.



As the transportation sector transitions to net-zero greenhouse gas emissions, considerations regarding how travellers get around are necessary. For one, ensuring leisure marine vessels have appropriate battery charging infrastructure at marinas across Ontario is important. Secondly, providing safe, active transportation infra-

structure will serve travellers and communities alike. Providing way-finding signage and public washrooms for those engaging in active transportation will improve accessibility. Finally, better access to charging infrastructure across all of Ontario is needed as electric vehicles usage becomes more widespread.

SECTION 3 Infrastructure

We recommend:

- Collaborate between levels of government, across ministries, and with industry to ensure better transit and transportation integration across Ontario, with an emphasis on enabling infrastructure in rural destinations for tourism.
- Establish the necessary infrastructure and/or funding to make it feasible for municipalities and regions to identify transit gaps and extend existing transit service across municipal boundaries.
- Invest in cross-regional transit plans.
- Improve regional transit connectivity to Toronto Pearson, Canada's biggest airport.
- Investing in more electric vehicle charging stations, especially in rural regions where they are in short supply.
- Support efforts by municipal governments to install wayfinding signs and amenities such as public washrooms to make travel in Ontario convenient and accessible.
- Expand the Community Transportation Grant Program to encourage and specifically support municipal collaboration.
- Work with the motor coach sector to provide a carve-out of federal public transit investments that support private motor coach operators in delivering vital rural bus transportation options.
- Collaborate with the private motor coach sector to deliver more bus transportation routes across the province.
- Invest in efforts to support electricity infrastructure for boat marinas, particularly in Northern communities, to promote the transition to sustainable transportation.
- Work with all levels of government and the private sector to develop high speed rail services in Ontario.
- Work with Ontario's major airport hubs to address infrastructure gaps that curtail capacity to handle growing visitor volumes.
- Work with the aviation sector to reliably deliver a robust network of aviation routes that supports regional tourism economies
- Re-invest the rent collected by the Government of Canada from the twenty-one airport authorities that form the National Airport System into transformational airport infrastructure projects.
- Fund active transportation infrastructure (e.g., biking and walking infrastructure) across Ontario to allow ease of movement and attract active visitors.

SECTION 3 Infrastructure

3.2. Affordable Housing

For housing to be deemed affordable, a general rule of thumb is that housing costs must represent no more than 30% of pre-tax household income.^{xxxviii} In Ontario, 46% of renters spend more than 30% of their income on housing, underscoring the increasingly limited availability of affordable housing.^{xxxix}

Limited availability of affordable housing impedes the ability of workers to live close to where they work, impacting local and regional workforce recruitment, retention, and labour dispersion to rural tourism economies. Lack of affordable housing therefore limits the sustainability and growth of tourism activity in high traffic tourism destinations.

Ontario's Affordable Housing Crisis in Numbers

According to the Canada Mortgage and Housing Corporation (CMHC), in 2003/2004, a household on an average income would have had to devote close to 40% of their disposable income to buy an average house in Ontario. By 2021, the average household would have had to devote close to 60% of their disposable income to buy the average house.^{xl}

In 2022, the situation has steadily worsened with home sale and rental prices surging amidst a cost-of-living crisis. As of September 2022:

The average rent for all property types in Ontario was \$2,451, representing an 18.4% increase over the previous year^{xli}

In Toronto:

The average monthly asking price for a 1-bedroom rental is \$2,474, representing a 27.5% year-over-year increase^{xlii}

The average monthly asking price for a 2-bedroom rental is \$3,361, representing a 27.7% year-over-year increase^{xliii}

In the Greater Toronto Area, the average home price rose 453% in the last twenty-five years.^{xliiv}

To restore affordability, the CMHC estimates that over 22 million housing units are needed by 2030 in Canada.^{xlv}



SECTION 3 Infrastructure

Short-Term Accommodations, COVID-19, and the Housing Supply

In Ontario and across Canada, the growth of short-term rental accommodations (STAs) has expanded travel experience options, but it has also worsened an already tight housing supply—exacerbating the affordable housing crisis. Almost 50% of all Airbnb revenue in 2018 was generated by commercial operators who manage multiple listings, contrary to the rhetoric of 'home sharing.'^{xlvi} In the same year, 31,000 entire homes in Canada were rented frequently enough that they were unlikely to house a permanent resident.^{xlvii} STA activity was found to be concentrated in major cities but growing at substantially higher rates in rural areas in Ontario, where STAs may be the primary source of visitor accommodation.^{xlviii}

However, in some regions, the role of second home buyers is eclipsing STAs in contributing to the tight housing supply, leading to rising rental and home sale prices. This is the case in Prince Edward County, where the average home sale price has almost doubled in the span of a few years with the total number of home sales doubling and even tripling.^{xlix}



We recommend:

- ➔ Consult with TIAO, industry stakeholders, and workers to develop effective affordable housing strategies across Ontario.
- ➔ Incentivize the development of purpose-built rentals in Ontario.
- ➔ Work with the federal government to expand the Canada Housing Benefit to help more Ontarians access affordable rental and homeownership options.
- ➔ Work with the private sector and municipalities to incentivize the development of affordable housing, particularly tailored to rural municipalities.
- ➔ Work with private developers and municipalities to ensure appropriate, available residential lands move to the market for development.
- ➔ Expedite the planning process for developers to start and complete projects, eliminating any excessive regulatory costs and exploring opportunities for streamlining.
- ➔ Amend the Ontario Building Code Act, that would allow municipal discretion over the use of existing Building Permit Reserve funds to offset costs associated with future affordable housing developments.
- ➔ Require municipalities to intensify development and approve more multi-unit residential buildings as part of their official plans.

SECTION 3

Infrastructure

3.3. Broadband

Access to reliable high-speed broadband is critical for tourism businesses' capacity to operate, grow, and meet rising visitor demand. It is also important to ensuring that the visitor experience aligns with consumer expectation for broadband access. In underserved areas, this is especially important given the growing demand for visitor experiences in rural and Indigenous destinations. According to the CRTC, 98.6% of Canadians living in urban communities have access to high-speed internet.ⁱ In ru-

ral regions, this number is 45.6%, and 34.8% of households on First Nations reserves.ⁱⁱ

The provincial government has committed to bringing high-speed internet access to all households in Ontario by the end of 2025 and has passed legislation to make it easier to build broadband infrastructure. Building upon this, sustained investment and timely delivery is necessary, especially for Indigenous communities.

Broadband Access and Indigenous Tourism

Ontario has the largest Indigenous population in Canada: in Ontario, 78% of First Nations communities are located in the north and 1 in 4 First Nations communities is located in a remote area.ⁱⁱⁱ Given that 60% of Ontario's Indigenous tourism operators are located in northern Ontarioⁱⁱⁱⁱ with many located in remote areas that are underserved by reliable broadband connections, continued progress in this area would support the competitive commercial capacity of Indigenous tourism economies and northern tourism economies more broadly.



As road infrastructure projects take place, a 'Dig Once' policy could facilitate easier, faster, and cheaper broadband installation. This policy involves placing conduits to hold fibre-optic cable in the ground during road construction. Later, the cable can be pulled through the conduit without any excavation.

We recommend:

- ➔ Sustain and roll out investments in the delivery of reliable, high-speed broadband to northern, rural and remote regions.
- ➔ Coordinate with Ontario Municipalities, in partnership with telecommunications companies, utilities, and Internet Service Providers (ISPs), to develop a Dig Once strategy.
- ➔ Create regulations that make the laying of conduit/fibre assets mandatory for public infrastructure builds.

SECTION 4

The Future of Tourism in Ontario

Several key challenges and opportunities lay ahead for Ontario's tourism industry. A high-level forecast of the next five years is presented below.



SECTION 4.1 Future Challenges

The Future of Tourism in Ontario

4.1.I. Sustainable Visitation

Ontario faces increasingly complex challenges that may impact the reliable flow of international visitors. This requires engaging in long-term planning that builds a culture of domestic travel and encourages more seamless travel for inbound US visitors.

The COVID-19 pandemic has shown just how prone Ontario's tourism industry is to international visitor disruptions. In northern Ontario and border-adjacent regions dependent on US tourism, border restrictions meant a virtual shutdown of local tourism economies. Moreover, due to the long-standing dependence on US visitors, oper-

ators had difficulty pivoting to the domestic market.^{liv} Building a tourism industry that is more resilient to such disruptions begins with developing a consumer culture of domestic travel.

The Ontario Staycation Tax Credit was established in 2022, to encourage locals to explore Ontario.^{lv} In its initial form, the program did not include transient boating, wherein boaters travel from town to town, docking in a local marina and staying overnight. Continuing this government tax credit, with the inclusion of transient boating, would incentivize domestic travel over the long term.

We recommend:

- ➔ Promote Ontario as a premier travel destination for local, domestic, and international visitors.
- ➔ Make the Ontario Staycation Tax Credit an annual offering and broaden the program to include transient boating.
- ➔ Develop a destination marketing opportunity fund to amplify tourism marketing and product development in rural and northern tourism economies, with the objective of cultivating stronger domestic markets for more sustainable visitation.

4.1.II. Seamless Travel

Disruptions at the border during the pandemic impacted visitation at land, air, and marine borders. Minimizing barriers to travel is a critical component of sustaining reliable streams of visitors. Land border crossings are still at only 50.8% of normal travel volumes,^{lvi} illustrating the extent to which border restrictions have stymied US travel to Ontario. For border-adjacent destinations dependent on the 'rubber tire' tourism market, the financial impact is staggering.

SECTION 4.1 Future Challenges

The Future of Tourism in Ontario

4.1.II. Seamless Travel

Niagara and the Loss of US Visitors

Americans make up about 35% of visitors to Niagara Falls and about 50% of tourism revenue.^{lvii} With American and long-haul international visitors (e.g., from Asia, Europe) likelier to visit and spend at multiple sites, these visitors have higher per capita spending than domestic visitors.^{lviii} However, US visitation is currently at less than half of 2019 numbers and long-haul international markets have barely returned at all.^{lix}



Northern Ontario and the Loss of US Visitors

As a result of border restrictions and reduced visitors, the recovery of northern Ontario tourism sectors is taking place at a much slower rate than the rest of the province. As of summer 2022, US arrivals were at only 25-33% of what they were pre-pandemic.^{lx} In 2022, international land border crossings into Canada as a percentage of 2019 numbers have reduced in: Fort Frances (-70.4%), Rainy River (-74.9%), Pigeon River (-57.7%), Sault St. Marie (-70.4%), and Ontario overall (-66.1%).^{lxi}

Given the importance of the US market to northern resource-based tourism operators, Nature and Outdoor Tourism Ontario (NOTO) estimates resultant 2022 revenue losses to date at almost \$100M.^{lxii}



For travelers wishing to travel between the United States and Canada, enrollment and renewal of NEXUS status has been made difficult as a result of the COVID-19 pandemic. NEXUS is a bi-national, Canada-US program that plays a key role in facilitating frequent travel between Ontario and the US. NEXUS enrollments were closed during the pandemic and have yet to reopen in Canada, and more than 500,000 applicants are on a waitlist. This creates a significant barrier for travelers.

Given the importance of the US market to Canadian tourism, it is critical to ensure that inbound and outbound travel is as seamless as possible for US visitors now and in the future to cultivate long-term economic growth.

SECTION 4.1 Future Challenges

The Future of Tourism in Ontario

4.1.II. Seamless Travel

We recommend:

- Work with the tourism industry and government partners to create strategies that ensure seamless inbound and outbound travel for US visitors in the event of future border disruptions.
- Work with US authorities to return to pre-pandemic capacity levels and hours of operation at pre-clearance airports and to re-open Canadian NEXUS enrolment centres, closed as a result of the COVID-19 pandemic, or quickly find alternative ways to process applications
- Invest in a modern digital border and effective, efficient screening procedures. This includes implementing biometrics and the digital processing of travellers at our border similar to what travellers experience in Europe. We also recommend exploring a domestic trusted traveler program to facilitate smoother travel and ensure border services resources are focused most effectively.
- Digitize and streamline processes to reduce the backlog in Canadian passport and visa applications, so that Canada can welcome more visitors and international students. For example, this could include expanding the Electronic Travel Authorizations (ETA) program to more low-risk visa-requiring countries.
- Establish globally competitive processing standards for CATSA and CBSA, including at peak hours at all CATSA checkpoints.

4.1.III. Addressing Rising Homelessness and Housing Precarity

Over the course of the COVID-19 pandemic, communities across Ontario have seen a rise in homeless and vulnerable populations, a phenomenon driven by multiple factors including: the closure of emergency homeless shelters, municipal reductions in mental health and addictions services, limited supply of supportive housing for those with long histories of homelessness and complex challenges, rising poverty, and the pandemic-related reduction in the affordable housing supply especially in suburban and rural regions.

Recent provincial investments to provide more supportive housing in Ontario are promising, including investing an additional \$25M into the Homelessness Prevention Program. However, more can be done.

Building upon these investments to address homelessness in the short-term and long-term, we recommend:

- Increase investments for municipalities and non-profits to expand access and availability of addiction and mental health services, shelters, transitional housing, and other emergency and long-term supports and services.

SECTION 4.2 Future Opportunities

The Future of Tourism in Ontario

4.2.I. Cultural Tourism

Cultural tourism is defined by the UN World Tourism Organization as tourism centered on cultural attractions and products, including heritage and religious sites, crafts, performing arts, food, and festivals and special events. Cultural tourism is one of the fastest growing segments of the tourism industry, accounting for about 40% of tourism worldwide.^{lxiii} The global heritage tourism market was valued at over \$550 billion (USD) in 2021 and is expected to expand at a compound annual growth rate of 3.8% from 2022 to 2030.^{lxiv}

The growth of cultural tourism reflects an increased desire by travelers to seek out tangible and intangible cultures while on vacation, particularly in international travel.^{lxv} Cultural tourism presents opportunities to create innovative, sustainable tourism products that engage in intercultural exchange.

It also creates valuable opportunities for workforce development. For instance, Francophone and bilingual tourism play an important role in attracting highly skilled workers to Ontario's tourism industry, strengthening Ontario's bilingual workforce.

Global Reach of Francophone Tourism

Francophone and bilingual tourism in Ontario targets niche markets to attract visitors, appealing to a domestic and global Francophone market of 300 million people worldwide. It highlights the unique culture of Francophone communities, offering Francophone visitors services in the language of their choice. 81% of Quebecers say it is very important and important to have a minimum of service in French when they travel.^{lxvi}

Eighty-seven percent of Canadian tourism operators offering francophone and bilingual services are interested in attracting more francophone markets.^{lxvii} The benefits of appealing to this visitor market include enhancing high yield spending, supporting shoulder season visitation, mitigating the risks of relying on more traditional markets, and fostering cultural-linguistic ties that create opportunities for inter-provincial and global investment in Franco-Ontarian tourism products.



Culture plays an important role in attracting both visitors and residents to main streets and urban cores. However, in addition to the rising cost of marketing and submitting competitive event bids, major cultural events and entertainment productions are bypassing Ontario cities for North American locations with more favourable tax incentives. Government should work with industry to enable cities and destinations to successfully attract major cultural events and productions.

SECTION 4.2 Future Opportunities

The Future of Tourism in Ontario

4.2.I. Cultural Tourism

We recommend:

- Leverage Ontario's recent investments in projects such as Route Champlain to create new business opportunities for Franco-Ontarian communities to benefit from the visitor economy's growth and socio-economic spinoffs.
- Implement a tax credit program (similar to the Ontario Film and Television Tax Credit and the Canadian Film or Video Production Tax Credit) providing a 20-25% tax credit/rebate on labour and production capital expenses for live productions (e.g., theatre, music, dance) produced, co-produced, or presented by Canadian-based companies

4.2.II. Indigenous Tourism

Prior to the COVID-19 pandemic, Indigenous tourism was the fastest growing sector in Ontario's tourism industry, experiencing annual exponential growth and drawing significant foreign investment. In fact, 1 in 3 international visitors to Canada express interest in an Indigenous tourism experience.^{lxviii} Between 2014 and 2017, Indigenous tourism grew 23%, surpassing Canada's overall tourism activity growth by 8.7%.^{lxix} Indigenous tourism contributes over half a billion dollars (\$622.1 million) to Ontario's GDP.^{lxx} Moreover, Ontario is home to Canada's largest Indigenous tourism sector.

As a cultural tourism market, Indigenous tourism is leading the development of unique offerings that engage in intercultural exchange. For instance, some Indigenous operators are developing Indigenous food tourism as a means for meaningful cultural exchange with visitors, cultural revitalization, and community empowerment with valuable implications towards reconciliation.^{lxxi} Other Indigenous operators are using augmented virtual reality to create

experiences for visitors unable to visit sites physically, creating a unique tourism product while broadening their reach to distant consumer markets.

Moreover, as the fastest growing demographic outside of new immigrants, Indigenous people can be part of the solution to the industry's ongoing labour crisis. With Indigenous people comprising one-third of northern Ontario's population, increased participation in the tourism industry supports northern tourism growth and the economic development of Indigenous and northern communities.

COVID-19 resulted in a 47% loss in real GDP for the Indigenous tourism sector, with employment falling by 28% in 2020.^{lxxii} However, Indigenous tourism businesses may recover faster than the rest of the overall industry. Indigenous Tourism Ontario estimates that the Indigenous tourism sector will return to 2019 levels of economic activity as early as 2023.^{lxxiii}

We recommend:

- Provide sustainable funding for the Indigenous tourism sector which supports the continued development and growth of Indigenous tourism in Ontario.

SECTION 4.2 Future Opportunities

The Future of Tourism in Ontario

4.2.III. Wellness Tourism

Wellness tourism involves promoting health and personal well-being through physical, psychological, and spiritual activities, as well as through services, including lodging, transport, food and beverage, and shopping. Current lifestyle trends such as visiting wellness spas, fitness centres, wellness resorts, healthy eating, and self-care have enabled the growth of wellness tourism globally. According to the Global Wellness Institute, wellness tourism is worth \$639 billion in yearly visitor expenditure.^{lxxiv} The global wellness tourism market is projected to reach \$1,592 billion by 2030, a compound annual growth rate of 7.2% from 2021 to 2030.^{lxxv}

During the COVID-19 pandemic, consumer and business interest in wellness tourism increased with the rise of at-home fitness and renewed interest in self-care. As people looked to travel locally, destinations and operators that appealed to themes of health and wellbeing in their travel offerings were viewed favourably by visitors, with health being synonymous with feeling secure.^{lxxvi}

The growth of wellness tourism will continue to be driven by current lifestyle trends combined with the expansion of cultural tourism: visitors are not only more interested in learning about the culture and nature of a destination, but they are doing so to help maintain a healthy lifestyle, reduce stress, prevent disease, and enhance their wellbeing.^{lxxvii}

Wellness Travel

According to a 2019 survey conducted by the Global Wellness Institute's Wellness Tourism Initiative^{lxxviii}:

- Canada was the second-most popular destination North Americans wanted to visit for wellness travel.
- The top three most important things to travellers on a wellness trip were: location connected to nature, quality fresh local cuisine, and quality accommodation.
- The vast majority of travellers book direct with the brand via the website.
- Travellers will pay a premium for accommodations that meet their wellness needs, with 8 in 10 respondents willing to pay up to 20% more.



SECTION 4.2 Future Challenges

The Future of Tourism in Ontario

4.2.IV. Film Tourism

Film tourism generates visitation through portrayals of destinations in film, video, and television.^{lxxxix} It is a growing sector globally, driven by the growth of the entertainment industry and the increase in international travel.^{lxxx} Blockbuster films can bring a significant influx in tourism to the locations where they are filmed. For instance, the Harry Potter film franchise caused visitation to increase by at least 50% to every UK location where the movies were filmed.^{lxxxi} Film tourism can boost shoulder season visitation and offer destinations additional sources for revenue generation.

Film tourism is a promising sector for growth, as more productions choose Ontario locations for varied and scenic backdrops and cheaper production costs. Recent locally filmed TV productions include 'The Handmaid's Tale' and 'The Queen's Gambit,' both filmed in Cambridge, and the 'Umbrella Academy,' filmed in Hamilton and Toronto.

4.2.V. Sport Tourism

In Ontario, sport tourism generates significant economic activity and is a catalyst for visitor attraction. In 2019, sport tourism in Ontario generated \$2.5 billion in spending from domestic and international visitors.^{lxxxii} This includes both spectator (e.g., Pan Am Games, Special Olympics, Grey Cup, all star games, and Canadian and world championships) and participatory (e.g., marathons, tournaments) sport tourism, which appeal differently to different destinations. Ontario attracts 33% of all sport visitors to Canada.^{lxxxiii}

The sport tourism sector contributes millions of dollars annually to the province, supports thousands of jobs throughout the province, and spurs infrastructure investments and upgrades that benefit the wider community. The 108th Grey cup, hosted in Hamilton, is estimated to have brought in \$29.8 million in Hamilton alone and nearly \$35 million in overall economic activity for the province.^{lxxxiv} Moreover, the total GDP generated by the 2019 Special Olympics Ontario Invitational Youth Games was \$2.4 million for Toronto and \$3.7 million for Ontario.^{lxxxv}

4.2.VI. Cannabis Tourism

Cannabis presents several promising opportunities for the future of tourism and hospitality. If permitted, cannabis experiences in public culinary and hospitality settings could offer consumers and tourists a new way to appreciate cuisine. Moreover, public events such as concerts, conventions, and sport games could offer gated pop-up cannabis retail and consumption zones for adults.

We recommend:

- Advance licensing for cannabis consumption inside public venues.
- Allow public events such as concerts, conventions, and sport games to offer gated pop-up cannabis retail and consumption zones for adults.

SECTION 4.2 Future Challenges

The Future of Tourism in Ontario

4.2.VII. Outdoor and Nature-Based Tourism

Outdoor and nature-based tourism involves fishing, hunting, rafting, hiking, cycling, caving, and other outdoor activities. When included within the broader adventure tourism market, outdoor and nature-based tourism was valued at \$282 billion USD in 2021 and is expected to grow at a compound annual growth rate of 15.2% from 2022 to 2030.^{lxxxvi}

In 2016, nearly 7 in 10 Canadians participated in outdoor or nature-based activities, with hiking being the most popular activity.^{lxxxvii} As such, this sector offers opportunities to grow the domestic tourism market, especially given that Ontario attracts more nature-based tourists than any other province.^{lxxxviii}

Canadians and Outdoor Activities

According to the 2016 General Social Survey,^{lxxxix} the most popular outdoor activities among Canadians were:

- Hiking or backpacking (44%)
- Wildlife viewing or photography (32%)
- Tent camping (24%)
- Fishing (22%)
- Canoeing or kayaking (22%)
- Motor boating or jet skiing (20%)
- Snowmobiling or other off-road vehicle use (17%)
- Foraging for food (16%)
- Mountain biking (13%)
- Snowshoeing or cross-country skiing (13%)



Agritourism is a form of nature-based tourism that allows visitors to learn about, explore, and taste Ontario's vast agricultural offerings. Agritourism is an industry ripe for growth and economic opportunity. By enabling farm businesses to expand their business offerings and enhance their revenue streams, local and provincial governments stimulate the economy while providing the public with an opportunity to experience local, healthy food and reconnect with the natural environment.

Ontario farmers are increasingly turning to agritourism for diversified income. The Ontario Federation of Agriculture (OFA) conducted a survey of its members,^{xc} where they found the following opportunities most promising for agritourism:

- Teaching/educational workshops
- Farm tours
- On-farm retail stores/markets
- Farm stays/bed and breakfasts
- Weddings/special events

SECTION 4.2 Future Challenges

The Future of Tourism in Ontario

4.2.VII. Outdoor and Nature-Based Tourism

We recommend:

- ➔ Promote Ontario as a prime destination for agritourism and other forms of nature-based tourism.
- ➔ Leverage Ontario's natural beauty and greenspaces to attract visitors and reinforce Ontario's tourism brand.
- ➔ Ensure government programs and initiatives for agritourism consider the time restraints and seasonal pressures associated with growing agriculture by timing funding application deadlines appropriately.

4.2.VIII. Sustainable Tourism

Sustainability is one of the biggest consumer trends in tourism, with growing interest and demand from travelers.

Consumer Attitudes Toward Sustainable Travel

Recent consumer research shows:

- Consumers are making more mindful decisions when travelling, such as visiting local cultural or historical sites (46%), using more environmentally friendly transportation options (43%), and traveling to smaller, lesser-known destinations (41%)^{xcvi}
- 9 in 10 consumers said they look for sustainable options when travelling^{xcvii}
- Half of consumers expressed willingness to pay more for sustainable transportation, activity, and lodging options^{xcviii}
- Nearly 70% of consumers expressed willingness to sacrifice convenience to be a more sustainable traveller^{xcix}
- 86% of respondents agreed sustainability is important to travellers and 56% stated that global warming has prompted their desire to travel sustainably.^{xcv}



Apart from consumer demand, sustainability is becoming increasingly important to the viability of tourism experiences and commercial livelihoods. All visitor experiences in Ontario are impacted by more frequent and extreme climate events.

SECTION 4.2 Future Challenges

The Future of Tourism in Ontario

4.2.VIII. Sustainable Tourism

We recommend:

- ➔ Offer targeted investments to support tourism operators seeking to implement green infrastructure and practices.
- ➔ Provide supports to prevent and mitigate climate change impacts for resource-based tourism operators and tourism businesses located in regions at high risk of extreme weather events.
- ➔ Increase climate resilience from erosion, flooding, and extreme weather events by preserving and enhancing natural infrastructure. This includes investments in afforestation and the expansion of greenspace.

4.2.IX. Implementing the Recommendations of the Tourism Economic Recovery Ministerial Task Force

The recommendations outlined in the [2021 Tourism Economic Recovery Ministerial Task Force](#) report^{xcvi} provide a path for tourism recovery, in addition to continued growth and sustainability as the industry, visitors, and global contexts evolve.

Recommendations include:

- ➔ Continue to foster collaboration between public health officials and tourism sectors.
- ➔ Emphasize local pride of place and Ontario as a diverse, inclusive, and multicultural “world in one province” in destination by marketing.
- ➔ Provide travel incentives to encourage more people to make local travel and hospitality plans.
- ➔ Leverage transportation infrastructure (e.g., airports, visitor information centres, highway signage) to attract visitors and reinforce Ontario's tourism brand and attracting visitors to destinations and cultural interest areas.
- ➔ Highlight Ontario's talent and creative industries by supporting the creation of music cities and film destinations to highlight filming locations.
- ➔ Cross-promote Ontario's tourism offerings as contributors to physical and mental health, through partners such as Ontario Parks and Parks Canada, as well as private operators.

4.2.X. Tourism as a Component of Economic Development

As we grapple with how to mitigate the labour crisis across the local and global economy, the value of tourism and hospitality should not be overlooked. Culture is a major factor workers consider when deciding where to live. Tourism and hospitality enable culture through dining, gathering, leisure, entertainment, and celebration experiences. Local tourism economies are therefore hugely responsible for attracting, retaining, and dispersing domestic and international workers. Simply put, tourism is not only a key economic driver as an industry, it is an indispensable component of broader economic development. The tourism industry's recovery, growth, and long-term sustainability should therefore be part of any local, regional, provincial, and national economic development strategy.

