

**Committee of the Whole Meeting
May 26, 2025**

Report #PD-2025-12

Bill 17 - Protect Ontario by Building Faster and Smarter Act, 2025

Recommendation

- That Report #PD-2025-12 be received;
- And further that the comments contained in Report #PD-2025-12 be forwarded to the Provincial Government for the purposes of consultation on Bill 17, *Protect Ontario by Building Faster and Smarter Act, 2025* as part of the opportunity to participate in the public commenting of the Regulatory Registry and Environmental Registry of Ontario;
- And further that Town staff continue to monitor the release of further regulations and legislation related to Bill 17 - Protect Ontario by Building Faster and Smarter Act, 2025 or in addition to Bill 17, and continue to explore implications arising from such regulations and legislation and report to Council as appropriate.

Executive Summary

Purpose of Report

The purpose of this report is to inform and provide Council with an overview of the Provincial consultation on changes to legislation as part of Bill 17, *Protect Ontario by Building Faster and Smarter Act, 2025* and highlight high-level implications for the Town of