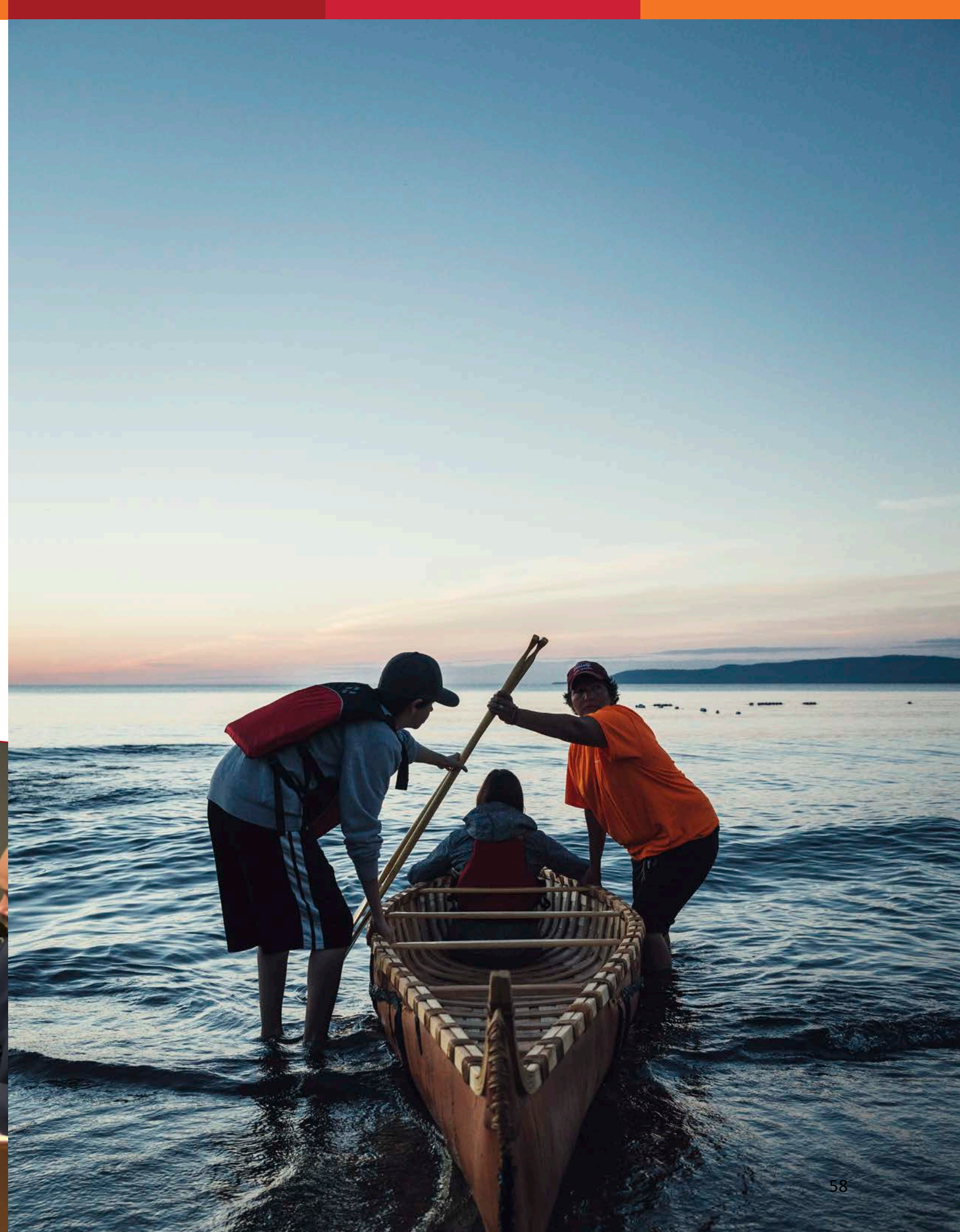
CONCLUSION

In order for Ontario's tourism industry to grow, attract investment, and remain resilient, we must address the economic, labour, and infrastructure barriers impeding the full potential of the industry.

This report covered four major areas: economy, labour, infrastructure, and the future of tourism in Ontario. The key issues and recommendations discussed speak to themes of labour gaps and instability, the uneven pace of economic recovery, red tape, the housing crisis, connectivity, transportation networks, investment attraction, destination development, economic growth, and sustainability.

The report also lists opportunities for the future of tourism in Ontario to create world-leading innovative tourism products and experiences that can unleash industry growth. Through our recommendations, we outlined a comprehensive multi-pronged strategy to make Ontario the best destination in the world to visit, start a tourism business, and invest in world-renowned visitor experiences.

While the industry is still recovering from the economic impacts of the COVID-19 pandemic, the future of tourism in Ontario is a promising one. We look forward to continued collaboration between industry and government partners to help make this future possible.



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Skill type or level	NEW* TEER category
Skill type 0	TEER 0
Skill level A	TEER 1
Skill level B	TEER 2 and TEER 3
Skill level C	TEER 4
Skill level D	TEER 5

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Hon. Peter Bethlenfalvy, MPP
Minister of Finance
7th Floor, Frost Bldg S.,
Queen's Park Cres,
Toronto, ON
M7A 1Y7

November 10, 2022

Re: Extending the Ontario Staycation Tax Credit

Dear Minister Bethlenfalvy,

We are writing on behalf of Ontario's tourism and hospitality industry, representing over 200,000 businesses in sectors including visitor accommodations, resorts, food and beverage, live events, attractions, recreation, transport operators, and culture and heritage.

With the support of your government, our industry is moving forward with rebuilding its \$36 billion economic impact: our businesses are ramping up, regaining and creating new visitor markets, and developing innovative offerings to appeal to growing volumes of visitors.

We thank the Government of Ontario for implementing the Ontario Staycation Tax Credit for 2022, which is helping Ontarians rediscover the unique visitor experiences that we have to offer. By incentivizing stays at eligible accommodations, the Tax Credit is encouraging domestic visitor spending in Ontario destinations, thus supporting local visitor economies as a whole.

In our conversations with local visitors, we have heard how the Tax Credit encouraged them to stay in Ontario, book a trip where they had never visited before, and spend more on their visit than they normally would. The full benefit remains to be seen, as many Ontarians are just beginning to resume travel and many have yet to take advantage of the Staycation Tax Credit.

Yet, we are hearing about the positive impact of the Staycation Tax Credit from our members, with destinations creating competitive offerings around it to showcase the breadth of local tourism experiences and incentivize visitor spending. For instance, Ottawa Tourism's '3rd Night on Us' campaign encouraged visitors to choose Ottawa for their next staycation and to explore the city for longer, with the third night on Ottawa Tourism. Mississauga Tourism's 'It Pays to Stay' campaign enticed staycation-goers with a VISA gift card and attractions pass to explore more of the city while maximizing savings. Tourism businesses have additionally expressed support for extending the Staycation Tax Credit in a recent TIAO survey.


Building a consumer habit of domestic spending that supports our industry year over year and helps insulate it from global disruptions begins with encouraging Ontarians to rediscover local—putting Ontario dollars back into Ontario. **As such, we support the extension of the Ontario Staycation Tax Credit through 2023.**

To encourage Ontarians to visit the province's many waterfront destinations, we also support expanding the Tax Credit to include transient boating—an activity fulfilling the intent of the Staycation Tax Credit while generating about \$2.3 billion annually in local spending. We welcome the opportunity to discuss this recommendation further.

Thank you again for your support throughout the COVID-19 pandemic to help tourism businesses. Now more than ever, it's vital to continue to provide businesses with the tools they need to recover, prosper, and remain resilient.

Thank you for considering the contents of this letter. Please do not hesitate to contact us for further information. We look forward to hearing from you.

Sincerely,

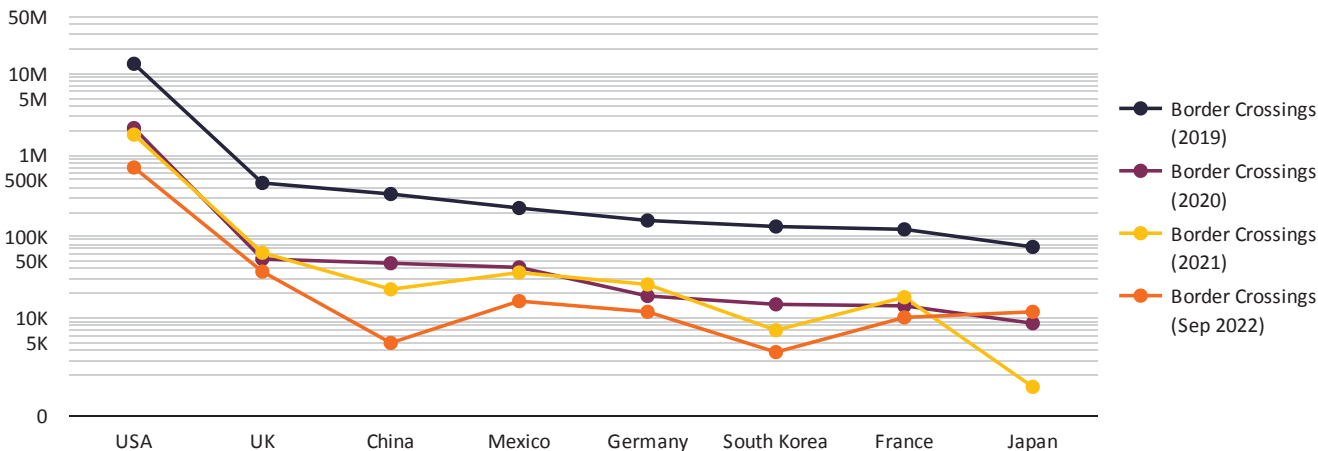


Christopher Bloore
President & CEO
Tourism Industry Association of Ontario (TIAO)

Ontario Tourism Industry Health Check

ONTARIO'S BORDER CROSSINGS FOR KEY MARKETS¹

Markets	Border Crossings (2019) ▾	Border Crossings (2020)	%Change (2019 vs 2020)	Border Crossings (2021)	%Change (2020 vs 2021)	Border Crossings (Sep 2022)	% Change (Sep 2021 vs Sep 2022)	% Change (Sep 2019 vs Sep 2022)
USA	13.2M	2.1M	-83.8%	1.8M	-16.9%	702.4K	151.8%	-38.2%
UK	453.2K	52.9K	-88.3%	63.1K	19.3%	37K	252.9%	-23.5%
China	331.7K	46.9K	-85.9%	22.4K	-52.1%	4.9K	51.7%	-87.3%
Mexico	223.2K	41.7K	-81.3%	36.1K	-13.5%	16.1K	427.2%	-21.2%
Germany	157K	18.6K	-88.2%	25.8K	38.4%	11.9K	116.1%	-43.5%
South Korea	132.4K	14.7K	-88.9%	7.1K	-51.8%	3.8K	257.2%	-77.4%
France	122.2K	14.1K	-88.5%	17.9K	27.5%	10.1K	219.6%	-40.8%
Japan	74.3K	8.6K	-88.4%	1.4K	-83.4%	11.9K	6,609.6%	32.9%

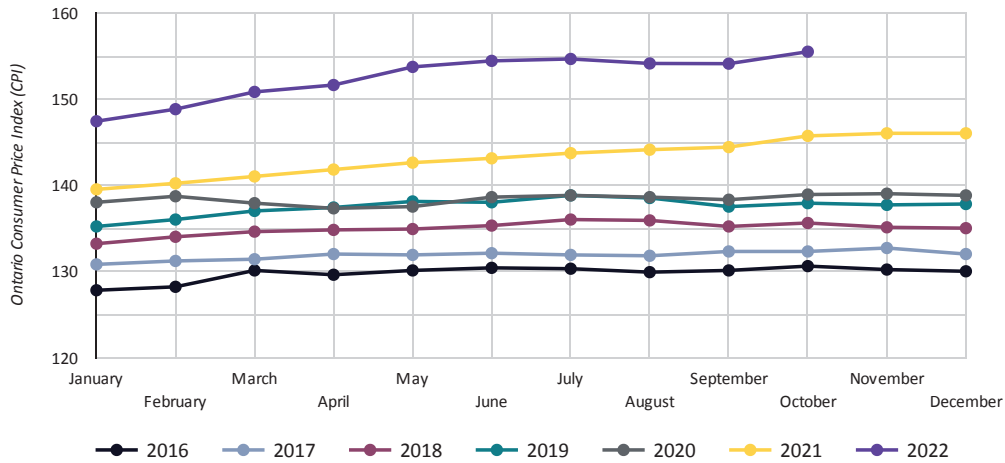


KEY TAKEAWAYS:
 Border crossings for all key markets in September 2022 surpassed September 2021 levels, and would have to increase an average of 40.3% to reach September 2019 levels.

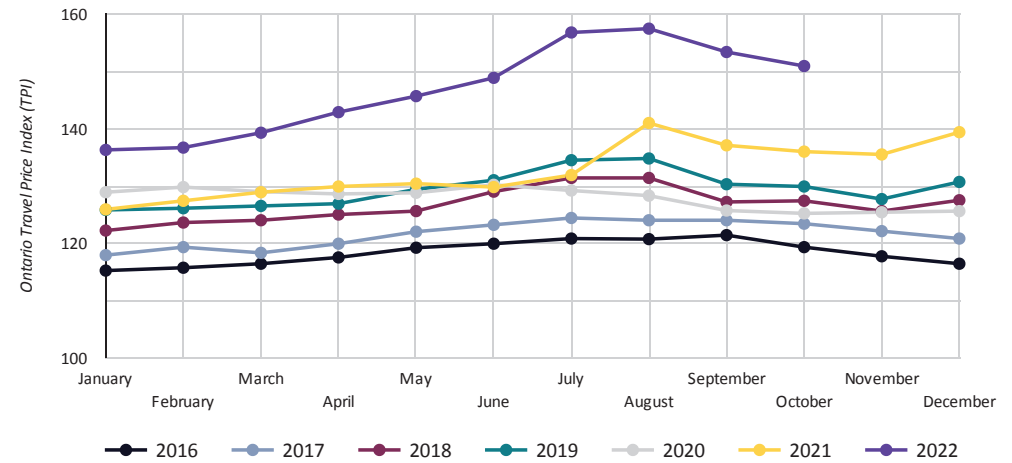
The key markets with the highest increase in September 2022 compared to September 2021 were Japan (+6609.6%), Mexico (+427.2%), and South Korea (+257.2%).

Outside of Destination Ontario's key markets, Australia (+1559.5%) and Italy (+1112.1%) also observed very high increase in September 2022 compared to September 2021.

ONTARIO CONSUMER PRICE INDEX ²



ONTARIO TRAVEL PRICE INDEX ²



KEY TAKEAWAYS:

Ontario's consumer price index (CPI) rose 6.9% on a year-over-year basis, down from a 6.7% year-over-year gain in September.

Faster price growth for gas and mortgage interest costs were moderated by slowing price growth for food. In October, higher prices at the gas pump put upward pressure on the all-items CPI. ³

The travel price index (TPI) grew 11.0% in October 2022 compared to October 2021.

Costs increased in accommodations +36.8%, intercity transportation +16.8%, restaurants +71%, vehicle operation +71%, and recreation/entertainment +4.9 in October 2022 compared to October 2021. ³

An increase in the TPI results in higher prices for tourism-related goods and services such as food, transportation, recreation and travel accommodation

This will impact price-sensitive households and families looking to travel. ⁴

SHORT TERM OCCUPANCY AND RENTAL RATES ⁵

Ontario Short Term Rental Rate 2021

Occupancy Rate: 57% 16.3 point change (an increase from 2020)
 Avg. Daily Rate \$149.72 18% (an increase from 2020)

Short Term Rentals - accommodations that are rented out for a short period of time including those booked from AirBnB and other rental companies

Region	Occupancy Percentage							Average Daily Rate								
	2019	2020	2021	Point Change 2019 vs 2020	Point Change 2020 vs 2021	Point Change (2019 vs 2021)	October 2022	2019	2020	2021	% Change (2019 vs 2020)	% Change (2020 vs 2021)	% Change (2019 vs 2021)	October 2022		
ONTARIO	53.9%	40.8%	57.0%	-13.2	16.3	3.1	↑	52.8%	\$108.63	\$122.75	\$149.72	11.5%	18.0%	27.4%	↑	\$150.08
Region 1 (Southwest Ontario)	53.7%	44.9%	57.8%	-8.8	12.9	4.1	↑	54.4%	\$89.41	\$105.45	\$128.36	15.2%	17.8%	30.3%	↑	\$130.46
Region 2 (Niagara Canada)	49.1%	37.5%	50.8%	-11.6	13.3	1.6	↑	46.2%	\$126.15	\$141.09	\$181.56	10.6%	22.3%	30.5%	↑	\$163.77
Region 3 (Hamilton, Halton and Brant)	56.4%	44.4%	56.9%	-12.0	12.6	0.6	↑	55.5%	\$80.47	\$91.95	\$117.06	12.5%	21.4%	31.3%	↑	\$118.47
Region 4 (Huron, Perth, Waterloo and Wellington)	52.9%	44.4%	58.9%	-8.5	14.4	6.0	↑	62.0%	\$93.46	\$105.36	\$124.07	11.3%	15.1%	24.7%	↑	\$128.55
Region 5 (Greater Toronto Area)	57.7%	36.8%	44.9%	-20.9	8.2	-12.7	↓	54.0%	\$94.31	\$93.19	\$102.6	-1.2%	9.2%	8.1%	↑	\$127.24
Region 6 (York, Durham and Headwaters)	45.4%	38.2%	51.1%	-7.3	12.9	5.6	↑	47.4%	\$110.96	\$136.58	\$169.66	18.8%	19.5%	34.6%	↑	\$160.56
Region 7 (Bruce Peninsula, Southern Georgian Bay and Lake Simcoe)	46.4%	43.4%	55.4%	-3.0	12.0	9.0	↑	45.5%	\$177.56	\$196.79	\$237.17	9.8%	17.0%	25.1%	↑	\$214.22
Region 8 (Kawartha Northumberland)	47.8%	50.0%	59.9%	2.2	9.8	12.1	↑	47.0%	\$183.62	\$208.94	\$260.29	12.1%	19.7%	29.5%	↑	\$243.84
Region 9 (South Eastern Ontario)	51.7%	48.8%	61.0%	-2.9	12.2	9.3	↑	51.8%	\$146.69	\$165.19	\$207.42	11.2%	20.4%	29.3%	↑	\$198.38
Region 10 (Ottawa and Countryside)	56.1%	41.9%	53.6%	-14.2	11.7	-2.5	↓	57.3%	\$77.08	\$80.59	\$95.12	4.4%	15.3%	19.0%	↑	\$107.56

Region 11 (Haliburton Highlands to the Ottawa Valley)	48.7%	51.4%	61.4%	2.7	10.0	12.7	↑	50.1%	\$173.63	\$194.9	\$240.03	10.9%	18.8%	27.7%	↑	\$230.9
Region 12 (Algonquin Park, Almaguin Highlands, Muskoka and Parry Sound)	48.5%	50.5%	59.6%	2.0	9.0	11.0	↑	49.5%	\$206.23	\$238.23	\$289.65	13.4%	17.8%	28.8%	↑	\$268.32
Region 13 (Northern Ontario)	52.7%	49.1%	60.0%	-3.6	10.9	7.3	↑	57.1%	\$95.61	\$108.13	\$129.64	11.6%	16.6%	26.3%	↑	\$131.64

Note: Average daily rate for short term rental rates is \$USD

KEY TAKEAWAYS:

- The 2022 occupancy rates to-date (October 2022) for short term rentals have surpassed pre-pandemic levels (2019) for some regions
- The 2021 occupancy rates increased across all regions compared to 2020
- The 2020 occupancy rates decreased across most regions compared to 2019
- The 2022 average daily rate to-date (October 2022) for short term rentals have surpassed pre-pandemic levels (2019) for all regions
- The 2021 average daily rate increased across all regions compared to 2020
- The 2020 average daily rate increased across most regions compared to 2019

HOTEL OCCUPANCY REGIONAL AND SUB-REGIONAL BREAKDOWN⁶

Ontario Hotel Rate 2021

Occupancy Rate 44.1% 9.3 point change (an increase from 2020)

Avg. Daily Rate \$128.8 2.1% (an increase from 2020)

Region	Occupancy Percentage							Average Daily Rate								
	2019	2020	2021	Point Change (2019 vs 2020)	Point Change (2020 vs 2021)	Point Change (2019 vs 2021)	September 2022	2019	2020	2021	% Change (2019 vs 2020)	% Change (2020 vs 2021)	% Change (2019 vs 2021)	September 2022		
ONTARIO	68.7%	34.8%	44.1%	-33.9	9.3	-24.6	↓	77.4%	\$163.02	\$126.06	\$128.80	-29.3%	2.1%	-26.6%	↓	\$210.00
Region 1 (Southwest Ontario)	62.0%	37.4%	47.8%	-24.6	10.5	-14.1	↓	70.5%	\$118.75	\$102.01	\$101.37	-16.4%	-0.6%	-17.1%	↓	\$140.00
Region 2 (Niagara Canada)	64.7%	27.9%	33.9%	-36.8	6.0	-30.7	↓	72.7%	\$163.2	\$114.08	\$148.85	-43.1%	23.4%	-9.6%	↓	\$203.00

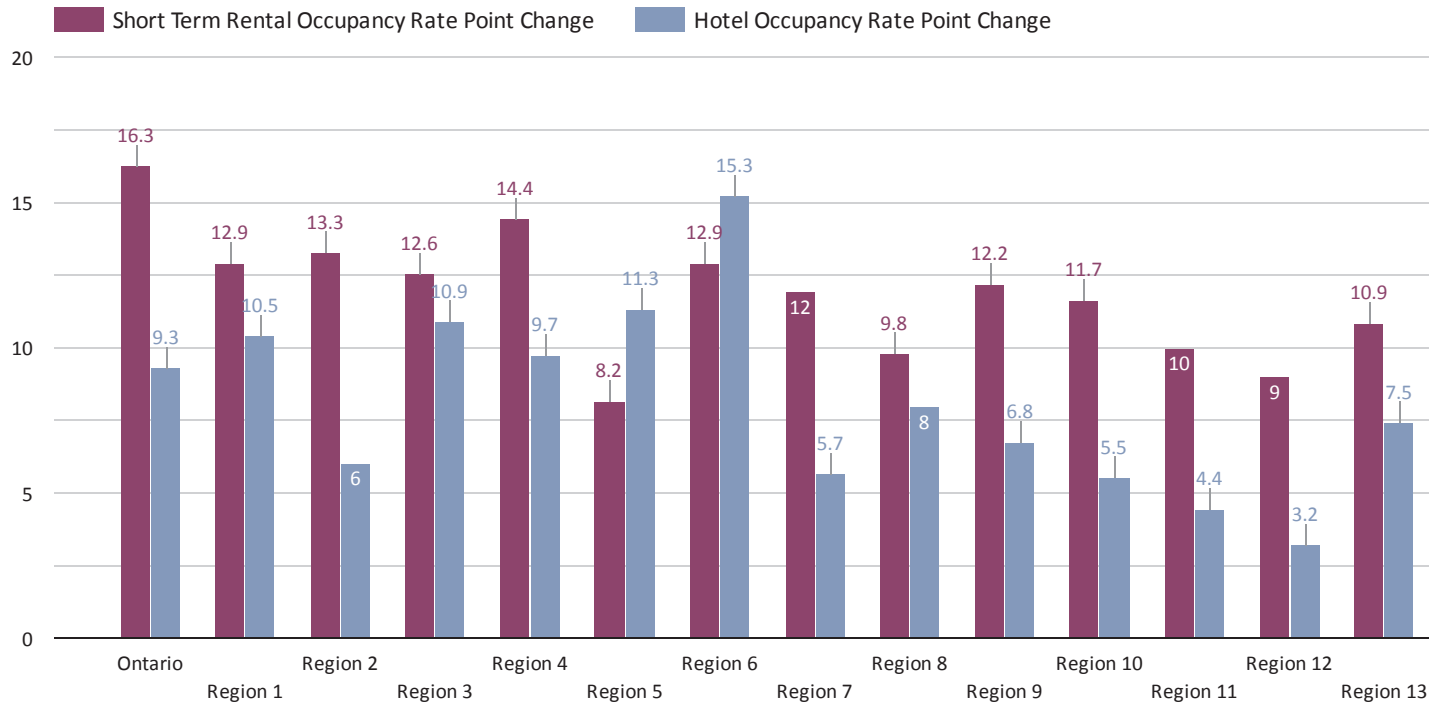
Region 3 (Hamilton, Halton and Brant)	66.4%	38.0%	48.8%	-28.5	10.9	-17.6	↓	75.7%	\$131.05	\$108.59	\$108.19	-20.7%	-0.4%	-21.1%	↓	\$168.00
Region 4 (Huron, Perth, Waterloo and Wellington)	63.9%	32.9%	42.6%	-31.0	9.7	-21.3	↓	77.5%	\$131.8	\$107.19	\$109.50	-23.0%	2.1%	-20.4%	↓	\$163.00
Region 5 (Greater Toronto Area)	75.7%	29.6%	40.9%	-46.1	11.3	-34.8	↓	82.3%	\$196.63	\$146.47	\$138.52	-34.2%	-5.7%	-42.0%	↓	\$277.00
Region 6 (York, Durham and Headwaters)	70.8%	39.2%	54.5%	-31.6	15.3	-16.4	↓	81.0%	\$140.64	\$115.97	\$116.33	-21.3%	0.3%	-20.9%	↓	\$181.00
Region 7 (Bruce Peninsula, Southern Georgian Bay and Lake Simcoe)	59.7%	42.7%	48.4%	-17.0	5.7	-11.3	↓	67.3%	\$134.93	\$126.41	\$133.72	-6.7%	5.5%	-0.9%	↓	\$165.00
Region 8 (Kawarthas Northumberla nd)	62.1%	38.5%	46.5%	-23.6	8.0	-15.6	↓	69.2%	\$119.98	\$105.75	\$114.54	-13.5%	7.7%	-4.7%	↓	\$148.00
Region 9 (South Eastern Ontario)	61.4%	40.6%	47.4%	-20.8	6.8	-14.0	↓	72.7%	\$133.85	\$117.60	\$129.95	-13.8%	9.5%	-3.0%	↓	\$167.00
Region 10 (Ottawa and Countryside)	71.1%	35.8%	41.3%	-35.4	5.5	-29.8	↓	78.5%	\$166.34	\$134.52	\$131.11	-23.7%	-2.6%	-26.9%	↓	\$196.00
Region 11 (Haliburton Highlands to the Ottawa Valley)	57.8%	41.5%	45.9%	-16.3	4.4	-11.8	↓	65.4%	\$132.15	\$122.46	\$131.44	-7.9%	6.8%	-0.5%	↓	\$150.00
Region 12 (Algonquin Park, Almaguin Highlands, Muskoka and Parry Sound)	53.5%	40.5%	43.7%	-13.0	3.2	-9.8	↓	66.4%	\$179.68	\$182.30	\$210.94	1.4%	13.6%	14.8%	↑	\$229.00
Region 13 (Northern)	63.4%	45.0%	52.5%	-18.4	7.5	-10.9	↓	80.3%	\$124.58	\$115.19	\$120.23	-8.2%	4.2%	-3.6%	↓	\$153.00

KEY TAKEAWAYS:

The 2022 occupancy rates to-date (Sep 2022) for hotels have surpassed pre-pandemic levels (2019) in all regions
The 2021 occupancy rates increased across all regions compared to 2020
The 2020 occupancy rates decreased across all regions compared to 2019

The 2022 average daily rate to-date (Sep 2022) for hotels have surpassed pre-pandemic levels (2019) for all regions
The 2021 average daily rate increased across most regions compared to 2020
The 2020 average daily rate decreased across all regions compared to 2019

SHORT TERM RENTAL AND HOTEL OCCUPANCY RATE COMPARISON (2020 to 2021)⁷



KEY TAKEAWAYS:

The occupancy rates for short term rentals and hotels increased for all regions from 2020 to 2021.

Short term rental rates had a higher increase compared to hotel rates from 2020 to 2021.

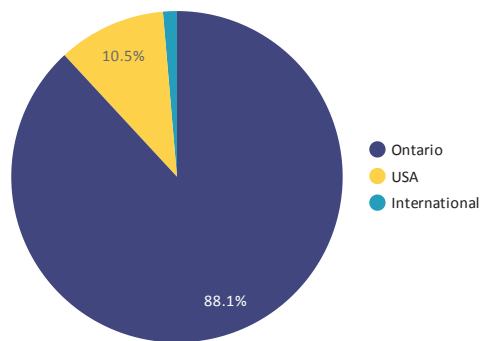
ECONOMIC IMPACT OF TOURISM IN ONTARIO (2019)⁸

Economic Impact	Tourism Receipts	Visitor Spending
Tourism Spending	\$37.96B	\$29.36B
Value Added by Tourism into GDP	\$36.8B	\$27.77B
Tax Revenue Attributed to Tourism	\$13.37B	\$10.56B
Employment through Tourism	395,546	307,277

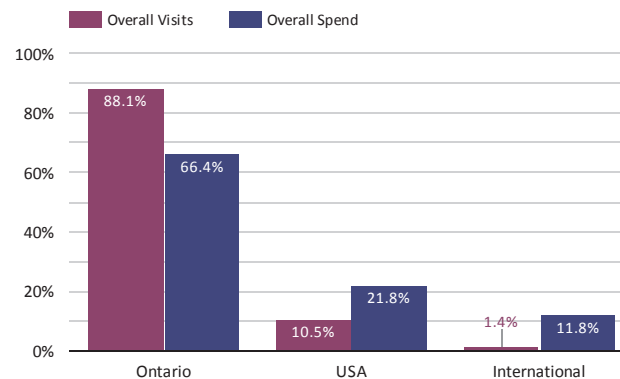
VISITS AND SPEND FROM KEY MARKETS (2019)⁹

Markets	Person Visits	Total Visitor Spending	Average Nights Stayed	Estimated Spend per Overnight Trip
Ontario	108.1M	\$15.35B	1	\$270
USA	12.9M	\$5.05B	3	\$643
UK	459.5K	\$744.66M	10	\$1,689
China	330.9K	\$875.13M	35	\$2,715
France	231.6K	\$203.72M	8	\$940
Mexico	230.6K	\$235.99M	16	\$1,045
Germany	203.6K	\$294.53M	12	\$1,560
Japan	102.5K	\$232.77M	15	\$2,499
South Korea	102.3K	\$139.09M	18	\$1,378

ONTARIO'S SHARE OF VISITS BY KEY MARKETS (2019)⁹



ONTARIO'S SHARE OF PERSON VISITS AND TOTAL VISITOR SPENDING BY KEY MARKETS (2019)⁹



Ontario has the largest market share for visits at **88.1%** and total visitor spending at **66.4%**

Opportunity for Ontario to extend their stay to increase **overall** spend where other market's increased visits to Ontario will increase spend

Note: Key international markets include the following: UK, China, France, Mexico, Germany, Japan and South Korea

Sources:

1. Statistics Canada, Table 24-10-0050-01 Non-resident visitors entering Canada, by country of residence 2019-2022 | 2. Statistics Canada; MTCS Price Indices Statistics, 2016-2022 | 3. Statistics Canada, The Daily - Consumer Price Index, October 2022 | 4. Bank of Canada, Navigating high inflation, June 2022. Link: <https://www.bankofcanada.ca/2022/06/navigating-high-inflation/> | 5. Transparent Intelligence Inc - Ontario Dashboard, Rates and Demand 2019 - 2022 | 6. CBRE Hotels with reproduction and use of information subject to CBRE Disclaimer / Terms of Use as detailed at <https://www.cbre.ca/en/real-estate-services/business-lines/valuation-and-advisory-services/hotels-valuation-and-advisory-services/disclaimer> | 7. Transparent Intelligence Inc- Ontario Dashboard, Rates and Demand 2021: CBRE Hotels with reproduction and use of information subject to CBRE Disclaimer / Terms of Use as detailed at <https://www.cbre.ca/en/real-estate-services/business-lines/valuation-and-advisory-services/hotels-valuation-and-advisory-services/disclaimer> | 8. Statistics Canada, MHSTCIS Tourism Regional Economic Impact Model, 2019 | 9. Statistics Canada, National Travel Survey, 2019; Statistics Canada, Visitor Travel Survey 2019

ENTERPRISE RENFREW COUNTY REPORT

Prepared by: Melissa Marquardt, Manager of Economic Development

Prepared for: Development and Property Committee

January 9, 2023

INFORMATION**1. Staffing Update**

The Economic Development Division is pleased to welcome Lindsay Debertin as the new Program Officer with Enterprise Renfrew County. Lindsey is responsible for delivering the Summer Company program, as well as assisting with marketing, outreach and reporting. Lindsey began her position on January 3, 2023.

2. CORE Business Consultations and Services Report

The following data details Enterprise Renfrew County's (ERC) consultation and outreach efforts from April 1 – December 1, 2022.

Activity (on-going)	Year-to-Date	Annual Target
General business inquiries	654	750
Business consultations	216	175
New business registrations	25	20
New jobs created	36	25
Starter Company Plus Program (complete)		
New business registrations	13	15
Businesses expanded	15	6
New jobs created (Full-time and Part-time)	47	20
Value of investment leveraged	\$268,320	\$112,000
Summer Company Program (complete)		
New youth business registrations	4	5
Jobs created	5	5
Total Grants Awarded for Starter Company Plus and Summer Company Programs	\$75,000	

Activity (on-going)	Year-to-Date	Annual Target
Workshops and Outreach		
Workshops and Training Delivery	19 (17 virtual and 2 in-person) Total attendance: 478	
Direct outreach to promote programs and services (municipal offices, libraries, partner organizations, events, etc.)	50	

3. **Starter Company Plus Fall Wrap-Up**

The fall session of the Starter Company Plus program is now complete resulting in 18 completed participants awarded a total of \$31,300 in grants. Seven participants received \$4,000 each and two participants received \$1,650 each.

Successful program participants include:

Chad Kendall JP Waxington, Pembroke	Veteran-owned candle making business
Codie Stevens Roots Dental Hygiene, Pembroke	Dental hygiene services
Holly Molenaar OV Boss Babes, Petawawa	Podcast that promotes women-led local businesses
Katrina Platt Platt Foot Care, Killaloe	Nurse practitioner who provides foot care services
Tarwyn Lane Ottawa Valley Engraving, Westmeath	Trophies, plaques and engraving services
Tina Carr ChrisTina Studio, Arnprior	Body piercing and tattoo shop and offers shared collaborative space with LGBTQ+ community
Wade Banman KMK Judo, Pembroke	Teaches judo and code white controlled techniques to police and health care providers
Adrienne Decaire Barbays, Pembroke	Scrunchies and hair products
Chris Kyte Beyond the Crystal Cauldron, Renfrew	Crystal shop with focus on community fundraising

ERC garnered grant assessors for the Starter Company Plus fall session, which included community partner representatives from the Town of Petawawa and Renfrew County Community Futures Development Corporation.

4. **Workshops and Training**

In partnership with Renfrew County Community Futures Development Corporation, Upper Ottawa Valley Chamber of Commerce, Renfrew and Area Chamber of Commerce, Local Immigration Partnership, City of Pembroke, Town of Renfrew and Start-up Ottawa Valley, ERC delivered a number of workshops and training opportunities during Small Business Week in October including:

- Two marketing workshops (virtual) with 54 participants
- Three sessions about Wellness, Power of Beliefs and Leadership for Entrepreneurs and Newcomers (virtual) with 132 participants
- Photography workshop (in-person) with 16 participants

In November, ERC hosted six virtual training sessions with 164 registrants to learn about:

- Workplace Mental Health and Safety Solutions Roadmap, facilitated by Workplace Safety Prevention Services
- Four part marketing series including the 4P's of Marketing (Parts 1 and 2), Developing Your Brand Identity, and Marketing Fundamentals for the Digital Age, facilitated by Traicon

A three-part "Taxes for Small Business" series is scheduled for winter 2023:

- Tax Prep for Small Business - January 11, 2023 from 10:30 a.m. - 12:00 p.m.
- HST Remittance for Small Business - February 1, 2023 from 10:30 a.m. - 12:00 p.m.
- Tax Filing - March 8, 2023 from 10:00 a.m. - 11:30 a.m.

To register for the workshops visit <https://ovta.typeform.com/to/an3lp9XN>

ERC is collaborating with the Town of Petawawa, City of Pembroke, and the Township of Laurentian Valley to support facilitation of the final session of

their Service Concierge program related to storefront branding and product merchandising display and design.

An in-person session is planned for February 27, 2023 at the County of Renfrew Administration building. Registration information will be available on ERC's social channels soon.

5. **French Language Services Grant Approved**

Enterprise Renfrew County has been approved for a \$10,000 French Language Services Grant from the Ministry of Economic Development, Job Creation and Trade (MEDJCT). The funding is to provide entrepreneurship services in the French language to local Francophone businesses, including translation of resources, virtual workshops and an in-person networking event. All grant deliverables are due March 31, 2023.

BY-LAWS

6. **Summer Company Plus/Starter Company Funding**

Recommendation: THAT the Development and Property Committee recommends that County Council pass a By-law to transfer \$3,300 of unspent Summer Company program funding to the Starter Company Plus program under the terms of the Transfer Payment Agreement referenced in By-law 62-22, being a By-law to Execute a Transfer Payment Agreement for the Provision of Financial Support for Enterprise Renfrew County from the Province of Ontario.

Background

On May 25, 2022, By-law 62-22, being a By-law to Execute a Transfer Payment Agreement for the Provision of Financial Support for Enterprise Renfrew County from the Province of Ontario was passed to enter into a Transfer Payment Agreement for Enterprise Renfrew County with the Province of Ontario, Ministry of Economic Development, Job Creation and Trade from April 1, 2022 to March 31, 2024 to provide funding to Starter Company Plus and Summer Company. Under the terms of the Transfer Payment Agreement, \$3,300 is remaining unspent for the 2022 Summer Company program and the Ministry has advised that with the passing of a By-law that this amount can be transferred to the Starter Company Plus program.

COUNTY OF RENFREW

BY-LAW NUMBER

A BY-LAW TO TRANSFER FUNDING FROM SUMMER COMPANY TO STARTER PROGRAM PLUS UNDER THE TRANSFER PAYMENT AGREEMENT REFERENCED IN BY-LAW 62-22

WHEREAS the County of Renfrew entered into an agreement under By-law 62-22 being a By-law to Execute a Transfer Payment Agreement for the Provision of Financial Support for Enterprise Renfrew County the Province of Ontario as represented, in order to receive funding to support the entrepreneurship development activities of Enterprise Renfrew County for the fiscal period of April 1, 2022 to March 31, 2024;

AND WHEREAS the Transfer Payment Agreement (TPA) provided by the Province of Ontario specifies funding allocations for Summer Company and Starter Company Plus;

AND WHEREAS \$3,300 in grant funds within the Summer Company grant funding in 2022 remains unspent;

NOW THEREFORE, the Council of the Municipal Corporation of the County of Renfrew hereby enacts as follows:

1. THAT the Warden and Clerk are hereby authorized to sign and seal all things, papers and documents necessary for the transfer of unspent grant funding in the amount of \$3,300 from Summer Company to the Starter Company Plus funding account as specified in the Transfer Payment Agreement.
2. THAT the Municipal Corporation of the County of Renfrew commits to implementing projects and spending the Enterprise Renfrew County funding in accordance with all provisions specified in original Transfer Payment Agreement.
3. THAT this By-law shall come into force and take effect upon the passing thereof.

READ a first time this 25th day of January 2023.

READ a second time this 25th day of January 2023.

READ a third time and finally passed this 25th day of January 2023.

FORESTRY AND GIS DIVISION REPORT

Prepared by: Jason Davis, Director of Development and Property

Prepared for: Development and Property Committee

January 9, 2023

INFORMATION

1. Forestry Activities

- a) Below is the Forestry Activity Tracker information for the months of July to December 2022:

Summary	County Forester		Forestry & Trails Tech.	
	Hours	%	Hours	%
Management of County Forests	513	84	15	2
Industry Support	0	0	0	0
Species at Risk	0	0	0	0
Trails	0	0	640	91
GIS	0	0	0	0
Municipal Support	0	0	0	0
Education & Public/Forest Health	21	3	0	0
Meeting/Conference/Workshop	83	13	42	7
Admin/Other	0	0	3	0
Total	617	100	700	100

- b) During the months of October and November, Lacey Rose, County Forester presented on forestry in Renfrew County to three local classrooms at Mackenzie Community School (Grade 9), Bishop Smith Catholic High School (Grade 7) and Our Lady of Lourdes (Kindergarten).
- c) Harvest tenders for 2023 were advertised for a period of five weeks and closed on December 1, 2022. The results are as follows:

2023 RCF Harvest Tender	Bid Submission Amount DPF #			
	DPF 01-23 Crow's Nest	DPF 02-23 Centennial Lake	DPF 03-23 Pershick	DPF 04-23 Ruby
Bruce G. Jones Forest Products				\$7,750
Lavern Heideman & Sons Limited	\$17,880	\$101,800	\$17,200	
A.J. Nagora Logging Ltd.				\$25,030
Risto Logging Ltd.				\$17,250

Lavern Heideman & Sons Limited has been awarded the tenders for Crow's Nest, Centennial Lake and Pershick Tracts. The total estimated revenue based on volume estimates included in the tender for 2023 is \$136,880, however some 2022 operations and revenue will carry over into 2023 and projected revenue should surpass \$230,000. Actual revenue is calculated based on weighed actual volume harvested.

Tender DPF 04-23 for Ruby Tract was not awarded as the bids received were significantly below market value according to prices received for similar forest types on Renfrew County Forests (RCF) over the last five years.

- d) Staff attended a virtual focus group meeting hosted by the Ministry of the Environment, Conservation and Parks (MECP) on black ash protection and recovery, providing input in line with the several previous submissions by the County on the issue. Black ash was classified as endangered in 2019 and listed under the Endangered Species Act on January 26, 2022. Protection measures have been suspended until January 2024, but a government response strategy is required by June 6, 2023. It is expected that a draft strategy will be posted for public comment this winter. Forestry staff will review and provide comments on the draft when it is posted.
- e) A number of issues have arisen on RCF in the last few months, with dumping of garbage and animal carcasses. OPP and the Ministry of Natural Resources and Forestry (MNRF) Conservation Officers have assisted, and the issues were dealt with where possible. An increased use of these forest lands inevitably leads to more instances of misuse, and have become increasingly demanding on staff time.
- f) Two historic wells were filled at Lorwall Lake Tract for safety and environmental reasons. Wells associated with previous settlement are discovered and filled on an ongoing basis on Renfrew County Forest tracts.

g) Harvest operations for 2022 are summarized below. Operations started at Beachburg Tract in early December, with public and other outreach continuing. It is hoped that some trails can remain open during operations and if necessary, closures are respected by the public. A final invoiced revenue and annual report for 2022 operations will be available at the next meeting.

Tract	Sale #	Harvest Type	Allocated Area (ha)	Total Bid Received (\$)*	Status	Invoiced** Revenue to Date for 2022 (\$)
Brudenell	02-21	Red Pine Thinning	26	\$70,900.00	Complete. Most harvest and haul occurred in 2021 (\$66,305.56).	\$8,483.95
Lorwall Lake	01-22	Red Pine Thinning	38	\$125,000.00	Harvest and haul complete. Waiting on weights for final loads to prepare final invoice.	\$105,297.87
Brudenell	02-22	Cedar and Poplar	15	\$28,530.00	Ongoing. Requires frozen conditions, will be some carryover into 2023.	\$15,281.98
Beachburg	03-22	White Pine Shelterwood	43	\$117,400.00	Harvest started December 2022. Extension granted until end of 2023 due to salvage work elsewhere.	
Round Lake East	04-22	Red Pine Thinning	18	\$35,489.80	Extension granted until end of 2023 due to salvage work.	
Centennial Lake	Salvage-01	Unplanned salvage			Complete.	\$4,775.79
TOTAL						\$133,839.59

* Actual invoiced amount will depend on actual, weighed volume (m3) harvested. Bid is based on estimated volume.

**Invoicing can occur as long as 30 days post-haul. Mills must send in weigh slips before invoicing can occur.

In Progress

Complete

2. GIS

Attached as Appendix FORGIS-I is the GIS Activity information for the months of July to December 2022. GIS staff worked on a total of 540 GIS projects.

3. Software Small Local Government Enterprise License Agreement (SG-EA) Esri

The transition of moving the lower-tiers and County staff to the new GIS mapping (ArcGIS Desktop and ArcGIS Pro) is progressing well. Out of the 17 lower-tier municipalities, 15 have submitted requests for access to the ArcGIS mapping software and access to the ArcGIS Online Web Mapping. All of the 15 municipalities have been sent the required information in order to download the new software and have access to ArcGIS Online.

On November 25, 2022, Esri did a presentation to all the lower-tiers and County staff on the different mapping software and applications that are available and reviewed many of the different options that are available in ArcGIS Online, such as the Fields Apps for field data collection, dashboards, and Survey123.

On December 14, 2022, Esri did a presentation for the economic and development staff on the Community Analyst tool.

BY-LAWS

4. Bell Cell Tower

Recommendation: THAT the Development and Property Committee recommends that County Council pass a By-law authorizing the Warden and the Clerk to execute a self-to-self Transfer/Deed of Land for Part Lot 3 and 4, Concession 3, geographic Township of Raglan in the Township of Brudenell, Lyndoch and Raglan.

Background

In 2022 Rogers Communications Inc. approached the County of Renfrew to install a 90-metre telecommunication tower on County of Renfrew owned forest property, the Ireland South Tract, at Lalande Road and Little Ireland Road in the Township of Brudenell, Lyndoch and Raglan to provide wireless voice and data for the surrounding area.

Following a review of the proposed property, McNab, Stewart & Prince of Renfrew advised that the County requires a self-to-self transfer/deed to clean up an administrative error in the title report which indicates the Corporation of the Township of Raglan as the registered owner of the land. This likely resulted from the transfer of a small parcel associated with a cemetery in 1997 to the Township. Rogers Communications Inc. indicated that they require a clear title to work toward building the cell tower on the land composed of Part Lot 3 and 4, Concession 3 in the geographic Township of Raglan in the Township of Brudenell, Lyndoch and Raglan. There was a legal review in 1963 of the ownership and deed but the correct ownership is not reflected in the Ontario Land Registry.



DEVELOPMENT AND
PROPERTY DEPARTMENT

GIS ACTIVITY TRACKER SUMMARY

TIME PERIOD - July to December 2022

	Amprior	Deep River	Laurentian Hills	Petawawa	Renfrew	Admaston / Bromley	Bonnechere Valley	Brudenell Lyndoch & Reglan	Greater Madawaska	Head, Clara & Maria	Horton	Killaloe, Hagarty & Richards	Laurentian Valley	Madawaska Valley	McNab / Braeside	North Algona Wilberforce	Whitewater Region	County-wide / Pembroke	TOTAL
GIS Data & Systems																			
Database Maintenance	2	0	0	1	0	0	3	2	1	1	1	2	1	0	3	0	1	16	34
Internet GIS Maintenance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	7
Internet GIS Enhancements	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3	0	0	1	7
Internet Web Mapping Support	3	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	1	2	10
Metadata Creation & updates	2	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	1	2	9
Data Distribution/ Contracts	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	6
Conferences, Courses & User Groups	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13
Training, Reports & Presentations Delivered	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Technical Support	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Map document conversions & updates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Policies & Procedures	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Research, Funding Applications & Budgets	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	34
RFP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Internal D&P Dept																			
Economic Development & Tourism	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	5
Forestry & Trails	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Planning	2	4	2	0	0	1	7	1	1	1	4	0	0	1	5	0	1	28	58
Real Property	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
County Departments																			
Administration, Finance & Information Technology	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Community & Social Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20
Emergency Services	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	6	7
Human Resources	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Public Works & Engineering	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
External Inquiries & Requests																			
Municipal Inquiries	6	0	0	5	0	1	8	0	5	1	0	0	3	0	3	10	0	0	42
Agencies & Institutions	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
General Public & Businesses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	10	11
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Special Projects																			
911/Civic Addressing	6	0	1	12	6	3	5	7	2	2	1	0	4	5	8	3	6	64	135
Winter Games	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14
ELA	7	1	2	3	6	1	8	1	2	1	1	1	2	1	1	1	5	20	64
Flood Grant	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	14	17
Total	28	7	5	23	15	6	36	11	16	7	7	4	11	7	24	15	15	303	540

Notes:

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW TO TRANSFER REGISTERED OWNERSHIP
FROM THE TOWNSHIP OF BRUDENELL, LYNDOKH AND RAGLAN**

WHEREAS under Section 5(3) of the Municipal Act, S.O. 2001, c. 25, the Corporation of the County of Renfrew's capacity, rights, powers and privileges must be exercised by by-law;

AND WHEREAS certain lands in the geographic Township of Raglan in the Township of Brudenell, Lyndoch and Raglan described in Schedule "I" attached hereto have been wrongly identified in the Land Registry Office for the County of Renfrew as being owned by the geographic Township of Raglan, Township of Brudenell, Lyndoch and Raglan;

AND WHEREAS the lands described in Schedule "I" attached hereto are owned by the Corporation of the County of Renfrew;

AND WHEREAS it is deemed expedient that the geographic Township of Raglan, Township of Brudenell, Lyndoch and Raglan do transfer the lands described in Schedule "I" from its registered title to the registered title of the Corporation of the County of Renfrew.

NOW THEREFORE the Council of the Corporation of the County of Renfrew hereby enacts as follows:

1. THAT the lands described in Schedule "I" be transferred from the registered title of the geographic Township of Raglan, Township of Brudenell, Lyndoch and Raglan to the Corporation of the County of Renfrew.
2. THAT the Warden and Clerk be authorized to sign the transfer document.
3. THAT this By-law shall come into force and take effect immediately upon the passing thereof.

READ a first time this 25th day of January 2023.

READ a second time this 25th day of January 2023.

READ a third time and finally passed this 25th day of January 2023.

PETER EMON, WARDEN

CRAIG KELLEY, CLERK

FOR OFFICE USE ONLY

(1) Registry Land Titles (2) Page 1 of 5 pages

(3) Property Identifier(s) Block Part of 57608 - 0030(R) Property Additional: See Schedule

(4) Consideration ONE Dollars \$ 1.00

(5) Description This is a: Property Division Property Consolidation
Part Lot 3 & 4, Concession 3, Raglan, Township of Brudenell, Lyndoch & Raglan as described in Schedule attached.

New Property Identifiers Additional: See Schedule

Executions Additional: See Schedule

(6) This Document Contains (a) Redescription New Easement Plan/Sketch (b) Schedule for: Description Additional Parties Other (7) Interest/Estate Transferred Fee Simple

(8) Transferor(s) The transferor hereby transfers the land to the transferee and certifies that the transferor is at least eighteen years old and that

Name(s) **THE CORPORATION OF THE COUNTY OF RENFREW** Signature(s) _____ Date of Signature Y M D **2022 12**

by their solicitor, David A. Stewart

(9) Spouse(s) of Transferor(s) I hereby consent to this transaction Name(s) _____ Signature(s) _____ Date of Signature Y M D

(10) Transferor(s) Address for Service **9 International Drive, Pembroke, ON K8A 6W5**

(11) Transferee(s) **THE CORPORATION OF THE COUNTY OF RENFREW** Date of Birth Y M D

(12) Transferee(s) Address for Service **9 International Drive, Pembroke, ON K8A 6W5**

(13) Transferor(s) The transferor verifies that to the best of the transferor's knowledge and belief, this transfer does not contravene section 50 of the Planning Act.

Signature _____ Date of Signature Y M D _____

Solicitor for Transferor(s) I have explained the effect of section 50 of the Planning Act to the transferor and I have made inquiries of the transferor to determine that this transfer does not contravene that section and based on the information supplied by the transferor, to the best of my knowledge and belief, this transfer does not contravene that section. I am an Ontario solicitor in good standing.

Name and Address of Solicitor _____ Date of Signature Y M D _____

(14) Solicitor for Transferee(s) I have investigated the title to this land and to abutting land where relevant and I am satisfied that the title records reveal no contravention as set out in subclause 50 (22) (c) (ii) of the Planning Act and that to the best of my knowledge and belief this transfer does not contravene section 50 of the Planning Act. I act independently of the solicitor for the transferor(s) and I am an Ontario solicitor in good standing.

Name and Address of Solicitor _____ Date of Signature Y M D _____

(15) Assessment Roll Number of Property

(16) Municipal Address of Property

(17) Document Prepared by:
McNab, Stewart & Prince
117 Raglan St. South
Renfrew, Ontario
K7V 1P8

Fees and Tax	
Registration Fee	
Land Transfer Tax	
Total	

Planning Act - OPTIONAL

FOR OFFICE USE ONLY

Additional Property Identifier(s) and/or Other Information

All and Singular that certain parcel of land and premises situate lying and being in the Township of Raglan in the County of Renfrew, containing by admeasurement one hundred and thirty-three and one half acres, being composed of lot number three and the west one third of lot number four in the third concession of the said Township of Raglan, except and reserving that part of lot number three being described as: COMMENCING at a point in the southerly limit of said lot, which point is distant eighty-nine feet westerly of the south easterly angle of said lot three, extending thence northerly parallel with the easterly limit one hundred and five feet; THENCE westerly parallel with the southerly limit one hundred and ninety-two feet; THENCE southerly parallel with the easterly limit one hundred and five feet to the southerly limit; THENCE easterly along the southerly limit one hundred and ninety-two feet to the place of commencement; SAVE and EXCEPT Part 1, Plan 49R12862, Township of Brudenell, Lyndoch & Raglan.

FOR OFFICE USE ONLY

In the Matter of the Conveyance of (insert brief description of land) Part Lot 3 & 4, Concession 3, Raglan, Township of Brudenell, Lyndoch & Raglan

BY (print names of all transferors in full) The Corporation of the County of Renfrew

TO (print names of all transferees in full) The Corporation of the County of Renfrew

I David A. Stewart

have personal knowledge of the facts herein deposed to and Make Oath and Say that:

1. I am (place a clear mark within the square opposite the following paragraph(s) that describe(s) the capacity of the deponents):

- (a) the transferee named in the above-described conveyance;
- (b) the authorized agent or solicitor acting in this transaction for the transferee(s);
- (c) the President, Vice-President, Secretary, Treasurer, Director or Manager authorized to act for _____ (the transferee(s));
- (d) a transferee and am making this affidavit on my own behalf and on behalf of (insert name of spouse) _____ who is my spouse.
- (e) the transferor or an officer authorized to act on behalf of the transferor company and I am tendering this document for registration and no tax is payable on registration of this document.

2. The total consideration for this transaction is allocated as follows:

(a) Monies paid or to be paid in cash	\$	<u>1.00</u>	}	All blanks must be filled in. Insert Nil where applicable.
(b) Mortgages (i) Assumed (principal and interest)	\$	_____		
(b) Mortgages (ii) Given back to vendor	\$	_____		
(c) Property transferred in exchange (detail below in para. 5)	\$	_____		
(d) Other consideration subject to tax (detail below)	\$	_____		
(e) Fair market value of the lands (see Instruction 2(c))	\$	_____		
(f) Value of land, building, fixtures and goodwill subject to Land Transfer Tax (Total of (a) to (e))	\$	<u>1.00</u>	\$	<u>1.00</u>
(g) Value of all chattels - items of tangible personal property	\$	_____	\$	_____
(h) Other consideration for transaction not included in (f) or (g) above	\$	_____	\$	_____
(i) Total Consideration	\$	<u>1.00</u>	\$	<u>1.00</u>

3 (a). To be completed where the value of consideration for the conveyance exceeds \$400,000 and the agreement of purchase and sale was entered into on or before November 14, 2016.

I have read and considered the definition of "single family residence" set out in subsection 1(1) of the Act. The land conveyed in the above-described conveyance:

- does not contain a single family residence or contains more than two single family residences;
- contains at least one and not more than two single family residences; or
- contains at least one and not more than two single family residences and the lands are used for other than just residential purposes. The transferee has accordingly apportioned the value of consideration on the basis that the consideration for the single family residence is \$ _____ and the remainder of the lands are used for _____ purposes.
- Date on which the agreement of purchase and sale was entered into _____

Note: Subsection 2(1.1)(b) imposes an additional tax at the rate of one-half of one per cent upon the value of the consideration in excess of \$400,000.00 for agreements of purchase and sale that were entered into on or before November 14, 2016, where the conveyance contains at least one and not more than two single family residences and 2(2) allows an apportionment of the consideration where the lands are used for other than just residential purposes.

3 (b). To be completed where the value of consideration for the conveyance exceeds \$2,000,000 and the agreement of purchase and sale was entered into after November 14, 2016.

I have read and considered the definition of "single family residence" set out in subsection 1(1) of the Act. The land conveyed in the above-described conveyance:

- does not contain a single family residence or contains more than two single family residences;
- contains at least one and not more than two single family residences; or
- contains at least one and not more than two single family residences and the lands are used for other than just residential purposes. The transferee has accordingly apportioned the value of consideration on the basis that the consideration for the single family residence is \$ _____ and the remainder of the lands are used for _____ purposes.
- Date on which the agreement of purchase and sale was entered into _____

Note: Subsection 2(1)(b) imposes an additional tax at the rate of one-half of one per cent upon the value of consideration in excess of \$2,000,000 for agreements of purchase and sale that were entered into after November 14, 2016, where the conveyance contains at least one and not more than two single family residences and 2(2) allows an apportionment of the consideration where the lands are used for other than just residential purposes.

4. If consideration is nominal, is the land subject to any encumbrance? Yes No

5. Statements as to applicability of additional tax on foreign entities and taxable trustees (non resident speculation tax). Complete paragraph (a) or paragraph (b).

(a) The transferee(s) has considered the definitions of "designated land", "foreign corporation", "foreign entity", "foreign national", "Greater Golden Horseshoe Region", "specified region", "spouse", "taxable trustee" as set out in subsection 1(1) of the *Land Transfer Tax Act* and O.Reg 182/17, and declare one of the following statements:

- This conveyance is subject to additional tax as set out in subsection 2(2.1) of the Act and
- This is a conveyance of land located within the Greater Golden Horseshoe Region and is pursuant to an agreement of purchase and sale or an assignment of an agreement of purchase and sale that was entered into on or before March 29, 2022, and the land is not being conveyed to any foreign entity or taxable trustee other than a purchaser, or the spouse of a purchaser, under the agreement of purchase and sale, or a person or the spouse of a person, to whom the agreement of purchase and sale was assigned, or
- This is a conveyance of land pursuant to an agreement of purchase and sale or an assignment of an agreement of purchase and sale that was entered into on or before March 29, 2022, and the land is being conveyed to any foreign entity or taxable trustee other than a purchaser or the spouse of a purchaser under the agreement of purchase and sale, or a person or the spouse of a person to whom the agreement of purchase and sale was assigned, or

- This is a conveyance of land pursuant to an agreement of purchase and sale or an assignment of an agreement of purchase and sale that was entered into after March 29, 2022.
- This conveyance is subject to additional tax as set out in subsection 2(2.1) of the Act. This is a conveyance of a combination of "designated land" and land that is not designated land. The transferee(s) has accordingly apportioned the value of the consideration on the basis that the consideration attributable to the conveyance of the designated land is \$ _____ and the remainder of land is used for _____ purposes and
- This is a conveyance of land located within the Greater Golden Horseshoe Region and is pursuant to an agreement of purchase and sale or an assignment of an agreement of purchase and sale that was entered into on or before March 29, 2022, and the land is not being conveyed to any foreign entity or taxable trustee other than a purchaser, or the spouse of a purchaser, under the agreement of purchase and sale, or a person or the spouse of a person, to whom the agreement of purchase and sale was assigned, or
- This is a conveyance of land pursuant to an agreement of purchase and sale or an assignment of an agreement of purchase and sale that was entered into on or before March 29, 2022, and the land is being conveyed to any foreign entity or taxable trustee other than a purchaser or the spouse of a purchaser under the agreement of purchase and sale, or a person or the spouse of a person to whom the agreement of purchase and sale was assigned, or
- This is a conveyance of land pursuant to an agreement of purchase and sale or an assignment of an agreement of purchase and sale that was entered into after March 29, 2022.

(b) The transferee(s) has considered the definitions of "designated land", "foreign corporation", "foreign entity", "foreign national", "specified region", "taxable trustee" as set out in subsection 1(1) of the *Land Transfer Tax Act*. The transferee(s) declare that this conveyance is not subject to additional tax as set out in subsection 2(2.1) of the Act because:

- This is a conveyance of land located outside of the Greater Golden Horseshoe Region pursuant to an agreement of purchase and sale or an assignment of an agreement of purchase and sale that was entered into on or before March 29, 2022, and the land is not conveyed to any foreign entity or taxable trustee other than a purchaser or the spouse of a purchaser under the agreement of purchase and sale or a person or the spouse of a person to whom the agreement of purchase and sale was assigned.
- This is not a conveyance of "designated land".
- The transferee(s) is not a "foreign entity" or a "taxable trustee".
- Subsection 2.1(3) of the Act applies to this conveyance (the land has been conveyed pursuant to an agreement of purchase and sale entered into on or before April 20, 2017, and any assignment of the agreement of purchase and sale to any other person was entered into on or before April 20, 2017).
- Subsection 2.1 (4) of the Act applies to this conveyance in that the land is being conveyed to a "nominee" as defined in Ontario Regulation 182/17 and the conveyance satisfies the requirements of section 2 of the Regulation.
- Subsection 2.1 (4) of the Act applies to this conveyance in that the land is being conveyed to a "protected person" as defined in Ontario Regulation 182/17 and the conveyance satisfies the requirements of section 3 of the Regulation.
- Subsection 2.1 (4) of the Act applies to this conveyance in that the land is being conveyed to a "foreign national" and the foreign national's "spouse" as defined in subsection 1(1) of the Act, and the conveyance satisfies the requirements of section 4 of the Regulation.

_____ (provide reason)

6. Complete either paragraphs 6(a) and 6(c) or paragraphs 6(b) and 6(c)

- (a) The transferee(s) declare that they will keep at their place of residence in Ontario (or at their principal place of business in Ontario) such documents, records and accounts in such form and containing such information as will enable an accurate determination of the taxes payable under the *Land Transfer Tax Act* for a period of at least seven years.
- (b) The transferee(s) declare that they have designated (Insert name, full mailing address, telephone number and email address of custodian name)

as custodian and the custodian will keep at the custodian's place of residence in Ontario or principal place of business in Ontario such documents, records and accounts in such form and containing such information as will enable an accurate determination of the taxes payable under the *Land Transfer Tax Act* for a period of at least seven years. [NOTE: Where the transferee names their solicitor as the custodian, the transferee acknowledges that they have specifically instructed their solicitor to keep the documents, records and accounts that contain such information as will enable an accurate determination of the taxes payable under the *Land Transfer Tax Act* separate from other files that the solicitor may have concerning the transferee. The transferee also acknowledges that the solicitor has been instructed to provide such documents, records and accounts to the Ministry of Finance upon request. Taxpayers must advise the Ministry of Finance if there is a change in custodian]

- (c) The transferee(s) agree that they or the designated custodian will provide such documents, records and accounts in such form and containing such information as will enable an accurate determination of the taxes payable under the *Land Transfer Tax Act*, to the Ministry of Finance upon request.

7. To be completed if this Affidavit is completed by a Solicitor:

- I have fulfilled my obligations as the solicitor of (print names of all transferees) The Corporation of the County of Renfrew for the conveyance, in relation to the Law Society of Ontario's Rules of Professional Conduct and its By-Laws, as well as the *Land Transfer Tax Act*, and have reviewed with the transferee(s) their obligations under the *Land Transfer Tax Act* that are material to the conveyance described in this document.

8. Check appropriate box:

- The information prescribed for purposes of section 5.0.1 is required to be provided for this conveyance. A Prescribed information for Purposes of Section 5.0.1 form will be submitted to the Ministry of Finance.
- The information prescribed for purposes of section 5.0.1 is not required to be provided for this conveyance.

9. Other remarks and explanations, if necessary. Transfer from self to self to amend description

Sworn/affirmed before me in the Town of Renfrew
 in the County of Renfrew
 this _____ day of December, 20 22

} _____
 Signature(s)

 A Commissioner for taking Affidavits, etc.

Property Information Record

A. Describe nature of instrument: Transfer/Deed

B. (i) Address of property being conveyed (if available) vacant land

(ii) Assessment Roll No. (if available) _____

C. Mailing address(es) for future Notices of Assessment under the *Assessment Act* for property being conveyed
9 International Drive, Pembroke, ON K8A 6W5

D. (i) Registration number for last conveyance of property being conveyed (if available) not available

(ii) Legal description of property conveyed: Same as in D (i) above. Yes No Not Known

E. Name(s) and address(es) of each transferee's solicitor: Sherri J. Beattie, McNab, Stewart & Prince
117 Raglan St. S., Renfrew, ON K7V 1P8

For Land Registry Office Use Only	
Registration No.	
Registration Date (Year/Month/Day)	
Land Registry Office No.	

School Support (Voluntary Election) (See reverse for explanation)

- | | Yes | No |
|---|--------------------------|--------------------------|
| (a) Are all individual transferees Roman Catholic? | <input type="checkbox"/> | <input type="checkbox"/> |
| (b) If Yes, do all individual transferees wish to be Roman Catholic Separate School Supporters? | <input type="checkbox"/> | <input type="checkbox"/> |
| (c) Do all individual transferees have French Language Education Rights? | <input type="checkbox"/> | <input type="checkbox"/> |
| (d) If Yes, do all individual transferees wish to support the French Language School Board (where established)? | <input type="checkbox"/> | <input type="checkbox"/> |

Note: As to (c) and (d) the land being transferred will receive French Public School Board Election unless otherwise directed in (a) and (b).

FORM 54
Land Titles Act

COVENANT TO INDEMNIFY THE LAND TITLES ASSURANCE FUND
(Section 55 of the Act)

This Agreement is made the day of January 25, 2023

BETWEEN:

THE CORPORATION OF THE COUNTY OF RENFREW

-and-

HER MAJESTY in right of Ontario

WHEREAS **The Corporation of the County of Renfrew** is the registered owner of the land registered as Lot 3 and the West One Third of Lot 4, Concession 3, Raglan; Township of Brudenell, Lyndoch & Raglan as described in schedule B attached.

WHEREAS The Corporation of the County of Renfrew is applying to have its title converted to land titles conversion qualified.

The said **The Corporation of the County of Renfrew, as owner** in consideration of the Land Registrar converting part of PIN 57608-0030 from Registry to LTCQ for the covenanter, the covenantor's administrators, executors and assigns, covenants with Her Majesty in right of Ontario, represented by the Director of Land Titles, that the said **The Corporation of the County of Renfrew** shall keep indemnified Her Majesty in right of Ontario, her successors and assigns, from and against all loss or diminution of the assurance fund under the *Land Titles Act*, or established or continued under any other Act of the Province of Ontario, in respect of any valid claim that may hereafter be made on account of the circumstances set out above and also against all costs in respect thereof and will pay such amount as anyone claiming as aforesaid may be judged to be entitled to recover in respect of the premises and costs.

IN WITNESS WHEREOF we have hereto set our hands and seals.

) The Corporation of the County of Renfrew
)
)
)
)
) _____

) Per:
Name: Peter Emon
Position: Warden
I have authority to bind the Corporation

Name: Craig Kelley
Position: CAO/Clerk
I have authority to bind the Corporation

REAL ESTATE DIVISION REPORT

Prepared by: Kevin Raddatz, Manager of Real Estate
Prepared for: Development and Property Committee
January 9, 2023

INFORMATION

1. **Real Estate – 2022 Capital and Capital Under Threshold Projects**

Attached as Appendix RE-I is a summary report of capital and capital under threshold projects approved in the 2022 budget.

2. **Integrated Community Housing**

In November 2022, County staff issued a Request for Tender for the construction of a multi-residential facility, including site services, site work, landscaping, parking, and fit-up within the City of Pembroke at the intersection of Lea and Douglas Street which resulted in no bids being submitted.

County staff has re-issued the Request for Tender with some modifications to the Tender on December 22, 2022 with a closing date is February 7, 2023 at 2:00 p.m. Staff remain confident that with allowing a longer response time there will be an increase of interest.

Real Estate - 2022 Capital Projects

Location	Work Description	Status			Comments
		Budget	Quote	Status	
County Admin Building	Soffit/wood siding	\$150,000	\$50,000	In Progress	SOW revised -anticpate completion end of Oct.
	Envelope repairs/repointing	\$60,000	\$99,400	Complete	Completed in July
	Storage container	\$20,000	\$14,600	Complete	Completed in July
	Security System & Cameras	\$40,000	\$25,740	Complete	Completed in June
	Barrier free doors (EFA grant)	\$59,385		In Review	Scope of work TBD
	Reconciliation Garden	\$100,000	\$100,000	Complete	Completed in August
Renfrew County Place	Sealant/chaulking - exterior windows	\$45,000	\$75,788	Complete	Completed in July
	HVAC replacement/upgrade	\$150,000		In Review	Considering carry over -2023
	Paramedic parking shelter	\$200,000		In Review	Considering carry over -2023
	Parking Lot - Paving	\$50,000		In Review	Considering carry over -2023
	Flooring/Tiles	\$45,000		In Review	SOW to be confirmed
80 McGonigal					
Paramedic Bases	Barry's Bay - Asphalt /crack sealing	\$15,000			Scheduled for Q4,
	Petawawa - Asphalt/concrete curbs	\$20,000			Scheduled for Q4,
OPP					

PLANNING DIVISION REPORT

Prepared by: Bruce Howarth, MCIP, RPP, Manager of Planning Services

Prepared for: Development and Property Committee

January 9, 2023

INFORMATION**1. Planning Division Activity Tracker**

Attached as Appendix PLAN-I is the Activity Tracker Summary and year-end memo that provides an overview of the major planning files for 2022.

For the period January – December 2022, the County of Renfrew received 234 severance applications compared to 203 applications in 2021. On average the County receives approximately 150 new consent applications a year. In total 202 new units received draft or final approval and 77 new units were created through part lot control. Four new subdivision applications have been received that propose to create an additional 470 units.

The County of Renfrew received a total of 217 formal requests for general inquiries (planning checklists). As of December 15, out of the 217 general inquiries only 21 are outstanding. In addition, staff responded to 351 other inquiries.

There have been 11 Official Plan amendments submitted to the County of Renfrew this year compared to 1 last year. Forty-two zoning by-law amendment applications have been processed and 16 minor variance applications. In addition, the County has been working with five municipalities on updates to their comprehensive zoning by-laws (Bonnehche Valley, North Algona Wilberforce, Killaloe, Hagarty and Richards, Head, Clara and Maria, and Laurentian Hills).

2. Planning Orientations

At the request of several local municipalities, planning staff have been attending and providing a Planning Orientation or a “Planning 101” workshop at Council meetings. The presentation includes information on the legislated responsibilities of a decision-making planning authority,

County approvals, local approvals, Provincial role in planning, staff and council roles, and an update on the recent changes to the Planning Act and anticipated impacts.

3. **Bill 23 – More Homes Built Faster Act, 2022**

On November 28, 2022, Royal Assent was given to Bill 23, the More Homes Built Faster Act, 2022. The Act was introduced on October 25 and staff have not received any formal information/training or time to fully understand how this legislation will impact the County of Renfrew. County staff support the Province’s goal to increase housing supply and to reduce the time and cost it takes to build new homes. A few of the highlights of the Bill that will impact Renfrew County and local municipalities include:

Development Charges: The Bill exempts affordable housing from Development Charges. As a provider of affordable housing, any units developed by the County would be exempt from local Development Charges. The Bill also introduces a category of “attainable housing” which will be further defined in future regulations that would be exempt from Development Charges. The Bill also changes the eligibility of certain services and components for which a Development Charge by-law can be applied. There is also now a cap on increases and phase in of Development Charges. In addition, municipalities with Development Charges will be required to spend at least 60% of Development Charge reserves. At this time the County does not have Development Charges so there is no impact to the County of Renfrew. Local municipalities that do have Development Charges will have a financial impact and impact on spending/reporting that local finance will need to be understood.

Third-Party Appeals: No one other than the applicant, the municipality, certain public bodies, and the Minister will be allowed to appeal minor variance or consent decisions.

Third-Residential Units: The Bill introduces “as of right” zoning to permit up to three residential units per lot, with no minimum unit sizes, in all areas that are serviced by municipal water/sewer. New units built under this permission would be exempt from Development Charges and parkland requirements, and no more than one additional parking space can be required.

Subdivision Approvals: Public meetings will no longer be required for applications for approval of a draft plan of subdivision. Third-party appeals of plans of subdivisions have already been restricted under previous amendments to the Planning Act.

Ontario Land Tribunal (OLT): The Tribunal will have increased powers to order costs against a party which loses a hearing at the Tribunal. The Tribunal is being given increased power to dismiss appeals for undue delay.

Site Plan Control: Developments of up to 10 residential units are exempted from site plan control. Architectural details and landscape design aesthetics are removed from the scope of site plan control. This change will have a significant impact to Renfrew County municipalities and rural municipalities across Ontario. Site plan control is the preferred “tool” to ensure that development along waterfront in particular is implementing best practices regarding septic systems, lot grading/drainage, erosion and sediment control, and vegetative buffers. Both the Provincial Policy Statement and the Official Plan contain policies for the protection of the water quality of the lakes and rivers in the County. Without the ability to use site plan control, municipalities will need to use combinations of alternative methods to achieve these goals such as: site alteration by-laws, tree cutting by-laws, development agreements, or looking at implementing a Community Development Permit System.

Parkland Dedication: Several changes were made to the way municipalities can calculate the parkland dedication rate. Most of these changes were geared towards the “alternative rate” provisions what are applied to high density developments that would be experienced in a City of Ottawa or Greater Toronto Area (GTA). Municipalities in Renfrew County just utilize the standard parkland rate and therefore many of these changes do not have an impact on us. One change that will affect local municipalities is that no developer can identify land that they intend to provide for parkland, and if there is a disagreement, the municipality would need to appeal to the OLT. In addition, encumbered (i.e. subject to easements) parkland can be included as land to be dedicated to the municipality. These two changes are contrary to the policies in the County Official Plan and most local official plans. In addition, municipalities will be required to spend or allocate 60% of parkland reserve funds at the start of each year.

This may be challenging for some municipalities to implement depending on the level of development and capital budget planning.

Conservation Authorities: Clear limits are proposed on what Authorities are permitted to comment on as part of the planning approvals process, which will keep their focus on natural hazards and flooding. There is not a Conservation Authority in Renfrew County therefore these impacts will be minimal.

Municipalities from across Ontario have been providing responses to the Minister with concerns regarding the impacts of this Bill. Attached as Appendix PLAN-II is correspondence received from the City of Toronto and the Corporation of the City of Cambridge with regards Bill 23 – More Homes Built Faster Act, 2022. Attached as Appendix PLAN-III is the Association of Municipalities Ontario (AMO) submission on Bill 23.

4. **Bill 3, Strong Mayors, Building Homes Act, 2022**

Attached as Appendix PLAN-IV is a resolution from the Township of Lake of Bays in support of the Corporation of the Municipality of Wawa's opposition to Bill 3, Strong Mayors, Building Homes Act, 2022.

5. **Ontario's Housing Supply Crisis**

Attached as Appendix PLAN-V is correspondence received from the Ministry of Municipal Affairs and Housing providing an update on Bill 109, the More Homes for Everyone Act, 2022; Bill 23, More Homes Build Faster, 2022, Bill 3, the Strong Mayors, Building Homes Act, 2022 and Bill 39, the Better Municipal Governance Act, 2022.

New legislation will be brought forward under Bill 109, moving the effective date of the fee refund changes from January 1, 2023 to July 1, 2023.

RESOLUTIONS

6. **Official Plan Amendment No. 35**

Recommendation: THAT the Development and Property Committee recommends that County Council accept the revisions to Official Plan Amendment No. 35 and direct staff to further consult with the established Bill 109, More Homes for

Everyone Act, 2022 working group and the Ministry of Municipal Affairs and Housing ahead of scheduling another public meeting.

Background

Official Plan Amendment No. 35 (OPA 35) was drafted as a result of provincial amendments to the Planning Act under Bill 109 More Homes for Everyone Act, 2022. Among other matters, Bill 109 would implement financial penalties on municipalities in the form of application refunds if applications under the Planning Act were not processed within specific time periods. Volunteers made up of local municipal staff and some local planning consultants formed a working group to discuss the impacts of Bill 109 and come up with solutions.

A public meeting was held on December 21, 2022 to hear and consider public input regarding the proposed amendment to the County of Renfrew Official Plan that would implement the Planning Act changes resulting from Bill 109. At the time of writing this report the following comments/ concerns with the proposed Official Plan amendment have been provided:

Comment/Concern	Planning Staff Response
<p>The attempt to “front-end” the technical review process instead of during formal application is inconsistent with the purposes of Bill 109.</p>	<p>Staff partially agree with this comment. The purposes of Bill 109 is to improve the speed at which planning applications are considered and approved. Bill 109 implements financial penalties on municipalities for not processing complete applications in a timely manner. The proposed approach will not likely achieve “time savings” for the overall review of certain development application(s) – but it will speed up the review time of a “complete” planning application. The approach proposed in OPA 35 is consistent with municipalities across Ontario.</p>
<p>The requirement for technical sign-off or approval as part of the pre-consultation processes place applicants at the will of review</p>	<p>OPA 35 does fundamentally change the well-established process – that is the main purpose of Bill 109, Bill 23, and ultimately OPA 35. The changes are necessitated as a response to</p>

Comment/Concern	Planning Staff Response
<p>agencies and peer reviewers outside of a formal application process, with no statutory timelines for review and no proper appeal rights. We are concerned that OPA 35 fundamentally changes the well-established process.</p>	<p>amendments to the Planning Act under Bill 109. If the applicant believes that the mandatory pre-consultation process, or technical sign-off, is taking too long, or the Approval Authority is taking an unnecessarily long time, the applicant has the right to submit the formal application and appeal to the Ontario Land Tribunal (OLT) in accordance with the requirements of the Planning Act.</p>
<p>There is little clarity regarding the requirement for the approval authority to provide a letter confirming completion of the pre-consultation review process. What objective measures are in place for this proposed requirement and how long should an applicant expect to receive this. This seems arbitrary and will only slow down the process.</p>	<p>This letter is not intended to slow down the process, but to provide clarity that the peer review process has been completed and that a formal application can be submitted. It is intended that this letter be a “form-letter” standardized to indicate that pre-consultation has been completed so that there are no misunderstandings about the completion of a pre-consultation process.</p>
<p>We assume the County and the local municipalities would work cooperatively and transparently with applicants, what happens if applicants can’t reasonably obtain comments from review agencies or peer reviewers as part of the pre-consultation process? The statutory right to appeal a completeness review is not the same as appealing the merits of an application.</p>	<p>The Planning Act has a process for the appeal of a “complete application” – The OLT would hear the reason why the approval authority is not deeming the application complete, or the issue holding up the “pre-consultation” review.</p>
<p>The requirement for public engagement – how will this be applied, how would it differ from</p>	<p>Formal applications are required to follow the legislated process under the Planning Act, for some applications a public meeting is</p>

Comment/Concern	Planning Staff Response
<p>formal consultation, and is this duplicating public consultation?</p>	<p>mandatory (Bill 23 is considering changes regarding when a public meeting is required). The proposed policy under OPA 35 would allow a municipality (typically for complex or known applications that will be controversial) to require the applicant to hold a public information session as part of the pre-application process. This would be applicant led – and separate from any legislated planning act public meeting.</p> <p>Under Bill 109, municipalities are now penalized if formal applications (site plan, zoning and zoning/OP) are not processed within a specific time period. If there are public concerns that need to be addressed, ideally these concerns would be identified and addressed ahead of the submission of a formal application. Under the new timelines imposed by Bill 109, the approval authority does not have the time to ensure public comments are addressed without being penalized for complex applications. This will potentially result in either:</p> <ol style="list-style-type: none"> 1) Approval authority refunding monies; 2) Applications being denied; 3) More appeals to the OLT. <p>The proposed “enhanced pre-consultation” process under OPA 35 is intended to identify all concerns/issues and have those items satisfactorily addressed before the formal application is submitted to the approval authority.</p>

Comment/Concern	Planning Staff Response
<p>It is not always possible to obtain Ministerial or outside agency approval through pre-consultation given that some of these approvals cannot be obtained until zoning is in place (e.g. ECA's, ARA licenses, etc...) we are concerned that this may become a chicken-and-egg scenario.</p>	<p>There are different “tools” available to municipalities. In addition, for the different application types there are opportunities to use these tools to require ministerial or agency sign-off at different stages of the approval process. Examples include: For the plan of subdivision, consent, and site plan process, an approval authority may require ministerial sign-off/agency approval as a condition of approval. For zoning amendments, an option for an approval authority may recommend the use of a holding zone.</p> <p>In some instances, where these “tools” are not available to the approval authority, the sign-off would be required ahead of a formal application.</p>
<p>The “frontloading” of significant components of the application process before starting the review ‘clock’ is contrary to the Planning Act and not in keeping with the spirit of the legislation.</p>	<p>Planning staff agree and acknowledge that the proposal to frontload the review is not in keeping with the spirit of the legislation which is to speed up and improve the timelines for processing applications. In implementing these new timelines and penalties on the County and local municipalities, Bill 109 did not change any of the review or work a municipality is required to undertake. The County and most local municipalities do not have the staff expertise, or the resources to meet the new timelines. Without amending the process to take the “supporting material” review out of the timelines, approval authorities will struggle to meet the target timelines.</p> <p>Planning staff disagree that the amendment is contrary to the Planning Act. The Planning Act</p>

Comment/Concern	Planning Staff Response
	<p>allows and encourages mandatory pre-consultation. The Planning Act requires the Official Plan to include policies on how that pre-consultation process will work. The “frontloading” of the review is a process many municipalities across Ontario already employ, and many others are now moving towards to meet Bill 109 timelines.</p>
<p>The inclusion of pre-consultation with review agencies, members of the public or other bodies is contrary to the Planning Act. Applicants have a statutory right to submit an application. The exercise of deeming an application complete occurs after the application has been formally submitted and is not part of the pre-consultation process.</p>	<p>Bill 109 and OPA 35 do not limit any persons ability to submit a planning application. The proposed changes provide new criteria for what is considered a “complete application”.</p> <p>The Planning Act does not limit what a municipality can require as part of a complete application review provided that the Official Plan includes the criteria for when an application is complete.</p>
<p>Pre-consultation is for municipalities to provide preliminary direction and advice in advance of submission, it is not an exercise in the review and determination of the appropriateness of the submission materials.</p>	<p>Renfrew County and local municipalities had been using pre-consultation to provide preliminary direction and advice in advance of submission. OPA 35 proposes to allow an approval authority (with the passing of a by-law) to provide greater emphasis on review up-front to ensure the quality of submissions.</p> <p>The alternative is that municipalities will either:</p> <ol style="list-style-type: none"> 1) Be penalized for not processing applications in accordance with new timeframes; 2) Municipalities will need to up-staff, including hire experts to review the range of submissions;

Comment/Concern	Planning Staff Response
	<p>3) Repetitively deem applications “incomplete”;</p> <p>4) Refuse applications as the “deadline” for a decision approaches (likely result in more OLT hearings).</p> <p>OPA 35 proposes to implement a pre-consultation process already used in other municipalities across Ontario and many additional municipalities are changing their policies to match.</p>
<p>The inclusion of plans of subdivision, condominium and consents is an unnecessary overreach.</p>	<p>The County of Renfrew Official Plan applies to approvals at both the local level (i.e. zoning and site plan) and County Approvals (i.e. subdivision/consent). The financial penalties potentially imposed on municipalities are not applicable to plans of subdivision, condominium or consent (County approvals).</p> <p>The changes proposed under OPA 35 are enabling policies that allow an approval authority consider the use of these tools should they be determined to be desirable – it does not mean that every local municipality is obligate and will use this tool. Likewise for County approvals, these changes do not mean that the County will require enhanced pre-consultation for consent/subdivision. Staff will bring to committee/council separate recommendation for future consideration regarding the use of these policies related to consent and subdivision.</p> <p>The Planning Act already allowed the County to identify in the Official Plan any information</p>

Comment/Concern	Planning Staff Response
	<p>that it considers necessary for processing subdivisions, condominiums and consents. OPA 35 provides the municipality and the County the ability to employ a “Stage 2” or enhanced pre-consultation review if/when it has been determined to be necessary. The County would need to pass a by-law to make pre-consultation mandatory or use the enhanced Stage 2.</p> <p>As previously indicated, the Planning Act does not limit what a municipality can require during a pre-consultation review.</p> <p>It is likely that for consents and plans of subdivisions, the County will not require a full “enhanced review” or require technical agency sign-off ahead of a complete application because these matters can be addressed as conditions of approval.</p> <p>Ultimately the proposed policy provides the approval authority with the ability to determine application specific requirements for pre-consultation. If the County at some point determines that there is benefit to utilize the “enhanced review” as part of the approval process for consents and plans of subdivisions, a by-law would need to be approved by County Council. The inclusion of consents, plans of subdivision and condominium in the OPA at this time will allow the County to consider using “enhanced review” without the need to replicate this OPA process in the future.</p>

Comment/Concern	Planning Staff Response
<p>Additional layers of pre-consultation development review process will serve to make the process longer and discourage prospective applicants from participating in the process which is opposite of the intentions of Bill 109.</p>	<p>It is agreed that OPA 35 will not likely improve the overall time it takes to review a planning application. Bill 109 did not change the municipalities’ responsibilities for the review of planning applications, but did change the timeframe that municipalities have to make a decision on a complete application. It is not possible under the current review process with current staffing levels to meet these new timelines. The proposed revised process is already implemented in many municipalities across Ontario and will likely become “industry standard” moving forward.</p> <p>We understand that OPA 35 is a change, but in County Planning staff’s opinion it is the best option to address the Planning Act revisions. The changes were recommended by the “Bill 109 working group” and are similar to the responses by municipalities across Ontario. The draft amendment was circulated and provided to the Ministry of Municipal Affairs and Housing for comment. The Ministry did not have issue or concerns with the enhanced or “front-ended” pre-consultation review proposed in OPA 35.</p>

As indicated at the public meeting and the information item above, since the passing of Bill 109 and the drafting of OPA 35, the Province has passed Bill 23 – the More Homes Built Faster Act. The passing of Bill 23 requires several amendments to the proposed OPA 35.

A draft revised OPA 35 is attached as Appendix PLAN-VI. In addition a bold/strikethrough format of OPA 35 is included as Appendix PLAN-VII and the bold/strikethrough version of the proposed Official Plan text is attached as Appendix PLAN-VIII. As a result of these amendments, it is recommended that County staff be directed to further consult with the

working group ahead of scheduling a second public meeting to consider the proposed revisions to OPA 35.

BY-LAWS

7. Repeal of Official Plan Amendment No. 29 (OPA 29)

Recommendation: THAT the Development and Property Committee recommends that County Council pass a By-law to repeal By-law 102-18 being a By-law to Adopt Amendment No. 29 to the Official Plan of the County of Renfrew.

Background

County Council adopted By-law 102-18, attached as Appendix PLAN-IX, known as OPA 29 that proposed an expansion of the Selle Quarry in the Township of Bonnechere Valley. The adopted By-law was forwarded to the Ministry of Municipal Affairs and Housing (MMAH) for approval. The Ministry did not approve the application due to an incomplete application. Attached as Appendix PLAN-X is a request to repeal By-law 102-18 from the property owner which would rescind OPA 29.

The owner has resubmitted an application for an official plan amendment (File No.: OPA 38), zoning by-law amendment, and an application for a quarry license which are now currently being process and considered in accordance with the requirements of the Planning Act and the Aggregate Resources Act.



DEVELOPMENT AND PROPERTY DEPARTMENT PLANNING
DIVISION ACTIVITY TRACKER
TIME PERIOD - January - December 15, 2022

	Arnprior	Deep River	Laurentian Hills	Petawawa	Renfrew	Admaston/Bromley	Bonnechere Valley	Brudenell, Lyndoch & Raglan	Greater Madawaska	Head, Clara & Maria	Horton	Killaloe, Hagarly & Richards	Laurentian Valley	Madawaska Valley	McNab/Braeside	North Algona/Wilberforce	Whitewater Region	County Wide	MONTHLY TOTAL	2021 YEAR-END TOTAL
APPROVALS																				
County Official Plan Amd.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	(2)	(2)
Local Official Plan Amd.	2	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	(5)	(4)
Subdivision Draft Approval	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	(2)	(3)
No. of Draft Approved Lots	0	0	0	96	0	0	0	0	0	0	0	0	0	0	41	0	0	0	137	97
Subdivision Final Approval	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	(4)	(5)
No. of Final Approved Lots	0	0	0	14	0	0	0	0	0	0	0	0	0	0	51	0	0	0	65	495
Part Lot Control By-laws	5	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	(12)	(22)
No. of Part Lot Control Units	48	0	0	17	12	0	0	0	0	0	0	0	0	0	0	0	0	0	77	275
Severances	0	1	4	10	0	15	16	17	27	2	43	8	8	7	10	6	3	0	(17)	(117)
TOTAL FINAL & DRAFT APPROVED LOTS	48	1	4	137	12	15	16	17	27	2	43	8	8	7	102	6	3	0	456	984
APPLICATIONS (Review & Preparation of Documents)																				
Official Plans	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(0)	(0)
OPAs	0	2	0	0	0	0	1	0	1	1	0	0	0	0	1	1	3	1	(11)	(1)
Comprehensive Zoning By-laws	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	(3)	(1)
Zoning By-law Amend.	0	3	1	6	0	4	4	2	0	0	6	1	0	5	7	2	1	0	(42)	(42)
New Severance Apps (Cty)	0	1	6	9	0	17	25	11	26	5	29	12	10	37	29	17	0	0	(234)	(200)
Severance Rpts to Mun.	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	2	0	(6)	(24)
Minor Variance Rpts to Mun.	0	1	1	0	0	1	0	0	0	0	0	0	0	6	7	0	0	0	(16)	(12)
Plan of Subdivision Apps.	2	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	(5)	(4)
No. of Subdivision Units	340	0	0	0	0	0	0	0	52	0	0	0	0	78	0	0	0	0	470	533
Site Plans/Agreements	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15	0	0	0	(16)	(2)
OLT Hearings	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	(2)	(0)
PRELIMINARY REVIEW																				
Planning Checklists	0	1	7	6	0	27	27	12	20	3	10	14	1	37	34	18	0	0	(21)	(254)
Other Inquiries	2	6	6	9	0	38	54	22	25	8	18	18	13	41	59	19	12	1	(35)	(229)
TOTAL ACTIVITY	12	16	25	48	2	104	128	64	102	19	106	54	33	136	168	64	21	3	1105	
2021 YEAR END ACTIVITY	21	6	15	71	3	90	84	36	80	21	77	43	38	104	143	51	38	1	(922)	

234 severances received January-December 2022 versus 203 severances received January-December 2021

177 severance decisions January-December 2022 versus 122 severance decisions January-December 2021

MEMORANDUM

TO: Development and Property Committee

FROM: Bruce Howarth, MCIP, RPP, Manager of Planning Services

DATE: January 9, 2023

SUBJECT: Overview of Major Planning Files to December 15, 2022

File Type	Municipality	Activity
Official Plan Approvals		None
Official Plan Reviews		None
Local Official Plan Amendment Approvals	Arnprior	OPA 3 (Tartan Homes) Approved by County January 28, 2022 - Appealed Appeal dismissed by OLT August 23, 2022 OPA 5 Lake St-Albert St Approved by County May 5, 2022
	Deep River	OPA 1 (Stiell) Approved by County November 15, 2022
	Laurentian Valley	OPA 17 (Laurentian Valley Grains) Approved by County March 22, 2022
	Petawawa	OPA 16 (H&H Construction) Approved by County February 17, 2022
County Official Plan Amendment Approvals	McNab/Braeside	OPA 36 (Sawyer & Blackrock Property Equities Inc.)

File Type	Municipality	Activity
		Approved by County November 9, 2022
County Official Plan Amendment Applications	Bonnechere Valley	OPA 38 (R.J. Selle and Son Sand and Gravel) In Progress
	Greater Madawaska	OPA 37 (TrackCorp Canada) In Progress
	Horton	OPA 40 (Tomlinson) In Progress
	McNab/Braeside	OPA 36 (Blackrock Property Equities Inc. and Jim Sawyer) Completed
	Whitewater Region	OPA 34 (Whitewater Region – Settlement Boundaries) In Progress OPA 39 (Voyageur Bay) In Progress
	County-Wide	OPA 35 (County of Renfrew Bill 109) In Progress
Comprehensive Zoning By-laws	Township of Bonnechere Valley	Passed June 21, 2022
	Township of Killaloe, Hagarty & Richards	In progress
	Township of North Algona Wilberforce	In progress
	Township of Head Clara Maria	In Progress
	Town of Laurentian Hills	In Progress
Subdivision/Condominium New Applications	Arnprior	Mackie Homes Ida Street (47T22002) 11 blocks for 55 multiple attached units

File Type	Municipality	Activity
		<p>1 block for stormwater management 55 units</p> <p>Tartan-Van Dusen (47T22003) 147 single units 10 blocks for 20 semi-detached units 32 blocks for 118 multiple attached units 2 blocks for parkland, stormwater management 285 units</p>
	Greater Madawaska	<p>Granite Village (west side) (47T22004) <u>15 single detached lots</u> 15 units</p> <p>Granite Village (east side) (47T22005) <u>41 single detached lots</u> 37 units</p>
	Madawaska Valley	<p>Kings Landing (47T22001) 13 blocks for 78 units 5 blocks for water access, wetland, stormwater management 78 units</p>
	Total Units	470 units
Subdivisions-Draft Approval	McNab/Braeside	<p>Hogan Heights (Cavanagh) (47T20003) 41 single detached <u>3 blocks pedestrian access</u> 41 units</p>
	Petawawa	<p>Petawawa Town Centre (47T21003) <u>23 blocks for 96 future multiple attached units</u></p>

File Type	Municipality	Activity
		96 units
	Total Units	137 units
Subdivisions-Final Approval	Madawaska Valley	Chippawa Shores (47CD18002) <u>3 common element road blocks</u> 0 units
	McNab/Braeside	Braeburn Estates (47T15005) <u>10 single detached lots</u> 10 units Glasgow Ridge (47T16001) 41 single detached lots <u>1 Road</u> 41 units
	Petawawa	Shamess (47TD10001) <u>14 singles</u> 14 units
	Total Units	65 units
Part Lot Control Exemption By-law Approval	Arnprior	5 PLC By-laws 48 units
	Petawawa	5 PLC By-law 17 units
	Renfrew	2 PLC By-laws 12 units
	Total Units	77units

Severances – New Applications: 234

Severance Decisions: 177

Zoning By-law Amendments: 42 Total Received: 216

Total Outstanding: 21



John D. Elvidge
City Clerk

City Clerk's Office

Secretariat
Sylvia Przewdziecki
Council Secretariat Support
City Hall, 12th Floor, West
100 Queen Street West
Toronto, Ontario M5H 2N2

Tel: 416-392-7032
Fax: 416-392-2980
e-mail: Sylvia.Przewdziecki@toronto.ca
web: www.toronto.ca

**In reply please quote:
Ref.: 22-CC1.2**

November 25, 2022

MUNICIPALITIES IN ONTARIO

**Subject: New Business Item 1.2
Update on Bill 23 - More Homes Built Faster Act, 2022 (Ward All)**

City Council on November 23 and 24, 2022, adopted this Item, as amended, and in so doing has:

1. Requested the Province of Ontario to extend the commenting period on Bill 23, More Homes Built Faster Act, 2022 to at least January 31, 2023 to enable time for consultation, consideration of alternative options and thorough analysis of both short and long-term impacts.

2. Requested the Province of Ontario to:

a. not proceed with any changes that reduce municipal development charges, community benefit charges or parkland dedication, including:

i. removing housing services from development charges;

ii. retroactively phasing in development charges over a 5 year period on top of City Council's previously adopted two-year phase-in that was mutually agreed upon with the development industry;

iii. discounting rates for purpose built rental units;

iv. adding new exemptions;

v. introducing caps to the development charges determined date and instalments interest rates;

vi. extending the development charges historic service level caps from 10 to 15 years;

vii. removing growth studies and land acquisition costs from development charges recovery; and

viii. reducing caps to parkland dedication by-laws;

b. instead of the above-noted changes, create a provincial incentive program provided directly to developers or homeowners through targeted grants, rebate and other financial incentive programs; and

c. alternatively, create a municipal compensation fund to compensate municipalities for the impacts of Bill 23 on municipal growth funding revenues.

3. Requested the Province of Ontario to amend Bill 23 to preserve the City's Green standard, Rental Replacement Policy, parkland provisions, community benefits charges and Development Charges to facilitate responsible growth.

4. Requested the Province of Ontario to amend Bill 23 to preserve Toronto's ability to require a green development standards checklist (Toronto Green Standard) for a complete planning application.

5. Requested the Province of Ontario to amend the Planning Act to enable the implementation of Inclusionary Zoning across the City and incorporate definitions of affordable housing that respond to low and moderate household income.

6. Requested the Province of Ontario to amend the definition of "Affordable Housing" to follow the City of Toronto's "Official Plan Amendment 558 - Updating the Definitions of Affordable Rental and Ownership Housing", as approved by City Council on November 9, 2021.

7. Requested the Province of Ontario to enact a Regulation to permit the use of conditional zoning, pursuant to Section 113 of the City of Toronto Act, 2006.

8. Requested the Province of Ontario to delay the implementation of refunds for development applications in light of the significant changes to the Planning regulations and internal City processes regarding development.

9. Requested the Provincial government to provide funding and funding tools to the City, matching the amount of revenue lost through development charges, community benefits charges, and Section 42 of the Planning Act in Bill 23 to ensure the services needed to facilitate responsible growth continue to be delivered.

10. Requested the Province of Ontario to rescind the proposed changes to the Greenbelt to protect environmental features that support biodiversity, natural spaces, recreation trails, agricultural land, and watersheds that sustain all residents of the Greater Toronto and Hamilton Area.

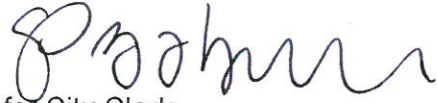
11. Requested the Province of Ontario to retain the existing roles and responsibilities of the regional conservation authorities.

12. Requested the Minister of Municipal Affairs and Housing to change the effective date of the Refund of Fees for official plan amendments, zoning by-laws and site plan control applications contained in Bill 109, from January 1, 2023 to July 1, 2023.

13. Requested the Minister of Municipal Affairs and Housing to postpone enacting regulations under Schedule 4 of Bill 23, which would grant the Minister authority to impose limits and conditions on municipalities' regulation of demolition or conversion of rental units, until such time as there has been focused consultations with municipalities as part of the development of Minister's regulations to ensure municipalities can continue to require replacement rental housing and support impacted tenants.

14. Requested the Legislative Assembly of Ontario, through a majority vote, to withdraw Bill 23.

Yours truly,



for City Clerk

S. Przedziecki/mm

Attachment

Sent to: Premier, Province of Ontario
Minister of Municipal Affairs and Housing, Province of Ontario
Leader of the Official Opposition, Province of Ontario
President, Association of Municipalities of Ontario
Executive Director, Association of Municipalities of Ontario
Ontario MPPs
Ontario Municipalities

c. City Manager

3. City Council request the Province of Ontario to amend Bill 23 to preserve the City's Green standard, Rental Replacement Policy, parkland provisions, community benefits charges and Development Charges to facilitate responsible growth.
4. City Council request the Province of Ontario to amend Bill 23 to preserve Toronto's ability to require a green development standards checklist (Toronto Green Standard) for a complete planning application.
5. City Council request the Province of Ontario to amend the Planning Act to enable the implementation of Inclusionary Zoning across the City and incorporate definitions of affordable housing that respond to low and moderate household income.
6. City Council request the Province of Ontario to amend the definition of "Affordable Housing" to follow the City of Toronto's "Official Plan Amendment 558 - Updating the Definitions of Affordable Rental and Ownership Housing", as approved by City Council on November 9, 2021.
7. City Council request the Province of Ontario to enact a Regulation to permit the use of conditional zoning, pursuant to Section 113 of the City of Toronto Act, 2006.
8. City Council request the Province of Ontario to delay the implementation of refunds for development applications in light of the significant changes to the Planning regulations and internal City processes regarding development.
9. City Council request the Provincial government to provide funding and funding tools to the City, matching the amount of revenue lost through development charges, community benefits charges, and Section 42 of the Planning Act in Bill 23 to ensure the services needed to facilitate responsible growth continue to be delivered.
10. City Council request the Province of Ontario to rescind the proposed changes to the Greenbelt to protect environmental features that support biodiversity, natural spaces, recreation trails, agricultural land, and watersheds that sustain all residents of the Greater Toronto and Hamilton Area.
11. City Council request the Province of Ontario to retain the existing roles and responsibilities of the regional conservation authorities.
12. City Council request the Minister of Municipal Affairs and Housing to change the effective date of the Refund of Fees for official plan amendments, zoning by-laws and site plan control applications contained in Bill 109, from January 1, 2023 to July 1, 2023.
13. City Council request the Minister of Municipal Affairs and Housing to postpone enacting regulations under Schedule 4 of Bill 23, which would grant the Minister authority to impose limits and conditions on municipalities' regulation of demolition or conversion of rental units, until such time as there has been focused consultations with municipalities as part of the development of Minister's regulations to ensure municipalities can continue to require replacement rental housing and support impacted tenants.
14. City Council request the Legislative Assembly of Ontario, through a majority vote, to withdraw Bill 23.
15. City Council direct the City Manager make public the impacts of Bill 23 on specific capital projects which will not proceed in each Provincial and Federal Riding.

16. City Council direct the City Solicitor and the Chief Planner and Executive Director, City Planning to report to the Planning and Housing Committee on guiding policies to assist City Council in gauging planning importance when considering requests that City Council initiate a Toronto Local Appeal Body appeal.

17. City Council request the City Solicitor and the Chief Planner and Executive Director, City Planning to report to the Planning and Housing Committee with a legal strategy to challenge the Province of Ontario's potential removal of Section 111 of the City of Toronto Act, and explore alternate means to protect rental units from demolition and conversion.

18. City Council direct the Chief Planner and Executive Director, City Planning to commence a public information campaign to inform all City residents of the impacts of Bill 23 and the changes to neighbourhoods, prevailing built forms, housing, civic engagement, the greenbelt, climate change, affordable housing, rental protection, community infrastructure, parks, heritage and cost of living that it may bring about.

19. City Council forward this item to the Premier of Ontario, the Minister of Municipal Affairs and Housing, the Leader of the Official Opposition, all Ontario Members of Provincial Parliament, the Association of Municipalities of Ontario, and all Ontario municipalities for their consideration.

Summary

On October 25, 2022 the Honourable Steve Clark, Minister of Municipal Affairs and Housing, introduced Bill 23, More Homes Built Faster Act, 2022 in the Ontario Legislature.

Bill 23 proposes extensive changes to the policy-led planning and development system under which municipalities in Ontario work. Details and preliminary analysis of the implications of Bill 23 were shared with the Mayor and City Councillors on November 3, 2022 (see Attachment 1).

Bill 23 passed 2nd Reading on October 31, 2022 and was referred to the Standing Committee on Heritage, Infrastructure and Cultural Policy (Standing Committee) for review. The Standing Committee has held two days of public hearings to date (November 8, 2022 in Markham and November 9, 2022 in Brampton), and is scheduled to hear two more on November 16 and 17, 2022 in Toronto.

The Chief Planner, along with supporting staff, is scheduled to depute to the Standing Committee at 1:00 pm on Thursday, November 17, 2022. A livestream of the public hearing will be made available on the Ontario Legislative Assembly website at this link: <https://www.ola.org/en/legislative-business/video/committees-room-no-1>.

Staff are also preparing written comments for submission to the Standing Committee.

The Standing Committee is scheduled to conduct a clause-by-clause review of Bill 23 on Monday, November 21, 2022, during which amendments to the bill may be proposed, considered and voted upon.

Staff will provide a supplementary report outlining City staff's submission to the Standing Committee and the Environmental Registry of Ontario posting regarding Bill 23 and the results from the Standing Committee's consideration of the bill in advance of the November 24, 2022 meeting of City Council.

Background Information (City Council)

(November 16, 2022) Report from the City Manager and the Chief Planner and Executive Director, City Planning on Update on Bill 23, More Homes Built Faster Act, 2022 (CC1.2)

<https://www.toronto.ca/legdocs/mmis/2023/cc/bgrd/backgroundfile-230055.pdf>

(November 3, 2022) Attachment 1 - Interim City Manager's FYI Briefing Note to Mayor and Members of Council - Bill 23, More Homes Built Faster Act, 2022

<https://www.toronto.ca/legdocs/mmis/2023/cc/bgrd/backgroundfile-230056.pdf>

(November 22, 2022) Supplementary report from the Interim City Manager, the Chief Financial Officer and Treasurer, and the Chief Planner and Executive Director, City Planning on City Staff Comments on Proposed Bill 23 - More Homes Built Faster Act, 2022 (CC1.2a)

<https://www.toronto.ca/legdocs/mmis/2023/cc/bgrd/backgroundfile-230130.pdf>

Attachment 1 - City of Toronto Comments on Proposed Bill 23 (submitted to the Environmental Registry of Ontario and Ontario Regulatory Registry November 22, 2022)

<https://www.toronto.ca/legdocs/mmis/2023/cc/bgrd/backgroundfile-230131.pdf>

Attachment 2 - Chief Planner Presentation Notes to the Standing Committee on Heritage, Infrastructure and Cultural Policy (November 17, 2022)

<https://www.toronto.ca/legdocs/mmis/2023/cc/bgrd/backgroundfile-230132.pdf>

Communications (City Council)

(November 21, 2022) Letter from Geoff Kettel and Cathie Macdonald, Co-Chairs, Federation of North Toronto Residents' Associations (FoNTRA) (CC.Supp)

<https://www.toronto.ca/legdocs/mmis/2023/cc/comm/communicationfile-156534.pdf>

(November 22, 2022) Letter from Andria Babbington, President, Toronto and York Region Labour Council (CC.New)

<https://www.toronto.ca/legdocs/mmis/2023/cc/comm/communicationfile-156573.pdf>

(November 23, 2022) Letter from Jason Ash, Chair, Leaside Towers Tenants Association (CC.New)

<https://www.toronto.ca/legdocs/mmis/2023/cc/comm/communicationfile-156570.pdf>

(November 22, 2022) Letter from Les Veszlenyi and Angela Barnes, Co-Chairs, Mimico Lakeshore Community Network (CC.New)

<https://www.toronto.ca/legdocs/mmis/2023/cc/comm/communicationfile-156571.pdf>

(November 22, 2022) Letter from Maureen Kapral, President, Lytton Park Residents' Organization (CC.New)

<https://www.toronto.ca/legdocs/mmis/2023/cc/comm/communicationfile-156572.pdf>

(November 24, 2022) Letter from Walied Khogali, Regent Park Neighbourhood Association (CC.New)

<https://www.toronto.ca/legdocs/mmis/2023/cc/comm/communicationfile-156578.pdf>

(November 24, 2022) Letter from Henry Wiercinski, Vice President, Annex Residents' Association and Sue Dexter, Board, Harbord Village Resident's Association (CC.New)

<https://www.toronto.ca/legdocs/mmis/2023/cc/comm/communicationfile-156579.pdf>

(November 24, 2022) Letter from Jin Huh, Executive Director, Social Planning Toronto (CC.New)

<https://www.toronto.ca/legdocs/mmis/2023/cc/comm/communicationfile-156581.pdf>

(November 24, 2022) Letter from Mike Mattos, President, Judith Hayes, Vice President, and Rick Ciccarelli, Executive Board Associate, Mount Dennis Community Association (CC.New)

<https://www.toronto.ca/legdocs/mmis/2023/cc/comm/communicationfile-156542.pdf>

**The Corporation of the City of Cambridge
Corporate Services Department
Clerk's Division
The City of Cambridge
50 Dickson Street, P.O. Box 669
Cambridge ON N1R 5W8
Tel: (519) 740-4680 ext. 4585
mantond@cambridge.ca**

December 21, 2022

Re: City of Cambridge - Opposition to Bill 23, More Homes Built Faster Act

Municipalities of Ontario,

At the Special Council Meeting of December 15, 2022, the Council of the Corporation of the City of Cambridge passed the following Motion:

Moved By: Councillor Roberts

Seconded By: Councillor Hamilton

Whereas the More Homes Built Faster Act received Royal Assent on November 28, 2022; and

Whereas these changes that will have significant impacts on several provincial Acts and in turn, significant and longstanding impacts on Ontario municipalities; and

Whereas the Act defines affordable housing as 80% of the market rate; and

Whereas a definition of affordability which is tied to a percentage of market rates remains largely unaffordable for many; and

Whereas the province has restricted the use of inclusionary zoning by limiting it to 5% of dwellings within a development, thereby limiting affordable housing opportunities; and

Whereas the province has restricted the use of inclusionary zoning by capping the time to remain affordable at 25 years, thereby limiting the longevity of housing affordability; and

Therefore, be it resolved that the Cambridge City Council requests that the provincial definition of affordable be based on income and not market rates, and

Be it further resolved that the Cambridge City Council requests that the provincial limitation of 5% of the use of inclusionary zoning within a development be increased; and

Be it further resolved that the Cambridge City Council requests that the provincial timelines regarding the use of inclusionary zoning affordable housing be increased beyond 25 years;

Be it further resolved that the Cambridge City Council requests that the Province reconsider how the More Homes Built Faster Act, 2022, will negatively impact environmental protection, heritage preservation, public participation, and loss of farmland; and

Be it further resolved that Cambridge City Council also supports the resolution passed on December 8, 2022 by the Ontario Big City Mayors regarding the More Homes Built Faster Act.

Should you have any questions related to the approved resolution, please contact me.

Yours Truly,



Danielle Manton
City Clerk

Cc: (via email)
Hon. Premier Ford
Ministry of Municipal Affairs and Housing
Ontario MP's and MPP's
Association of Municipalities of Ontario
All Ontario Municipalities
City of Cambridge Council

Office of the President

Sent via email to: schicp@ola.org

November 16, 2022

Laurie Scott, MPP, Haliburton—Kawartha Lakes—Brock
Chair, Standing Committee on Heritage, Infrastructure and Cultural Policy
c/o Isaiah Thorning, Committee Clerk
Whitney Block, Room 1405
99 Wellesley Street W
Toronto, ON
M7A 1A2

Re: AMO Submission on Bill 23, *More Homes Built Faster Act, 2022*

Dear Committee Chair Scott and Members of the Committee,

Attached is AMO's submission to the Committee on Bill 23.

The submission reiterates the municipal commitment to working with the Government to increase the supply of housing and to improve housing affordability in Ontario. It acknowledges positive aspects of the Bill and plan. It also outlines serious concerns about the Bill, which will have the effect of undermining the financial capacity of municipalities to support growth and diminishing essential environmental protections.

Preliminary analysis of the Bill indicates the transfer of up to \$1 billion a year in costs from private sector developers to property taxpayers without any likelihood of improved housing affordability. Similarly, the bill's provisions designed to reduce environmental protection will benefit developers in the short term, with costs to the public and homeowners that cannot be calculated.

Members of the Committee and all Members of the Provincial Parliament will need to consider in whose interest they govern. Bill 23, as drafted, benefits private interests at the expense of public interests – at the expense of property taxpayers and Ontario's natural environment.

The submission recommends that certain provisions be removed or deferred pending focused consultation.

AMO's submission concludes with an appeal to the Government, noting that solutions to the housing crisis can be found in collaboration, cooperation, and innovation. It is time for Ontario to work with all of its housing partners toward advances in land use planning and an integrated approach to environmental, social and economic policy that allows Ontario to take its place ahead of competing jurisdictions.

Yours truly,



Colin Best
AMO President
Halton Regional Councillor

- c. Ontario MPPs
AMO Board of Directors

Bill 23, *More Homes Built Faster Act*, 2022 and plan

AMO Submission to the Standing Committee on Heritage,
Infrastructure and Cultural Policy

November 16, 2022

Summary

The Association of Municipalities of Ontario (AMO) commends the government for recognizing it has a role to play in addressing the national housing crisis.

AMO and its member municipal governments have been sounding the alarm on housing affordability for years. That's why AMO released the ["Blueprint for Action: An Integrated Approach to Address the Ontario Housing Crisis"](#) in February 2022. It contains 55 recommendations for provincial action to address housing supply and housing affordability along with many other recommendations for the federal and municipal governments, and the development industry.

Municipalities are eager to increase the supply of housing, especially housing options that have been historically ignored by the development industry.

Bill 23 includes several important provisions that will advance provincial and municipal housing supply goals including gentle density and increased capacity at the Ontario Land Tribunal. AMO supports those elements of the Bill as they reflect current municipal planning practice innovations and ideas advanced by the municipal sector and others committed to improving housing supply and affordability.

AMO also supports elements of the Plan that address much needed provincial action to address the gaps in provincial services that limit growth, such as access to schools.

AMO looks forward to working with the government's new Housing Supply Action Plan Implementation Team on measures intended to improve housing supply and affordability.

Provisions of the bill that advance and modernize Ontario's land use planning framework are supported. Those that turn back the clock on planning, access to affordable housing, environmental protection, green building practices, and sustainable infrastructure financing are not supported and should be removed from the Bill or deferred pending focused consultation.

Current residents and businesses, the next generation of homeowners and renters, and the hundreds of thousands of newcomers who will make Ontario home will demand livable and safe communities with adequate amenities and a healthy and sustainable environment in which to thrive and prosper. That is not the future that Bill 23 will provide.

The province has offered no evidence that the radical elements of the bill will improve housing affordability. It is more likely that the bill will enhance the profitability of the development industry at the expense of taxpayers and the natural environment.

This submission outlines key areas of concern and recommends that a number of provisions should be removed, including those that shift the costs of growth to property taxpayers; those that undermine good planning practices and community livability; and those that increase risks to human and environmental health.

Key Areas of Concern

Many of the proposed changes under Bill 23 create more problems than they solve, and will negatively impact housing affordability across Ontario for three reasons:

1. The bill proposes changes to infrastructure financing that would shift costs from developers to municipalities based on a faulty assumption that savings will be passed on to new homeowners and renters, (i.e., that house prices are determined by the cost of inputs rather than market forces). Unless fully offset with a new source of municipal infrastructure funding, this departure from the principle that growth pays for growth will result in property tax increases and service reductions. Preliminary analysis indicates that Bill 23, if enacted, would reduce the municipal resources available to service new developments by more than \$5.1 billion over the next 9 years. This estimate includes a reduction of over \$400 million for community housing during the same period.
2. By making changes to municipal governance and municipal planning approvals, the legislative proposals strip municipalities of the tools required to manage growth deliberately and responsibly, with potentially negative impacts for the liveability of Ontario's communities.
3. The legislation will create serious risks to the environment and human health at a time when the impacts of climate change are evident and urgent. The proposed changes to how municipalities approve development and manage where and how growth occurs signal a move away from environmental protection when it is needed most.

1. Shifting the Cost Burden of Growth

DEVELOPMENT CHARGES

Development charges are designed to help municipalities pay for a portion of the capital infrastructure required to support new growth. Premised on the widely accepted principle that growth should pay for growth, development charges help to ensure that existing taxpayers are not required to subsidize costs of the infrastructure or services needed to support new residents and businesses.

Bill 23 proposes a suite of changes to the *Development Charges Act*, that will shift the cost of growth onto municipalities and property taxpayers including, but not limited to:

- Removing housing services from the list of eligible development charge services
- Excluding the cost of studies and cost to acquire land for specific services from eligible costs that can be recouped by development charges
- Reducing development charges on rental housing, based on the number of bedrooms
- Requiring a mandatory 5-year phase in of development charge rates for by-laws approved after June 1, 2022
- Exempting development charges for affordable housing, attainable residential units, non-profit housing developments and inclusionary zoning residential units
- Increasing the historic service level standard period from 10 to 15 years.

The Housing Supply Action Plan sets the ambitious target of building 1.5 million homes by 2031, with 1.23 million in Ontario's 29 largest communities. If Bill 23 passes, AMO estimates that development charges in these communities will drop by at least \$5.1 billion – or \$569 million per year in today's dollars. This includes revenue losses from the following sources:

- Ineligibility of the cost of studies: \$117 million
- Ineligibility of the cost of housing services: \$426 million
- Discounts for rental units: \$1,189 million
- Exemptions for affordable units: \$3,385 million

This preliminary estimate only partially accounts for the impact of Bill 23, as tight timelines have meant AMO is unable to estimate revenue losses resulting from significant elements such as the mandatory phase-in of development charges, the ineligibility of the value of land, or the extension of the service level standard period from 10 to 15 years. When taken together, these factors could put the cost of Bill 23 for municipal taxpayers at closer to \$1 billion annually.

While AMO supports the province's stated housing objectives, changes that shift the burden of cost from developers to taxpayers, including low-income taxpayers, cannot be supported. The proposed changes will significantly impact how municipal governments fund growth, resulting either in significant increases to property taxes or cuts to existing services and a loss of frontline workers.

Without evidence that the province will fully offset the cost of Bill 23 provisions that shift costs from the development industry to municipalities, these radical changes should be deleted from the Bill including the entirety of Schedule 3.

AMO has [called upon the province](#) to provide major infrastructure funding to support the government's housing supply goals as set out in Bill 23. If the government wants to increase the supply of housing in Ontario, it will need to make a major investment in municipal infrastructure and it has the means to do so.

PARKLAND DEDICATION

Parkland dedication levies exist to ensure that municipal park systems grow alongside other community developments. Increasing the supply and mix of housing is an important goal that we all share, however, sufficient access to parks and greenspace cannot be overlooked as we try to create meaningful alternatives to single-family dwellings.

Bill 23 proposes changes that will reduce a municipality's ability to provide for local parks, negatively impacting the function and enjoyment of our communities with a number of changes, including but not limited to:

- Capping the amount of land or equivalent value at 10% or 15% for sites under or over 5 ha, respectively
- Reducing the maximum alternative dedication rate (high density development) to 1 ha/600 units for land and 1 ha/1000 units for cash in lieu
- Allowing encumbered land and privately owned publicly accessible spaces to be eligible for parkland credits.

Bill 23, as proposed, will reduce the amount of quality, safe, accessible parkland available to these growing communities and cost municipalities even more money. These provisions should be removed from the bill.

IMPACT ON HOUSING SERVICES

Changes in Bill 23 also limit the tools available to municipalities to support homeless and underhoused people and families, some of the most vulnerable people in our communities. Currently, municipal governments can include housing services in their development charge fees, which are then used to improve and increase the community housing facilities municipalities operate.

According to provincial Financial Information Return data, from 2015 to 2019, municipalities collected nearly \$150 million for housing services. Should this Bill pass unamended, that funding will no longer be available to support housing services for vulnerable populations. Unless fully offset with new provincial funding, these provisions contradict the government's goal of improving housing and addressing homelessness.

2. Undermining Planning and Community Livability

Provincial statutes and policies are implemented locally through municipal official plans and land use control instruments. Lower and upper-tier municipalities collaborate extensively on managing local planning policy matters, with upper-tier municipalities often responsible for coordinating and managing infrastructure servicing and planning.

Bill 23 fundamentally alters the municipal role and responsibilities in planning by proposing a suite of changes to the *Municipal Act*, *Planning Act*, *Heritage Act*, *Ontario Land Tribunal Act*, and *Conservation Authorities Act* that limit municipalities' ability to manage growth in a holistic and efficient way that reflects local realities. These include, but are not limited to:

- Reducing or eliminating the planning roles of some upper-tier municipalities
- Limiting local powers regarding the demolition and conversion of residential rental properties
- Proposing new rules around heritage properties
- Limiting third-party appeals to the OLT of official plans and amendments, zoning by-laws and amendments, consents, and minor variances
- Changing existing zoning by-laws to allow up to 3 residential units per lot "as of right," with no local ability to regulate minimum dwelling size or parking requirements beyond 1 space/unit
- Exempting developments under 10 units from the site plan control process
- Repealing certain provisions respecting public meetings for draft plan of subdivision.

REGIONAL/COUNTY PLANNING

The significant restrictions to the roles of some upper-tier municipalities breaks the logical link between planning for development and servicing development. These changes may lead to uncoordinated and inefficient growth with the potential for higher infrastructure costs. It also risks building housing without access to coordinated services, amenities and essential infrastructure.

Supporting rapid growth efficiently requires a high degree of coordination. This coordination ensures that investments made today can leverage future growth and that assets can be managed for maximum performance. Upper-tier municipalities do this currently by coordinating local plan alignment and managing servicing for maximum effect. Breaking this link is counterintuitive and will lead to inefficiency, confusion and potential gaps in the infrastructure required to support local growth.

Bill 23 should be amended to restore the growth management planning function for the seven named upper-tier municipalities. Consideration must be given to how lower-tier municipalities will be able to pay for the costs and build capacity associated with bringing upper-tier municipality and conservation authority expertise in-house.

DEVELOPMENT APPROVALS PROCESS

The elimination of public meetings for approval of a draft plan of a subdivision and the exemption of site plan control requirements for projects with fewer than 10 residential units will impact the ability for municipalities and the public to bring up substantial issues with planning proposals. Small, rural and remote communities will be particularly impacted by the restrictions on projects with fewer than 10 residential units given the typical scale of development in these communities.

When considered in isolation, these changes may seem to improve the process, but the cumulative impact of less public consultation, limiting third-party appeal rights, and the steep reduction of regional coordination and service planning will significantly and negatively impact how municipal governments conduct land use planning. The government should refer these provisions of the Bill to its Housing Supply Action Plan Implementation Team before they are passed into law.

3. Exacerbating Risks to the Environment and Human Health

Across the province, municipalities work closely with 36 Conservation Authorities (CAs). Those that are covered by CAs rely on their expertise to undertake watershed-based programs to protect people and property from flooding and other natural hazards, and to conserve and protect natural resources for their economic, social, and environmental benefits.

Healthy, well-connected ecosystems serve as valuable green infrastructure that provide essential services to residents (e.g., stormwater retention) and can be difficult and costly to replicate with traditional built infrastructure. Ontario's natural environment does not recognize municipal boundaries and municipalities are not well suited to monitor and evaluate ecological functions. Municipalities do not have a watershed-scale perspective that spans political boundaries and considers the impacts of changes in land use and climate change on the natural environment. As our communities grow, the demand for parkland and connected natural spaces will grow as well.

The proposed changes to the *Conservation Authorities Act* and the *Planning Act* under Bill 23 severely impact the ability of Conservation Authorities to work with municipalities to understand and mitigate environmental, human health and natural heritage risks by:

- Exempting some development from permits under the *Planning Act* where certain conditions are met
- Requiring CAs to issue permits for projects subject to a Community Infrastructure and Housing Accelerator and allowing the Minister to review/amend any conditions attached to those permits
- Prohibiting CAs and municipalities from entering Memorandums of Understanding for any program or service outside of matters relating to Mandatory Programs and Services
- Imposing limits on CA appeals of land use planning decisions to only matters with respect to natural hazard policies in provincial policy statements
- Enabling the Minister to direct a CA to maintain its fees charged for programs and services at current levels
- Eliminating the ability for municipalities to integrate their environmental green standards through site plan control.

AMO shares the concerns expressed by Conservation Ontario that the changes proposed in Bill 23 will not meet the goals for increasing housing supply and will instead increase the risks to life and property for Ontario residents. The diminished role of CAs could also lead to more development being located in natural hazards, higher costs as a result of property damage due to flooding or other climate change events, increased burden on municipal partners, and the decline of the ecosystem approach currently applied through the established integrated watershed management lens.

Municipalities have successfully relied on the benefits of a long-standing conservation authority partnership which has used local watershed science to guide decision-making. Bill 23 places new responsibilities on municipalities related to natural hazards and natural resources that they are unprepared for and under-resourced to take on.

As proposed, Bill 23 removes the ability for municipalities to shape the amount, location and type of green space in their communities through site plan control. Combined with the prohibition for municipalities to enter into a Memorandum of Understanding for CAs to deliver Category 2 and 3 municipal programs and services on behalf of the municipality will adversely impact municipal budgets and could increase the potential for delay and poorer environmental outcomes. If so, this will undo the significant recent progress to improve how CAs and municipalities work together.

AMO recommends that Schedule 2 of this bill be removed and that the productive Ministry-led Conservation Authority Working Group be re-established to consider appropriate changes to support the Housing Supply Action Plan without sacrificing the environment.

Conclusion

The assertion that the nationwide housing affordability crisis is the product of Ontario's land use planning and environmental protection framework, and municipalities slow to approve planning applications is objectively false.

For decades, Ontario's housing supply in high growth regions has been determined by developers and land speculators managing supply to optimize price, and those who view housing units as solely an investment. No one anticipated the massive shift in demand resulting from COVID-19.

Ontario's goal of an additional 1.5 million homes is laudable and probably achievable. Schemes designed to incentivize developers at the expense of property taxpayers and the natural environment will not get the job done. Previous governments have downloaded costs to municipalities and cut environmental protections to disastrous effect. At some point the bill will come due, and there will be a heavy price to pay.

Instead, the solutions can be found in collaboration, cooperation, and innovation. It is time for Ontario to work with all of its housing partners toward advances in land use planning and an integrated approach to environmental, social and economic policy that allows Ontario to take its place ahead of competing jurisdictions and to allow Ontario to maintain its status as a favoured destination for people and investment.

December 19, 2022

Via email: slord@wawa.cc

Municipality of Wawa
Attn: Maury O'Neill, CAO/Clerk
40 Broadway Ave
Wawa, ON P0S 1K0

Dear: Mayor and Council

RE: Resolution of Support for Municipality of Wawa – re: Resolution regarding Bill 3, Strong Mayors, Building Homes Act, dated September 20, 2022

On behalf of the Council of the Corporation of the Township of Lake of Bays, please be advised that the above-noted communication was presented at the last regularly scheduled Council meeting on December 13, 2022 and the following resolution was passed.

“Resolution TC/42/2022

BE IT RESOLVED THAT the Council of the Corporation of the Township of Lake of Bays hereby receives and supports the attached resolution from the Municipality of Wawa – re: Resolution regarding Bill 3, Strong Mayors, Building Homes Act, dated September 20, 2022.

AND FURTHER THAT this resolution be forwarded to the Municipality of Wawa, Premier of Ontario, the Minister of Municipal Affairs and Housing, Hon. Graydon Smith, MPP for Simcoe-Muskoka, the Association of Municipalities of Ontario, and other Municipalities in Ontario.

Carried.”

In accordance with Council's direction, I am forwarding you a copy of the resolution for your reference. Please do not hesitate to contact me if you have any questions or require clarification.

Sincerely,



Carrie Sykes, *Dipl. M.A., CMO, AOMC*,
Director of Corporate Services/Clerk

CS/v

Copy to: Premier of Ontario
Local member of Provincial Parliament
Minister of Municipal Affairs and Housing
Association of Municipalities
Municipalities in Ontario

Enclosure: Municipality of Wawa Resolution



The Corporation of the Municipality of Wawa

REGULAR COUNCIL MEETING

RESOLUTION

Tuesday, September 20, 2022

Resolution # RC22159	Meeting Order: 5
Moved by: <i>Cathy Cannon</i>	Seconded by: <i>M. Hatfield</i>

WHEREAS the Government of Ontario, through the Minister of Municipal Affairs and Housing, has introduced Bill 3 which is described as "An Act to amend various statutes with respect to special powers and duties of heads of council";

AND WHEREAS this Bill, if enacted, will initially apply to the City of Toronto and City of Ottawa, but will later be expanded to include other municipalities according to a statement made by the Premier at the 2022 AMO annual conference;

AND WHEREAS this Bill, if enacted, will give Mayors additional authority and powers, and correspondingly take away authority and powers from Councils and professional staff, and will include giving the Mayor the authority to propose and adopt the Municipal budget and to veto some decisions of Council;

AND WHEREAS this Bill, if enacted, will give authority over professional staff to the Mayor, including that of the Chief Administrative Officer;

AND WHEREAS these changes will result in a reduction of independence for professional staff including the CAO, who currently provide objective information to the Council and public and will now take direction from the Mayor alone when the Mayor so directs;

AND WHEREAS these are surprising and unnecessary changes to the historical balance of power between a Mayor and Council, and which historically gave the final say in all matters to the will of the majority of the elected Council; and

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the Municipality of Wawa does hereby pass this resolution to petition the Government of Ontario that:

p.2...



The Corporation of the Municipality of Wawa

REGULAR COUNCIL MEETING

RESOLUTION

1. These changes to the Municipal Act, 2001, are unnecessary and will negatively affect the Municipality of Wawa;
2. That if the Ontario Government deems these changes necessary in large single-tier municipalities such as Toronto and Ottawa, that such changes should not be implemented in smaller municipalities;
3. That the Ontario Government should enact legislation clarifying the role of Mayor, Council and Chief Administrative Officer, similar to those recommended by the Ontario Municipal Administrator's Association and those recommended by Justice Marrocco in the Collingwood judicial inquiry of 2020; and
4. That if the stated goal of this legislation is to construct more housing in Ontario that this can be accomplished through other means including amendment of the Planning Act and funding of more affordable housing.

FURTHER, Council of the Corporation of the Municipality of Wawa directs the Clerk to ensure that a copy of this resolution be provided to the Premier of Ontario, the Minister of Municipal Affairs and Housing, the "Standing Committee on Heritage, Infrastructure and Cultural Policy", MPP for Algoma-Manitoulin – Kapuskasing, Michael Mantha, MPP, the Association of Municipalities of Ontario, and other Municipalities in Ontario."

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

Disclosure of Pecuniary Interest and the general nature thereof.

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

Clerk: _____

MAYOR - PAT TAIT	CLERK - CATHY CYR

This document is available in alternate formats.

**Ministry of
Municipal Affairs
and Housing**

Office of the Minister

777 Bay Street, 17th Floor
Toronto ON M7A 2J3
Tel.: 416 585-7000

**Ministère des
Affaires municipales
et du Logement**

Bureau du ministre

777, rue Bay, 17^e étage
Toronto (Ontario) M7A 2J3
Tél. : 416 585-7000



234-2022-6136

December 22, 2022

Dear Head of Council:

Ontario's housing supply crisis is a problem which has been decades in the making. It will take both short-term strategies and long-term commitment from all levels of government, the private sector, and not-for-profits to drive change. Each entity will have to do their part to be part of the solution.

To help support this important priority, I am pleased to provide you with an update on recent legislative and regulatory changes our government has made to help get 1.5 million homes built over the next 10 years.

Bill 109, the *More Homes for Everyone Act, 2022*

Bill 109, the More Homes for Everyone Act, 2022, was introduced on March 30, 2022 and received Royal Assent on April 14, 2022.

As part of the government's More Homes for Everyone Plan, Schedule 5 of Bill 109 made changes to the Planning Act. Consequential changes were also made to the City of Toronto Act, 2006.

Most of the Planning Act changes are now in effect except for the zoning and site plan control fee refund provisions, which are due to come into force on January 1, 2023. However, I am committed to bringing forward legislation to delay the effective date of the fee refund changes from January 1, 2023 to July 1, 2023. These legislative changes would be introduced in the new year.

In the event that any fee refunds become due to applicants before these legislative changes are made, municipalities might consider not issuing refunds in the interim given my express commitment to introduce legislation that, if passed, would retroactively cancel the requirement.

You can find more information about Bill 109 on the Environmental Registry of Ontario ([019-5284](#)), and the Ontario Legislative Assembly [website](#).

.../2

Bill 23, More Homes Built Faster, 2022

Bill 23, the More Homes Built Faster Act, 2022, was introduced on October 25, 2022, and received Royal Assent on November 28, 2022.

To support More Homes Built Faster: Ontario's Housing Supply Action Plan: 2022–2023, Schedule 9 of Bill 23 made changes to the Planning Act. Schedule 1 of Bill 23 also made similar changes to the City of Toronto Act, 2006 related to site plan provisions. Schedule 3 of Bill 23 made changes to the Development Charges Act.

The planning-related and municipal development-related charges changes came into force on November 28, 2022, except for provisions related to removal of planning responsibilities from certain upper-tier municipalities, certain provisions related to parkland dedication, and exemptions from municipal development-related charges for affordable and attainable housing, which will come into force on a day in the future to be named by proclamation. Provisions related to Conservation Authorities will take effect January 1, 2023.

Bill 23 also made changes to legislation led by other ministries. Please see Appendix A for an overview of the effective dates of the Bill 23 changes by schedule.

You can find more information about Bill 23 on the Environmental Registry of Ontario ([019-6163](https://www.ero.on.ca))

Bill 3, the Strong Mayors, Building Homes Act, 2022 and Bill 39, the Better Municipal Governance Act, 2022

Bill 3, the Strong Mayors, Building Homes Act, 2022, was introduced on August 10, 2022, and received Royal Assent on September 8, 2022. Bill 3 and associated regulations ([O. Reg. 529/22](#) and [O. Reg. 530/22](#)) came into force on November 23, 2022.

Bill 39, the Better Municipal Governance Act, 2022, was introduced on November 16, 2022, and received Royal Assent on December 8, 2022. Bill 39, amendments to associated regulations ([O. Reg. 581/22](#) and [O. Reg. 583/22](#)), and additional regulations to prescribe provincial priorities ([O. Reg. 580/22](#) and [O. Reg. 582/22](#)) came into force on December 20, 2022. Additional details can be found in Appendix B and on the Ontario Legislative Assembly's website ([Bill 3](#) and [Bill 39](#)).

Sincerely,

Steve Clark
Minister

c: Chief Administrative Officer

Appendix A

Effective Dates for Bill 23, the More Homes Built Faster Act, 2022

Schedule	Effective Date
Schedule 1: City of Toronto Act, 2006	<p>All of the changes in Schedule 1 (City of Toronto Act) came into force on the day the bill received Royal Assent.</p> <p>Note: The legislative changes to the City of Toronto Act include amendments that give the Minister of Municipal Affairs and Housing authority to make regulations imposing limits and conditions on how municipalities can regulate the demolition and conversion of residential rental properties of six units or more. No regulations have been made at this time.</p>
Schedule 2: Conservation Authorities Act	<p>Changes in Schedule 2 (Conservation Authorities Act) came into force the day the bill received Royal Assent, except for:</p> <ul style="list-style-type: none"> On January 1, sections related to streamlining disposition of lands for CAs comes into force which would allow CAs to sell or lease land without Minister's approval provided they follow rules around public consultation and notifications. Also on January 1, sections that enable the Minister's ability to issue direction to freeze fees and ability to scope CA commenting on development applications and land use planning policies through regulation, would come into force but only have effect when the Minister issues direction on fees or if a regulation prescribing Act under which CA commenting roles is restricted is made. Changes related to CA permitting (including removal of "conservation of land" and "pollution", adding "unstable soil and bedrock", regulation making powers to exempt development from a CA permit where it has been authorized under the Planning Act, etc.) take effect on a later date (upon proclamation) once a new regulation under Section 28 of the CA Act is in effect. MNRF continues to consult on that regulation through the Environmental Registry (#019-2927).
Schedule 3: Development Charges Act, 1997	<p>All of the changes in Schedule 3 (Development Charges Act) came into force on the day the bill received Royal Assent, with the exception of provisions relating to development charge exemptions for affordable and attainable housing units, which would take effect upon proclamation.</p>
Schedule 4: Municipal Act, 2001	<p>All of the changes in Schedule 4 (Municipal Act) came into force on the day the bill received Royal Assent.</p> <p>Note: The legislative changes to the Municipal Act give the Minister of Municipal Affairs and Housing authority to make regulations imposing limits and conditions on how municipalities can regulate the demolition and conversion of residential rental properties of six units or more. No regulations have been made at this time.</p>
Schedule 5: New Home Construction Licensing Act, 2017	<p>Many of the amendments in Schedule 5 (New Home Construction Licensing Act) came into force on the day the bill received Royal Assent.</p> <p>The amendments regarding the maximum fine that a court may impose for a subsequent conviction, as well as most of the amendments related</p>

Schedule	Effective Date
<p>Schedule 6: Ontario Heritage Act</p>	<p>to administrative penalties, will come into force on February 1, 2023.</p> <p>Most of the amendments to the Ontario Heritage Act (OHA) made through the bill will be proclaimed into force on January 1, 2023. These include:</p> <ul style="list-style-type: none"> • The new authorities under Part III.1 of the Act that relate to the Standards and Guidelines for Conservation of Provincial Heritage Properties. • Most of the changes to procedures related to municipal registers, including the process and requirements around inclusion of non-designated properties on the municipal registers. However, the requirement for municipalities to make their municipal registers available on a publicly accessible website will not come into force until July 1, 2023 to provide municipalities with time to ensure compliance. • Limiting the ability to issue a Notice of Intention to Designate a property subject to a prescribed event to only those properties included on a municipal register. • The authority to prescribe criteria for determining cultural heritage value or interest for the purposes of including non-designated properties on the municipal register and designating a Heritage Conservation District (HCD). • The authority to set out processes to amend and repeal HCD bylaw in regulation. Note, the Ministry of Citizenship and Multiculturalism will consult on the development of these processes to be set out in regulation in 2023. <p>Regulatory amendments to O.Reg. 9/06: Criteria for Determining Cultural Heritage Value or Interest will also come into force on January 1, 2023. These changes establish that non-designated properties included on a register must meet one or more of the criteria outlined in the regulation, and that individual properties and HCDs must meet two or more of the criteria included in the regulation in order to be designated. The regulation also includes transitional provisions to address matters underway at the time of the changes coming into force.</p> <p>The outstanding amendments to the OHA made through Bill 108, the More Homes, More Choice Act, 2019, will also be proclaimed into force on January 1, 2023. The amendments speak specifically to the demolition or removal of an attribute that is not a building or structure within an HCD.</p> <p>Regulatory amendments to O.Reg. 358/21: General will come into force on January 1, 2023. These amendments include consequential housekeeping amendments and transition provisions related to the above legislative amendments coming into force.</p> <p>Bill 23 included some minor housekeeping amendments to the OHA that came into force upon Royal Assent. These included repealing the alternative definition of “alter”.</p>
<p>Schedule 7: Ontario Land Tribunal Act, 2001</p>	<p>The changes in Schedule 7 (More Homes Built Faster Act, 2022) will come into force on proclamation.</p>

Schedule	Effective Date
Schedule 8: Ontario Underground Infrastructure Notification System Act, 2012	The changes in Schedule 8 (Ontario Underground Infrastructure Notification System Act, 2012) came into force on the day the bill received Royal Assent.
Schedule 9: Planning Act	<p>The changes in Schedule 9 (Planning Act) all came into force on the day the bill received Royal Assent, with the following exceptions:</p> <ul style="list-style-type: none"> • provisions related to removal of planning responsibilities from certain upper-tier municipalities, which would come into force on a day to be named by proclamation. • provisions related to the exemption of community benefits charge and parkland dedication requirements for affordable and attainable housing units • provisions related encumbered land to be conveyed to municipalities by developers for park or other recreational purposes • provisions related to Conservation Authorities (linked to the changes in Schedule 2) will take effect January 1, 2023
Schedule 10: Supporting Growth and Housing in York and Durham Regions Act, 2022	<p>Except as otherwise provided, the Act set out in Schedule 10 came into force on the day bill received Royal Assent.</p> <ul style="list-style-type: none"> • Sections 7 to 10, subsection 11 (5) and section 14 come into force on a day to be named by proclamation of the Lieutenant Governor. Once in force, these sections will require a prescribed municipality to develop, construct, and operate the Lake Simcoe phosphorus reduction project and allow the Ontario Clean Water Agency to undertake some or all of that project if ordered to do so by the Lieutenant Governor in Council. The project will also be exempt from the Environmental Assessment Act. • Subsection 85 (1) comes into force on the later of the day subsection 44 (1) of this Act comes into force and the day section 2 of Schedule 5 to the Accelerating Access to Justice Act, 2021 comes into force. Subsection 85 (1) makes consequential changes to the Act arising out of changes to the Expropriations Act in respect of alternative hearings processes. • Subsection 85 (2) comes into force on the later of the day section 61 of this Act comes into force and the day section 42 of Schedule 4 to the Comprehensive Ontario Police Services Act, 2019 comes into force. Subsection 85 (2) makes consequential changes to the Act arising out of the Comprehensive Ontario Police Services Act, 2019 consistent with other Ministry of the Environment, Conservation and Parks legislation. The change would allow a person undertaking an inspection to obtain the assistance of the local police force rather than the Ontario Provincial Police Force.

Appendix B

Bill 3, the Strong Mayors, Building Homes Act, 2022 and Bill 39, the Better Municipal Governance Act, 2022

As a result of Bills 3 and 39, changes were made to the Municipal Act, 2001, City of Toronto Act, 2006 and the Municipal Conflict of Interest Act, and regulations were established to give the mayors in Toronto and Ottawa strong mayor powers to help advance shared provincial-municipal priorities, including building new homes. These powers include:

- Choosing to appoint the municipality's chief administrative officer,
- Hiring certain municipal department heads, and establish and re-organize departments,
- Creating committees of council, assigning their functions and appointing the Chairs and Vice-Chairs of committees of council, and
- Proposing the municipal budget, subject to council amendments and a head of council veto and council override process.

The mayors of Toronto and Ottawa can also use strong mayor powers related to provincial priorities. These include:

- Vetoing certain by-laws if the mayor is of the opinion that all or part of the by-law could potentially interfere with a provincial priority,
- Bringing forward matters for council consideration if the mayor is of the opinion that considering the matter could potentially advance a provincial priority, and
- Proposing certain municipal by-laws if the mayor is of the opinion that the proposed by-law could potentially advance a provincial priority. Council can pass these by-laws if more than one-third of council members vote in favour.

The provincial priorities for the purposes of strong mayor powers are prescribed in O. Reg. 580/22 and O. Reg. 582/22 and they are:

1. Building 1.5 million new residential units by December 31, 2031.
2. Constructing and maintaining infrastructure to support housing, including, transit, roads, utilities, and servicing.

**AMENDMENT NO. 35
TO THE
OFFICIAL PLAN
OF THE
COUNTY OF RENFREW**

Prepared For: The Corporation of
the County of Renfrew

Prepared By: Development & Property
Department
(Planning Division)
County of Renfrew
9 International Drive
Pembroke, Ont.
K8A 6W5

January 9, 2023

AMENDMENT NO. 35 TO THE OFFICIAL PLAN FOR
THE COUNTY OF RENFREW

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THE CONSTITUTIONAL STATEMENT

PART A - THE PREAMBLE does not constitute part of this amendment.

PART B - THE AMENDMENT consisting of the following text and Schedule "A" constitutes Amendment No. 35 to the Official Plan for the County of Renfrew.

PART A - THE PREAMBLE

Purpose

The purpose and effect of the proposed amendments to the County of Renfrew Official Plan is to update some of the Implementation and Interpretation policies set out in Section 17. These updates are in accordance with provincial planning direction and changes to the Planning Act, put forth through Bill 109, the More Homes For Everyone Act, 2022 and Bill 23, the More Homes Built Faster Act, 2022.

Location

The Official Plan amendment affects lands throughout the entire County, therefore a key map or description of the affected lands is not provided.

Basis

The Official Plan for the County of Renfrew was adopted by the Council of the County of Renfrew on March 27, 2002, and approved by the Minister of Municipal Affairs and Housing on June 16, 2003. The Official Plan was recently updated by Official Plan No. 31, under Section 26 of the Planning Act, and approved by the Minister of Municipal Affairs and Housing on August 19, 2021. This amendment represents the thirty-fifth amendment to the Official Plan.

In addition, the Official Plan Amendment includes enabling policies to allow municipalities to delegate the approval of zoning amendments which are minor in nature which include the removal of holding zones and temporary use by-laws.

Summary of Key Changes to the Official Plan

The proposed changes will help differentiate between the general inquiry process and a new, pre-application review process, enhance the requirements for a complete application, adds complete application requirements for site plan applications, and provides fee options for municipalities to consider when implementing a tariff of fee by-law. New policies were added to enable municipalities to delegate the approval of minor zoning amendments.

PART B - THE AMENDMENT

All of this part of the document entitled Part B - The amendment, consisting of the following text constitutes Amendment No. 35 to the Official Plan.

Details of the Amendment

The Official Plan is amended as follows:

a) Sub-section 2.2(11)(g) is amended by deleting the words “site plan control” and replacing them with “site alteration by-law”.

b) Sub-section 4.3(3) is deleted in its entirety and replaced with the following:

“Small-scale new residential development shall be permitted by the severance process as infilling or minor rounding out within the village area. Infilling is defined as the creation of a lot between two existing dwellings which are separated by not more than 40 metres (133 feet) or between an existing dwelling and a street which are separated by not more than 40 metres (133 feet).”

c) Sub-section 2.2(24) is renamed from “Secondary Dwelling Units” to “Additional Dwelling Units” and the subsection is deleted in its entirety and replaced with the following:

Additional dwelling units are considered a self-contained residential use with kitchen and bathroom facilities that are within or accessory to a permitted single detached, semi-detached, or row house dwelling. Additional dwellings are also permitted as separate, detached dwellings. Additional dwelling units must comply with any applicable laws and standards including the building code, the fire code, and property standards by-laws. Examples of additional dwellings include what are commonly known as in-law flats, basement apartments, granny suites, and coach houses. Additional dwelling units are allowed on a property provided the following criteria are satisfied:

(1) In urban areas serviced by municipal water and sewer:

- a. two residential units in a detached house, semi-detached house or rowhouse on a parcel of urban residential land are permitted, if all buildings and structures ancillary to the detached house, semi-detached house or rowhouse cumulatively contain no more than one residential unit;

- b. three residential units in a detached house, semi-detached house or rowhouse on a parcel of urban residential land is permitted, if no building or structure ancillary to the detached house, semi-detached house or rowhouse contains any residential units; or
- c. one residential unit in a building or structure ancillary to a detached house, semi-detached house or rowhouse on a parcel of urban residential land is permitted, if the detached house, semi-detached house or rowhouse contains no more than two residential units and no other building or structure ancillary to the detached house, semi-detached house or rowhouse contains any residential units.

(2) In areas that are serviced by private septic system and/or a private well:

- a. One additional (a secondary dwelling) unit may be considered per lot.
- b. The local Zoning By-law may include minimum standards for secondary dwelling units including (but not limited to): dwelling unit area, minimum lot area, parking, and servicing.
- c. A secondary dwelling unit shall be permitted on lots greater than 0.8 Ha in area. The secondary dwelling is required to share the same water and septic/sewer services as the primary dwelling unit. Secondary dwelling units on properties that are greater than 2 Ha are not required to share the same water and septic systems.
- d. For lots less than 0.8 Ha in area, but greater than 0.4 Ha, a secondary dwelling unit may be considered on a case-by-case basis through the submission of a minor variance application. The proponent of the application will be required to demonstrate that the site is suitable for the proposed secondary unit including matters such as (but not limited to): dwelling unit area, minimum lot area, surrounding land uses, parking, and servicing. An engineering report prepared by a qualified professional shall be submitted with the minor variance application that demonstrates that the additional effluent output can be satisfactorily managed and that there is a potable source of water (quantity and quality) for the secondary unit.
- e. A secondary dwelling unit may not be severed from the lot with the primary dwelling.

- f. Mobile homes and Recreational Vehicles will not be considered as a secondary dwelling.
 - g. A secondary dwelling shall not be permitted on 'at capacity lakes' or 'lakes near capacity'.
 - h. A secondary dwelling may be permitted on waterfront properties by minor variance provided a study is submitted demonstrating no negative impacts on the water body, the availability of potable drinking water (quantity and quality), and that addresses septic effluent.
 - i. On lands designated Agriculture, a secondary dwelling may be permitted by the local municipality through the requirements of the local zoning by-law. The secondary dwelling is to be located in close proximity to the primary dwelling. The secondary dwelling location should not sterilize agriculturally productive land or create conflict for adjacent farms.
- d) Sub-section 9.3(2)(a) (ii) and (iii) are amended by replacing the words "site plan control" and replacing them with "development agreements"
 - e) Sub-section 17.5(3)(a) is deleted and replaced with the following:
"residential development of 10 or less residential units"
 - f) In the first sentence of Sub-Section 17.5(4), the words "the Council of" are deleted.
 - g) Section 17.5(6) is deleted and replaced with the following:
"Proposals subject to the provisions of this section may require the approval of plans and drawings (including elevations and cross-section views) which illustrate the location of all buildings and structures to be erected and showing the location of all facilities and works to be provided. In accordance with the provisions of the Planning Act, as amended from time to time, the owner of land may be required to enter into a Site Plan Control Agreement and provide to the satisfaction of the approval authority such matters as:

- (a) road widenings of highways that abut the land, to provide the minimum road right-of-way widths that would conform to the Ministry of Transportation Permit Requirement Area requirements;
 - (b) access to and from the land;
 - (c) on-site vehicular loading and parking facilities;
 - (d) lighting facilities of the land or any buildings or structures thereon;
 - (e) all means of pedestrian access;
 - (f) matters related to building construction required under a by-law referred to in Section 97.1 of the Municipal Act, 2001; ;
 - (g) matters relating to exterior access to each building that will contain affordable housing units or to any part of such building, but only to the extent that it is a matter of exterior design;
 - (h) the sustainable design elements on any adjoining highway under a municipality's jurisdiction, including without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities;
 - (i) facilities designed to have regard for accessibility for persons with disabilities;
 - (j) facilities for the storage of garbage and other waste material;
 - (k) required Municipal easements; and
 - (l) grading or alteration in elevation or contour of the land and disposal of storm, surface and waste water from the land.
 - (m) The appearance of the elements, facilities and works on the land or any adjoining highway under a municipalities jurisdiction is not subject to site plan control, except to the extent that the appearance impact matter of health, safety accessibility, sustainable design, or the protection of adjoining lands.”
- h) Section 17.5(9) is deleted and replaced with the following:

- (a) In addition to consideration being given to the need for the enlargement or improvement of road allowances, in any site plan review the application will be circulated to an adjacent road authority (local road and/or County Road). It is the intent of the road authority to acquire suitable road widenings where necessary to ensure safe traffic flows on roads.
 - (b) An owner may not be required by a municipality to provide a highway widening unless the highway to be widened is shown on or described in an official plan as a highway to be widened and the extent of the proposed widening is likewise shown or described.
- i) In the first sentence of Sub-Section 17.5(8), the words “The Council of the local municipality and/or County Council” are deleted and replaced with “The approval authority”.
 - j) By adding the following new subsection (6) to “Section 17.6 – Holding Provisions” immediately following Subsection 17.6(5):

“(6) An approval authority may by by-law delegate the authority to pass a by-law to remove a holding zone to a committee of council or an individual who is an officer, employee or agent of the municipality.”
 - k) By adding the following new subsection (2) to “Section 17.8 – Temporary Uses” immediately following Subsection 17.8(1):

“(2) An approval authority may by by-law delegate the authority to pass a by-law to authorize the temporary use of land buildings or structures in accordance with subsection 39(1) of the Planning Act to a committee of council or an individual who is an officer, employee or agent of the municipality.”
 - l) By adding the following text to the end of Section “17.14 – Zoning By-laws” immediately following the last sentence:

“An approval authority may by by-law delegate the authority to pass a by-law which is minor in nature to a committee of council, or an individual who is an officer, employee or agent of the municipality.”
 - m) The text in Section 17.16 is deleted and replaced with the following:

Municipalities may, by by-law, establish a tariff of fees for the processing of applications made in respect of planning matters, which tariff shall be designed to meet only the anticipated cost to the Municipality or to the Committee of Adjustment in respect of the processing of each type of application provided for in the tariff. Fees for applications may vary based on complexity of the application processing and review requirements. In addition to application fees, municipalities may implement fees for other matters such as pre-consultations, incomplete applications, and peer review.

n) Section 17.17 is deleted and replaced with the following:

17.17 Pre-consultation Review, and Complete Application

The specific submission requirement for any given application will be based on the scale of the proposal, its location, and its location in relation to other land uses and where described by the policies of the plan as determined by the approval authority. The County and/or Local municipalities may develop guidelines, Terms of References (TOR) and/or general descriptions of the studies, reports and information that may be required as part of a complete application. These guidelines/TOR may be included as an appendix to this plan, and may be revised, in both instances without the need for an Official Plan Amendment. Applicants are encouraged to submit a pre-consultation request ahead of submitting any applications for development. Where required by by-law by an approval authority, applicants are required to undertake a pre-consultation review with the approval authority before submitting an application.

(1) Pre-consultation - Stage 1

Prior to the submission of an application under the Planning Act, an applicant is encouraged to submit a pre-consultation - stage 1 with the approval authority. The purpose of the stage 1 pre-consultation is to determine and identify issues or policies affecting a proposed planning application. The stage 1 pre-consultation would identify any required information or material required at the time of application submission or for the pre-consultation - stage 2 review. At the stage 1 review, the need to proceed with a stage 2 will be identified.

(2) Pre-consultation - Stage 2

a) Depending on the scope, issues, and scale of a proposed planning application, an approval authority may determine that a stage 2 pre-

consultation is necessary. The need to undertake a pre-consultation - stage 2 will be identified during the stage 1 review. The purpose of the stage 2 is to review the proposed application and the relevant studies and/or information outlined in Section 17.3, prior to the submission of an application. This may include a meeting held with the approval authority and any other external agency as deemed appropriate by the approval authority.

- b) The stage 2 pre-consultation review may require peer review, technical sign-off or acceptance, and/or external agency sign-off of technical studies as part of the review process. The stage 2 review may also incorporate public engagement as part of the review process (See Section 17.18). This engagement may include the hosting of public information sessions, open houses, public meetings, or other strategies.
- c) The approval authority undertaking the pre-consultation review process will provide written confirmation to an applicant upon completion of the pre-consultation review process.

(3) Complete Application

Applications for official plan amendment, zoning by-law amendment, plan of subdivision, plan of condominium, site plan, and consent shall be supported by a complete application. The purpose of requiring a complete application is to ensure that the approval authority has the necessary information to make informed decisions and/or comments on the aforementioned applications and to initiate the time frames for processing applications under the Planning Act.

The applications noted above must be accompanied by the information prescribed under the Planning Act (including the fee) and any or all information outlined below:

- (a) Confirmation of completion of pre-consultation review
- (b) Air Emissions Study
- (c) Aggregate Impact Study
- (d) Archaeological/Heritage Assessment
- (e) Blasting Impact Study
- (f) Environmental/Biological Survey
- (g) Environmental Impact Study (EIS)
- (h) Environmental Site Assessment (Phase I and II)
- (i) Geological/Geotechnical Study

- (j) Housing Study
- (k) Hydrogeological Study
- (l) Landscaping Plan
- (m) Land Use Compatibility Assessment
- (n) Lot grading and drainage
- (o) Market Impact Study
- (p) Noise Impact Study
- (q) Planning Rationale Report
- (r) Public Consultation Strategy
- (s) Servicing Study
- (t) Stormwater Management Plan
- (u) Survey
- (v) Traffic Impact Study
- (w) Tree Preservation Plan/Study
- (x) Urban Design Study
- (y) Vibration Study
- (z) Financial life cycle or asset management analysis
- (aa) Visual Impact Assessment
- (bb) Karst analysis as per Section 2.2.9(c)
- (cc) Elevation survey
- (dd) Minimum Distance Separation Forms
- (ee) Septic Report
- (ff) Architectural Drawings (Elevations/Design Details)
- (gg) Photometric/lighting plan
- (hh) Sun/shade analysis
- (ii) Ministerial approval where applicable (i.e., MTO permits, ECA's, archaeological submissions, record of site condition)
- (jj) Outside agency approval where applicable (i.e., Hydro One, Enbridge, TSSA, Bell, Rogers, School Boards)

This list of information is not intended to be exhaustive. Other information may be required by the approval authority in consultation with other agencies in response to a particular development proposal to deem an application complete. In addition, other studies may be required to address issues that arise during the processing of applications. Qualified professional consultants retained by and at the expense of the proponent shall carry out the studies. The approval authority may require peer review of the studies at the proponent's expense.

Without limiting the generality thereof, reports submitted in support of a planning application are to include the following information/sections: A description of the proposal; methodology of the study; a summary of all recommendations (including conditions of approval or mitigative measures); and a conclusion statement.

- o) In the first sentence of the second paragraph of Section 17.18, the words “by Council” are deleted. In the second sentence of the second paragraph of Section 17.18, immediately following the words “requested to”, the words “conduct public engagement pre-application and/or” are added.

Implementation and Interpretation

The implementation and interpretation of this Amendment shall be in accordance with the respective policies of the Official Plan for the County of Renfrew.

**AMENDMENT NO. 35
TO THE
OFFICIAL PLAN
OF THE
COUNTY OF RENFREW**

Prepared For: The Corporation of
the County of Renfrew

Prepared By: Development & Property
Department
(Planning Division)
County of Renfrew
9 International Drive
Pembroke, Ont.
K8A 6W5

~~September 12~~ January 9,
~~2022~~ 2023

AMENDMENT NO. 35 TO THE OFFICIAL PLAN FOR
THE COUNTY OF RENFREW

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THE CONSTITUTIONAL STATEMENT

PART A - THE PREAMBLE does not constitute part of this amendment.

PART B - THE AMENDMENT consisting of the following text and Schedule "A" constitutes Amendment No. 35 to the Official Plan for the County of Renfrew.

PART A - THE PREAMBLE

Purpose

The purpose and effect of the proposed amendments to the County of Renfrew Official Plan is to update some of the Implementation and Interpretation policies set out in Section 17. These updates are in accordance with provincial planning direction and changes to the Planning Act, put forth through Bill 109, the More Homes For Everyone Act, 2022 [and Bill 23, the More Homes Built Faster Act, 2022](#).

Location

The Official Plan amendment affects lands throughout the entire County, therefore a key map or description of the affected lands is not provided.

Basis

The Official Plan for the County of Renfrew was adopted by the Council of the County of Renfrew on March 27, 2002, and approved by the Minister of Municipal Affairs and Housing on June 16, 2003. The Official Plan was recently updated by Official Plan No. 31, under Section 26 of the Planning Act, and approved by the Minister of Municipal Affairs and Housing on August 19, 2021. This amendment represents the thirty-fifth amendment to the Official Plan.

In addition, the Official Plan Amendment includes enabling policies to allow municipalities to delegate the approval of zoning amendments which are minor in nature which include the removal of holding zones and temporary use by-laws.

Summary of Key Changes to the Official Plan

The proposed changes will help differentiate between the general inquiry process and a new, pre-application review process, enhance the requirements for a complete application, adds complete application requirements for site plan applications, and provides fee options for municipalities to consider when implementing a tariff of fee by-law. New policies were added to enable municipalities to delegate the approval of minor zoning amendments.

PART B - THE AMENDMENT

All of this part of the document entitled Part B - The amendment, consisting of the following text constitutes Amendment No. 35 to the Official Plan.

Details of the Amendment

The Official Plan is amended as follows:

a) Sub-section 2.2(11)(g) is amended by deleting the words “site plan control” and replacing them with “site alteration by-law”.

b) Sub-section 4.3(3) is deleted in its entirety and replaced with the following:

“Small-scale new residential development shall be permitted by the severance process as infilling or minor rounding out within the village area. Infilling is defined as the creation of a lot between two existing dwellings which are separated by not more than 40 metres (133 feet) or between an existing dwelling and a street which are separated by not more than 40 metres (133 feet).”

c) Sub-section 2.2(24) is renamed from “Secondary Dwelling Units” to “Additional Dwelling Units” and the subsection is deleted in its entirety and replaced with the following:

Additional dwelling units are considered a self-contained residential use with kitchen and bathroom facilities that are within or accessory to a permitted single detached, semi-detached, or row house dwelling. Additional dwellings are also permitted as separate, detached dwellings. Additional dwelling units must comply with any applicable laws and standards including the building code, the fire code, and property standards by-laws. Examples of additional dwellings include what are commonly known as in-law flats, basement apartments, granny suites, and coach houses. Additional dwelling units are allowed on a property provided the following criteria are satisfied:

(1) In urban areas serviced by municipal water and sewer:

- a. two residential units in a detached house, semi-detached house or rowhouse on a parcel of urban residential land are permitted, if all buildings and structures ancillary to the detached house, semi-detached house or rowhouse cumulatively contain no more than one residential unit;

- b. three residential units in a detached house, semi-detached house or rowhouse on a parcel of urban residential land is permitted, if no building or structure ancillary to the detached house, semi-detached house or rowhouse contains any residential units; or
- c. one residential unit in a building or structure ancillary to a detached house, semi-detached house or rowhouse on a parcel of urban residential land is permitted, if the detached house, semi-detached house or rowhouse contains no more than two residential units and no other building or structure ancillary to the detached house, semi-detached house or rowhouse contains any residential units.

(2) In areas that are serviced by private septic system and/or a private well:

- a. One additional (a secondary dwelling) unit may be considered per lot.
- b. The local Zoning By-law may include minimum standards for secondary dwelling units including (but not limited to): dwelling unit area, minimum lot area, parking, and servicing.
- c. A secondary dwelling unit shall be permitted on lots greater than 0.8 Ha in area. The secondary dwelling is required to share the same water and septic/sewer services as the primary dwelling unit. Secondary dwelling units on properties that are greater than 2 Ha are not required to share the same water and septic systems.
- d. For lots less than 0.8 Ha in area, but greater than 0.4 Ha, a secondary dwelling unit may be considered on a case-by-case basis through the submission of a minor variance application. The proponent of the application will be required to demonstrate that the site is suitable for the proposed secondary unit including matters such as (but not limited to): dwelling unit area, minimum lot area, surrounding land uses, parking, and servicing. An engineering report prepared by a qualified professional shall be submitted with the minor variance application that demonstrates that the additional effluent output can be satisfactorily managed and that there is a potable source of water (quantity and quality) for the secondary unit.
- e. A secondary dwelling unit may not be severed from the lot with the primary dwelling.

f. Mobile homes and Recreational Vehicles will not be considered as a secondary dwelling.

g. A secondary dwelling shall not be permitted on 'at capacity lakes' or 'lakes near capacity'.

h. A secondary dwelling may be permitted on waterfront properties by minor variance provided a study is submitted demonstrating no negative impacts on the water body, the availability of potable drinking water (quantity and quality), and that addresses septic effluent.

i. On lands designated Agriculture, a secondary dwelling may be permitted by the local municipality through the requirements of the local zoning by-law. The secondary dwelling is to be located in close proximity to the primary dwelling. The secondary dwelling location should not sterilize agriculturally productive land or create conflict for adjacent farms.

d) Sub-section 9.3(2)(a) (ii) and (iii) are amended by replacing the words "site plan control" and replacing them with "development agreements"

e) Sub-section 17.5(3)(a) is deleted and replaced with the following:

"residential development of 10 or less residential units"

a)f) In the first sentence of Sub-Section 17.5(4), the words "the Council of" are deleted.

b)g) Section 17.5(6) is deleted and replaced with the following:

"Proposals subject to the provisions of this section may require the approval of plans and drawings (including elevations and cross-section views) which illustrate the location of all buildings and structures to be erected and showing the location of all facilities and works to be provided. In accordance with the provisions of the Planning Act, as amended from time to time, the owner of land may be required to enter into a Site Plan Control Agreement and provide to the satisfaction of the approval authority such matters as:

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- (a) road widenings of highways that abut the land, to provide the minimum road right-of-way widths that would conform to the Ministry of Transportation Permit Requirement Area requirements;
- (b) access to and from the land;
- (c) on-site vehicular loading and parking facilities;
- (d) lighting facilities of the land or any buildings or structures thereon;
- (e) all means of pedestrian access;
- (f) matters related to building construction required under a by-law referred to in Section 97.1 of the Municipal Act, 2001; landscaping of the land;
- ~~(g) Matters relating to exterior design, including without limitation the character, scale, appearance and design features of buildings, and their sustainable design, but only to the extent that it is a matter of exterior design;~~
- ~~(h)~~(g) matters relating to exterior access to each building that will contain affordable housing units or to any part of such building, but only to the extent that it is a matter of exterior design;
- ~~(h)~~(h) the sustainable design elements on any adjoining highway under a municipality's jurisdiction, including without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities;
- ~~(i)~~ facilities designed to have regard for accessibility for persons with disabilities;
- (j) facilities for the storage of garbage and other waste material;
- (k) required Municipal easements; and
- ~~(l)~~ grading or alteration in elevation or contour of the land and disposal of storm, surface and waste water from the land.
- ~~(m)~~(m) The appearance of the elements, facilities and works on the land or any adjoining highway under a municipalities jurisdiction is not subject to site plan control, except to the extent that the

appearance impact matter of health, safety accessibility, sustainable design, or the protection of adjoining lands.”

h) Section 17.5(9) is deleted and replaced with the following:

(a) In addition to consideration being given to the need for the enlargement or improvement of road allowances, in any site plan review the application will be circulated to an adjacent road authority (local road and/or County Road). It is the intent of the road authority to acquire suitable road widenings where necessary to ensure safe traffic flows on roads.

(b) An owner may not be required by a municipality to provide a highway widening unless the highway to be widened is shown on or described in an official plan as a highway to be widened and the extent of the proposed widening is likewise shown or described.

e)j) In the first sentence of Sub-Section 17.5(8), the words “The Council of the local municipality and/or County Council” are deleted and replaced with “The approval authority”.

e)j) By adding the following new subsection (6) to “Section 17.6 – Holding Provisions” immediately following Subsection 17.6(5):

“(6) An approval authority may by by-law delegate the authority to pass a by-law to remove a holding zone to a committee of council or an individual who is an officer, employee or agent of the municipality.”

e)k) By adding the following new subsection (2) to “Section 17.8 – Temporary Uses” immediately following Subsection 17.8(1):

“(2) An approval authority may by by-law delegate the authority to pass a by-law to authorize the temporary use of land buildings or structures in accordance with subsection 39(1) of the Planning Act to a committee of council or an individual who is an officer, employee or agent of the municipality.”

e)l) By adding the following text to the end of Section “17.14 – Zoning By-laws” immediately following the last sentence:

“An approval authority may by by-law delegate the authority to pass a by-law which is minor in nature to a committee of council, or an individual who is an officer, employee or agent of the municipality.”

g)m) The text in Section 17.16 is deleted and replaced with the following:

Municipalities may, by by-law, establish a tariff of fees for the processing of applications made in respect of planning matters, which tariff shall be designed to meet only the anticipated cost to the Municipality or to the Committee of Adjustment in respect of the processing of each type of application provided for in the tariff. Fees for applications may vary based on complexity of the application processing and review requirements. In addition to application fees, municipalities may implement fees for other matters such as ~~general inquiries~~, pre-consultations, incomplete applications, and peer review.

h)n) Section 17.17 is deleted and replaced with the following:

17.17 ~~General Inquiry~~, Pre-consultation Review, and Complete Application

The specific submission requirement for any given application will be based on the scale of the proposal, its location, and its location in relation to other land uses and where described by the policies of the plan as determined by the approval authority. The County and/or Local municipalities may develop guidelines, Terms of References (TOR) and/or general descriptions of the studies, reports and information that may be required as part of a complete application. These guidelines/TOR may be included as an appendix to this plan, and may be revised, in both instances without the need for an Official Plan Amendment. Applicants are encouraged to submit a ~~general inquiry~~pre-consultation request ahead of submitting any applications for development. Where required by by-law by an approval authority, applicants are required to undertake a pre-consultation review with the approval authority before submitting an application.

(1) ~~General Inquiry~~Pre-consultation - Stage 1

Prior to the submission of an application under the Planning Act, an applicant is encouraged to submit a ~~general inquiry~~pre-consultation - stage 1 with the approval authority. The purpose of the ~~general inquiry~~stage 1 pre-consultation is to determine ~~the scale and scope of~~and identify issues or policies affecting a proposed planning application. The stage 1 pre-consultation would identify any required information or material required at

the time of application submission or for the pre-consultation - stage 2 review. At the stage 1 review, the need to proceed with a stage 2 will be identified.

(2) Pre-consultation Review- Stage 2

- a) ~~Prior to the submission of an application for an official plan amendment, zoning by-law amendment, consent, plan of subdivision or condominium, and/or site plan, municipalities may, by by-law, require a mandatory pre-consultation review. This may include a meeting held with the Municipality and any other external agency as deemed appropriate by the Municipality.~~ Depending on the scope, issues, and scale of a proposed planning application, an approval authority may determine that a stage 2 pre-consultation is necessary. The need to undertake a pre-consultation - stage 2 will be identified during the stage 1 review. The purpose of ~~this the stage 2 pre-consultation~~ is to review the proposed application and the relevant studies and/or information outlined in Section 17.3, prior to the submission of an application. This may include a meeting held with the Municipality approval authority and any other external agency as deemed appropriate by the Municipality approval authority.
- b) The stage 2 pre-consultation -review may require peer review, technical sign-off or acceptance, and/or external agency sign-off of technical studies as part of the review process. The ~~pre-consultation-stage 2~~ review may also incorporate public engagement as part of the review process (See Section 17.18). This engagement may include the hosting of public information sessions, open houses, public meetings, or other strategies.
- c) The approval authority undertaking the pre-consultation review process will provide a letter written confirmation to an applicant ~~confirming the upon~~ completion of the pre-consultation review process.

(3) Complete Application

Applications for official plan amendment, zoning by-law amendment, plan of subdivision, plan of condominium, site plan, and consent shall be supported by a complete application. The purpose of requiring a complete application is to ensure that the approval authority has the necessary information to make informed decisions and/or comments on the aforementioned applications and to initiate the time frames for processing applications under the Planning Act.

The applications noted above must be accompanied by the information prescribed under the Planning Act (including the fee) and any or all information outlined below:

- (a) Confirmation of completion of pre-consultation review
- (b) Air Emissions Study
- (c) Aggregate Impact Study
- (d) Archaeological/Heritage Assessment
- (e) Blasting Impact Study
- (f) Environmental/Biological Survey
- (g) Environmental Impact Study (EIS)
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- (j) Housing Study
- (k) Hydrogeological Study
- (l) Landscaping Plan
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- (n) Lot grading and drainage
- (o) Market Impact Study
- (p) Noise Impact Study
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- (x) Urban Design Study
- (y) Vibration Study
- (z) Financial life cycle or asset management analysis
- (aa) Visual Impact Assessment
- (bb) Karst analysis as per Section 2.2.9(c)
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- (dd) Minimum Distance Separation Forms
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- (ff) Architectural Drawings (Elevations/Design Details)
- (gg) Photometric/lighting plan
- (hh) Sun/shade analysis
- (ii) Ministerial approval where applicable (i.e., MTO permits, ECA's, ~~archeological~~archaeological submissions, record of site condition)

- (jj) Outside agency approval where applicable (i.e., Hydro One, Enbridge, TSSA, Bell, Rogers, School Boards)

This list of information is not intended to be exhaustive. Other information may be required by the approval authority in consultation with other agencies in response to a particular development proposal to deem an application complete. In addition, other studies may be required to address issues that arise during the processing of applications. Qualified professional consultants retained by and at the expense of the proponent shall carry out the studies. The approval authority may require peer review of the studies at the proponent's expense.

Without limiting the generality thereof, reports submitted in support of a planning application are to include the following information/sections: A description of the proposal; methodology of the study; a summary of all recommendations (including conditions of approval or mitigative measures); and a conclusion statement.

h) In the first sentence of the second paragraph of Section 17.18, the words "by Council" are deleted. In the second sentence of the second paragraph of Section 17.18, immediately following the words "requested to", the words "conduct public engagement pre-application and/or" are added.

Implementation and Interpretation

The implementation and interpretation of this Amendment shall be in accordance with the respective policies of the Official Plan for the County of Renfrew.

Bold and Strikethrough of Changes as Proposed by OPA 35

2.2(11)(g) - The local municipality may use agreements, **site alteration by-law** ~~site plan control~~, or other measures to ensure the protection of a natural shoreline.

2.2(24) – ~~Secondary Dwelling Units~~ Additional Dwelling Units

Additional dwelling units are considered a self-contained residential use with kitchen and bathroom facilities that are within or accessory to a permitted single detached, semi-detached, or row house dwelling. Additional dwellings are also permitted as separate, detached dwellings. Additional dwelling units must comply with any applicable laws and standards including the building code, the fire code, and property standards by-laws. Examples of additional dwellings include what are commonly known as in-law flats, basement apartments, granny suites, and coach houses. Additional dwelling units are allowed on a property provided the following criteria are satisfied:

(1) In urban areas serviced by municipal water and sewer:

- a. two residential units in a detached house, semi-detached house or rowhouse on a parcel of urban residential land are permitted, if all buildings and structures ancillary to the detached house, semi-detached house or rowhouse cumulatively contain no more than one residential unit;**
- b. three residential units in a detached house, semi-detached house or rowhouse on a parcel of urban residential land is permitted, if no building or structure ancillary to the detached house, semi-detached house or rowhouse contains any residential units; or**
- c. one residential unit in a building or structure ancillary to a detached house, semi-detached house or rowhouse on a parcel of urban residential land is permitted, if the detached house, semi-detached house or rowhouse contains no more than two**

residential units and no other building or structure ancillary to the detached house, semi-detached house or rowhouse contains any residential units.

(2) In areas that are serviced by private septic system and/or a private well:

- a. One additional (a secondary dwelling) unit may be considered per lot.**
- b. The local Zoning By-law may include minimum standards for secondary dwelling units including (but not limited to): dwelling unit area, minimum lot area, parking, and servicing.**
- c. A secondary dwelling unit shall be permitted on lots greater than 0.8 Ha in area. The secondary dwelling is required to share the same water and septic/sewer services as the primary dwelling unit. Secondary dwelling units on properties that are greater than 2 Ha are not required to share the same water and septic systems.**
- d. For lots less than 0.8 Ha in area, but greater than 0.4 Ha, a secondary dwelling unit may be considered on a case-by-case basis through the submission of a minor variance application. The proponent of the application will be required to demonstrate that the site is suitable for the proposed secondary unit including matters such as (but not limited to): dwelling unit area, minimum lot area, surrounding land uses, parking, and servicing. An engineering report prepared by a qualified professional shall be submitted with the minor variance application that demonstrates that the additional effluent output can be satisfactorily managed and that there is a potable source of water (quantity and quality) for the secondary unit.**
- e. A secondary dwelling unit may not be severed from the lot with the primary dwelling.**

- f. Mobile homes and Recreational Vehicles will not be considered as a secondary dwelling.**
- g. A secondary dwelling shall not be permitted on 'at capacity lakes' or 'lakes near capacity'.**
- h. A secondary dwelling may be permitted on waterfront properties by minor variance provided a study is submitted demonstrating no negative impacts on the water body, the availability of potable drinking water (quantity and quality), and that addresses septic effluent.**
- i. On lands designated Agriculture, a secondary dwelling may be permitted by the local municipality through the requirements of the local zoning by-law. The secondary dwelling is to be located in close proximity to the primary dwelling. The secondary dwelling location should not sterilize agriculturally productive land or create conflict for adjacent farms.**

~~Also known as accessory or basement apartments, secondary suites and in-law flats, a secondary dwelling unit is a self-contained residential unit with kitchen and bathroom facilities. A secondary dwelling unit is permitted within a single detached, semi-detached, or row house dwelling, or within structures accessory to dwellings (such as above garages). Secondary dwelling units are also permitted as separate, detached dwellings. Secondary dwelling units must comply with any applicable laws and standards. This includes the Building Code, the Fire Code and property standards bylaws.~~

- ~~(1) For properties on full municipal services, the local Zoning By-law may include minimum standards for secondary dwelling units including (but not limited to): dwelling unit area, minimum lot area, parking, and servicing.~~
- ~~(2) For properties that are serviced by private septic system and well, a secondary dwelling unit shall be permitted on lots greater than 0.8 Ha in area. The secondary dwelling is required to share the same water and septic/sewer services as the primary dwelling unit. Secondary dwelling units on properties that are greater than 2 ha are not required to share the same water and septic systems.~~

- ~~(3) For lots less than 0.8 Ha in area, but greater than 0.4 Ha, a secondary dwelling unit may be considered on a case-by-case basis through the submission of a minor variance application. The proponent of the application will be required to demonstrate that the site is suitable for the proposed secondary unit including matters such as (but not limited to): dwelling unit area, minimum lot area, surrounding land uses, parking, and servicing. An engineering report prepared by a qualified professional shall be submitted with the minor variance application that demonstrates that the additional effluent output can be satisfactorily managed and that there is a potable source of water (quantity and quality) for the secondary unit. Municipalities may require a site plan prior to approval of a secondary dwelling unit.~~
- ~~(4) A secondary dwelling unit may not be severed from the lot with the primary dwelling.~~
- ~~(5) Mobile homes and Recreational Vehicles will not be considered as a secondary dwelling.~~
- ~~(6) A secondary dwelling shall not be permitted on 'at capacity lakes' or 'lakes near capacity'.~~
- ~~(7) A secondary dwelling may be permitted on waterfront properties by minor variance provided a study is submitted demonstrating no negative impacts on the water body, the availability of potable drinking water (quantity and quality), and that addresses septic effluent. Municipalities may require a site plan prior to approval of a secondary dwelling unit.~~
- ~~(8) On lands designated Agriculture, a secondary dwelling may be permitted by the local municipality through the requirements of the local zoning by-law. The secondary dwelling is to be located in close proximity to the primary dwelling. The secondary dwelling location should not sterilize agriculturally productive land or create conflict for adjacent farms.~~

4.3(3) - Small-scale new residential development shall be permitted by the severance process as infilling or minor rounding out within the village area. Infilling is defined as the creation of a lot between two existing dwellings which are separated by not more than 40 metres (133 feet) or between an existing dwelling and a street which are separated by not more than 40 metres (133 feet). Generally, new residential development shall occur in the form of single-detached lots created by the severance process as infilling or minor rounding out within the village area. Infilling is defined as the creation of a lot between two existing dwellings which are separated by not more than 40 metres (133 feet) or between an existing dwelling and a street which are separated by not more than 40 metres (133 feet).

9.3(2)(a) – Policies related to development adjacent to an At Capacity Lake

- ii. All new tile fields are setback at least 300 metres from the shoreline of lakes and it can be demonstrated that there will be no impacts on lake water quality from either the septic system or other land uses (dwelling, accessory buildings, site alteration). Development must be supported by a report prepared by a qualified professional that demonstrates the lake and the related hydrologic functions will be protected, improved or restored. Mitigation measures and/or alternative development approaches may be required. ~~Site-plan-control~~ **Development agreements** may be utilized by the local municipality to implement any recommended mitigation measures; or
- iii. A site-specific soils investigation prepared by a qualified professional demonstrates that phosphorus can be retained in deep, native, acidic soils on-site. A report, prepared by a qualified professional, is required to demonstrate that there will be no negative impact on the lake water quality as a result of any development. ~~Site-plan-control~~ **Development agreements** may be utilized by the local municipality to implement any recommended mitigation measures.

17.5 Site Plan Control

Site plan control is a mechanism used to control design features of residential, commercial, industrial and institutional developments. Provisions for such features as off-street parking and loading, walkways, lighting, buffering, garbage storage, grading, stormwater facilities, outdoor storage, landscaping, exterior façade, and other features can be addressed.

- (1) County Council shall encourage the use of the site plan control provisions of the Planning Act to implement the policies and provisions of this Plan and the local Official Plans, and to coordinate and enhance the built environment of the local community.
- (2) Pursuant to the Site Plan Control provisions of the Planning Act, the whole of the County is designated as a proposed Site Plan Control Area.
- (3) A local Council may, by by-law, designate the whole or any part of its municipality as a Site Plan Control Area. The following uses, however, will be excluded from site plan control unless otherwise indicated in the local Official Plan:
 - (a) **residential development of 10 or less residential units**~~residential development of one or two dwelling units per lot, unless the associated lands exhibit physical constraints to development, or are considered environmentally sensitive, or have water frontage;~~

- (b) agricultural buildings and structures associated with farming operations typical to the area; and
 - (c) buildings and structures for flood control or conservation purposes.
- (4) Within a Site Plan Control Area ~~the Council of~~ a municipality may require site plans, drawings and/or agreements to ensure the provisions of all or any of the matters described in Section 41 of the Planning Act, including matters relating to exterior design, and facilities for accessibility for people with disabilities. With respect to exterior design, site plan control may address the character, scale, appearance and design features of buildings and their sustainable designs as well as sustainable design elements on the adjoining street (landscaping, permeable pavement materials, street furniture, curb ramp, waste and recycling containers and bicycle parking facilities.)
- (5) The basic criteria to be used for reviewing development proposals are contained in the relevant policies of this Plan or local Official Plan. Through the application of these policies, the municipalities will seek to provide for development which, among other things will:
- (a) be functional for the intended use;
 - (b) be properly designed for on-site services and facilities;
 - (c) be safe for vehicular and pedestrian movements;
 - (d) provide compatibility of conceptual design amongst uses;
 - (e) minimize adverse effects on adjacent properties; and
 - (f) be designed to encourage active transportation strategies.
- (6) Proposals subject to the provisions of this section may require the approval of plans and drawings **(including elevations and cross-section views)** which illustrate the location of all buildings and structures to be erected and showing the location of all facilities and works to be provided. In accordance with the provisions of the Planning Act, as amended from time to time, the owner of land may be required to enter into a Site Plan Control Agreement and provide to the satisfaction of the ~~Municipality~~ **approval authority** such matters as:
- (a) road widenings of highways that abut the land, to provide the minimum road right-of-way widths that would conform to the Ministry of Transportation Permit Requirement Area requirements;
 - (b) access to and from the land;
 - (c) on-site vehicular loading and parking facilities;

- (d) lighting facilities of the land or any buildings or structures thereon;
 - (e) all means of pedestrian access;
 - (f) ~~landscaping of the land~~ matters related to building construction required under a by-law referred to in Section 97.1 of the Municipal Act, 2001;
 - (g) matters relating to exterior access to each building that will contain affordable housing units or to any part of such building, but only to the extent that it is a matter of exterior design;
 - (h) the sustainable design elements on any adjoining highway under a municipality's jurisdiction, including without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities;
 - (i) facilities designed to have regard for accessibility for persons with disabilities;
 - (j) facilities for the storage of garbage and other waste material;
 - (k) required Municipal easements; and
 - (l) grading or alteration in elevation or contour of the land and disposal of storm, surface and waste water from the land;
 - (m) **the appearance of the elements, facilities and works on the land or any adjoining highway under a municipalities jurisdiction is not subject to site plan control, except to the extent that the appearance impact matter of health, safety accessibility, sustainable design, or the protection of adjoining lands.**
- (7) It is intended that the Site Plan Control Policies established in this Plan may serve as the policies for all local municipalities covered by this Plan and that it will not be necessary to include specific Site Plan Policies in local Official Plans. Nothing in this Plan, however, shall prevent a local Official Plan from refining or elaborating upon the Site Plan Control Policies of this Plan or, broadening the range of application provided that there is no conflict with this Plan.
- (8) ~~The Council of the local municipality and/or County Council~~ **The approval authority** may require the owners of lands, proposed for development under site plan control, to enter into one or more agreements under the Planning Act, to address all the matters contained therein.
- (9) **(a) In addition to consideration being given to the need for the enlargement or improvement of road allowances, in any site plan review the application**

will be circulated to an adjacent road authority (local road and/or County Road). It is the intent of the road authority to acquire suitable road widenings where necessary to ensure safe traffic flows on roads.

(b) An owner may not be required by a municipality to provide a highway widening unless the highway to be widened is shown on or described in an official plan as a highway to be widened and the extent of the proposed widening is likewise shown or described.

~~In addition to consideration being given to the need for the enlargement or improvement of local road allowances, in any site plan review which abuts a County Road, it is the intent of the County of Renfrew to acquire suitable road widenings where necessary to ensure safe traffic flows on County Roads. Therefore, it is the policy of County Council that all site plan approvals adjacent to County Roads are circulated to the County for review prior to their approval.~~

- (10) Outdoor storage areas should be adequately screened and not be visible from the road to ensure these uses are not a distraction to the travelling public and to maintain the aesthetic character of the area.

17.6 Holding Provisions

- (1) Where the use of land for a particular purpose has been established but details related to design, servicing, phasing, environmental considerations and other matters have not been completely resolved, a Local Council may apply holding provisions within the zoning by-law as provided under Section 36 of the *Planning Act, 1990*. At the time of rezoning to the holding category, Local Council shall identify the criteria for development that are to be met at a later date. The criteria may include the phasing of development or the completion of any necessary agreements. Local Council may consider additional criteria beyond those specified in this Plan as deemed necessary for a particular development, provided they are specified at the time of rezoning by way of a Council Resolution, an explanatory note to the by-law amendment or other appropriate means.
- (2) The holding provision shall be applied by the use of a holding symbol "h" in conjunction with the appropriate zone symbol denoting the eventual use of the lands.
- (3) Prior to removing a holding symbol, Local Council shall be satisfied that all the necessary criteria have been met. Subdivision and development agreements may be used as a means of satisfying a Local Council that removal of the holding provisions is appropriate.
- (4) Under the holding provisions, interim or passive uses such as open space, conservation and existing uses will be permitted.

- (5) An amending By-law removing the holding symbol shall not require the full public participation process with mechanism for appeal as outlined in Sections 34(11) and 34(25.1) of the *Planning Act, 1990*. Local Council shall give notice of its intention to pass an amending By-law to persons and agencies prescribed by regulation made under the *Planning Act*. When the holding symbol “h” has been removed, the land use provisions of the appropriate zone shall apply.
- (6) **An approval authority may by by-law delegate the authority to pass a by-law to remove a holding zone to a committee of council or an individual who is an officer, employee or agent of the municipality.**

17.8 Temporary Uses

- (1) A Temporary Use By-law is a by-law passed by a local Council for the purpose of allowing a use that is otherwise prohibited by that municipality’s zoning by-law. The by-law must define the land or lands to which it applies and it shall prescribe the period of time during which it is in effect, in accordance with the *Planning Act*.

The following criteria shall apply where a Temporary Use By-law, pursuant to the authority of Section 39 of the *Planning Act*, is used by local municipalities in the implementation of the Official Plan.

- (a) Temporary Use By-laws shall not be passed for the purpose of permitting uses that are not in conformity with this Plan.
 - (b) The proposed use shall be compatible with the surrounding land uses.
 - (c) Required services shall be adequate for the proposed use.
 - (d) Access and parking shall be appropriate for the proposed use.
- (2) **An approval authority may by by-law delegate the authority to pass a by-law to authorize the temporary use of land buildings or structures in accordance with subsection 39(1) of the Planning Act to a committee of council or an individual who is an officer, employee or agent of the municipality.**

17.14 Zoning By-laws

The local Zoning By-law will be the primary means of implementing the policies of this Plan. **An approval authority may by by-law delegate the authority to pass a by-law which is minor in nature to a committee of council, or an individual who is an officer, employee or agent of the municipality.**

17.16 Tariff of Fees

~~Local municipalities~~ **Municipalities may**, by by-law, establish a tariff of fees for the processing of applications made in respect of planning matters, which tariff shall be designed to meet only the anticipated cost to the Municipality or to the Committee of Adjustment in respect of the processing of each type of application provided for in the tariff. **Fees for applications may vary based on complexity of the application processing and review requirements. In addition to application fees, municipalities may implement fees for other matters such as pre-consultations, incomplete applications, and peer review of studies.**

17.17 Pre-consultation **Review**, and Complete Application

The specific submission requirement for any given application will be based on the scale of the proposal, its location, and its location in relation to other land uses and where described by the policies of the plan as determined by the approval authority. The County and/or Local municipalities may develop guidelines, Terms of References (TOR) and/or general descriptions of the studies, reports and information that may be required as part of a complete application. These guidelines/TOR may be included as an appendix to this plan, and may be revised, in both instances without the need for an Official Plan Amendment. Applicants are encouraged to submit a pre-consultation request ahead of submitting any applications for development. Where required by by-law by an approval authority, applicants are required to undertake a pre-consultation review with the approval authority before submitting an application.

(1) Pre-consultation – Stage 1

Prior to the submission of an application under the Planning Act an applicant is encouraged to ~~pre-consult~~ **submit a pre-consultation – stage 1** with the approval authority. The purpose of the ~~pre-consultation~~ **stage 1 pre-consultation** is to determine **and identify issues or policies affecting a proposed planning application. the scale and scope of** The stage 1 pre-consultation would identify any required information or material **required at the time of application submission or for the pre-consultation review – stage 2 review. At the stage 1 review, the need to proceed with a stage 2 will be identified. necessary to ensure the submission of a complete application.**

(2) Pre-consultation – Stage 2

- a) Depending on the scope, issues, and scale of a proposed planning application, an approval authority may determine that a stage 2 pre-consultation is necessary. The need to undertake a pre-consultation – stage 2 will be identified during the stage 1 review. The purpose of the stage 2 is to review the proposed application and the relevant studies and/or information outlined in Section 17.3, prior to the submission of an application. This may include a meeting held with the approval authority and any other external agency as deemed appropriate by the approval authority.
- b) The stage 2 pre-consultation review may require peer review, technical sign-off or acceptance, and/or external agency sign-off of technical studies as part of the review process. The stage 2 review may also incorporate public engagement as part of the review process (See Section 17.18). This engagement may include the hosting of public information sessions, open houses, public meetings, or other strategies.
- c) The approval authority undertaking the pre-consultation review process will provide written confirmation to an applicant upon completion of the pre-consultation review process.

(3) Complete Application

Applications for official plan amendment, zoning by-law amendment, plan of subdivision, **plan of condominium, site plan**, and consent shall be supported by a complete application. The purpose of requiring a complete application is to ensure that **Council the approval authority** has the necessary information to make informed decisions and/or comments on the aforementioned applications and to initiate the time frames for processing applications under the Planning Act.

The applications noted above must be accompanied by the information prescribed under the Planning Act (including the fee) and any or all information outlined below:

- (a) Confirmation of completion of pre-consultation review**
- (b) Air Emissions Study
- (c) Aggregate Impact Study
- (d) Archaeological/Heritage Assessment
- (e) Blasting Impact Study
- (f) Environmental/Biological Survey
- (g) Environmental Impact Study (EIS)
- (h) Environmental Site Assessment (Phase I and II)
- (i) Geological/Geotechnical Study
- (j) Housing Study
- (k) Hydrogeological Study
- (l) Landscaping Plan

- (m) Land Use Compatibility Assessment
- (n) Lot grading and drainage
- (o) Market Impact Study
- (p) Noise Impact Study
- (q) Planning Rationale Report
- (r) Public Consultation Strategy
- (s) Servicing Study
- (t) Stormwater Management Plan
- (u) Survey
- (v) Traffic Impact Study
- (w) Tree Preservation Plan/Study
- (x) Urban Design Study
- (y) Vibration Study
- (z) Financial life cycle **or asset management** analysis
- (aa) Visual Impact Assessment
- (bb) Karst analysis as per Section 2.2.9(c)
- (cc) Elevation survey**
- (dd) Minimum Distance Separation Forms**
- (ee) Septic Report**
- (ff) Architectural Drawings (Elevations/Design Details)**
- (gg) Photometric/lighting plan**
- (hh) Sun/shade analysis**
- (ii) Ministerial approval where applicable (i.e., MTO permits, ECA's, archaeological submissions, record of site condition)**
- (jj) Outside agency approval where applicable (i.e., Hydro One, Enbridge, TSSA, Bell, Rogers, School Boards)**

~~(3)~~—This list of information is not intended to be exhaustive. Other information may be required by the approval authority in consultation with other agencies in response to a particular development proposal to deem an application complete. In addition, other studies may be required to address issues that arise during the processing of applications. Qualified professional consultants retained by and at the expense of the proponent shall carry out the studies. The approval authority may require peer review of the studies at the proponent's expense.

Without limiting the generality thereof, reports submitted in support of a planning application are to include the following information/sections: A description of the proposal; methodology of the study; a summary of all recommendations (including conditions of approval or mitigative measures); and a conclusion statement.

~~(4)~~—~~The specific submission requirement for any given application will be based on the scale of the proposal, its location, and its location in relation to other land uses and where described by the policies of the plan.~~

17.18 Public Consultation

Applications for Plans of Subdivision, Consents, Minor Variances, Zoning By-law Amendments, and Official Plan Amendments will follow the public consultation processes for giving notice and holding meetings in accordance with the requirements of the Planning Act and associated regulations.

Alternatives to public consultation, beyond the minimum requirements of the Planning Act, may be considered for major and/or controversial planning applications where deemed appropriate ~~by Council~~. A developer may be requested to **conduct public engagement pre-application, and/or** prepare a “Public Consultation Strategy” as part of a complete application. The strategy should outline a specific process for notifying and engaging the public regarding the specific application.

Public notice and a public meeting shall not be required for technical Official Plan and Zoning By-law changes which, in the opinion of Council, do not affect the policies and intent of the document they are amending.

COUNTY OF RENFREW

BY-LAW NUMBER

**A BY-LAW TO REPEAL BY-LAW 102-18 BEING A BY-LAW TO ADOPT
AMENDMENT NO. 29 TO THE OFFICIAL PLAN OF THE COUNTY OF RENFREW**

The Council of the Corporation of the County of Renfrew, in accordance with the provisions of Sections 17 and 22 of the Planning Act, hereby enacts as follows:

1. THAT Amendment No. 29 to the Official Plan of the County of Renfrew which was adopted by By-law on September 26, 2018, is hereby repealed.
2. THAT By-law 102-18 is hereby repealed.
3. THAT this By-law shall come into force and take effect on the day of final passing thereof.

READ a first time this 25th day of January 2023.

READ a second time this 25th day of January 2023.

READ a third time and finally passed this 25th day of January 2023.

PETER EMON, WARDEN

CRAIG KELLEY, CLERK

COUNTY OF RENFREW

BY-LAW NUMBER 102-18

**A BY-LAW TO ADOPT AMENDMENT NO. 29 TO THE OFFICIAL PLAN
OF THE COUNTY OF RENFREW**

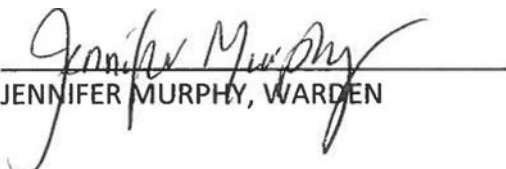
The Council of the Corporation of the County of Renfrew, in accordance with the provisions of Sections 17 and 22 of the *Planning Act*, hereby enacts as follows:

1. Amendment No. 29 to the Official Plan of the County of Renfrew, consisting of the attached text and Schedule "A" is hereby adopted.
2. That the Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs and Housing for approval of Amendment No. 29 to the Official Plan of the County of Renfrew.
3. This By-law shall come into force and take effect on the day of final passing thereof.

READ a first time this 26th day of September, 2018.

READ a second time this 26th day of September, 2018.

READ a third time this 26th day of September, 2018.


JENNIFER MURPHY, WARDEN


W. JAMES HUTTON, CLERK

I, W. James Hutton, Chief Administrative Officer/Clerk of the County of Renfrew, in the Province of Ontario, do hereby certify this to be a true copy of By-law Number 99-18 of the Corporation of the County of Renfrew passed by the Council of the said Corporation at a meeting held September 26, 2018.

Dated at Pembroke, Ontario, this 27th of September 2018.


W. James Hutton, Chief Administrative Officer/Clerk, County of Renfrew

OCT 28 2022

Bruce Howarth
Manager – Planning Services
County of Renfrew
9 International Drive
Pembroke ON
K8A 6W5

Appendix PLAN-X

23 Sept 2022

**Re: OPA/ZBA for Part Lots 10 & 11 Concession 17 Geographic Township of Grattan,
Township of Bonnechere Valley, County of Renfrew**

Mr. Howarth:

As part of our ongoing attempt to rezone/redesignate our lands at the subject address, we have been advised that we need to rescind Official Plan Amendment 29 (OPA 29) that was adopted by County Council and supported by the Township of Bonnechere Valley in 2018.

Please accept this letter as a formal request to rescind OPA No. 29, so that we may proceed with the current Official Plan and Zoning By-Law Amendment applications under the new County Official Plan.

Should you require additional information regarding this request, please contact the undersigned.

Best regards,

Ralph Selle
Owner



R.J. Selle and Son Sand and Gravel
324 Fourth Chute Road
Douglas, ON
K0J 1S0
rjs@nrtco.net
P (613) 649-2688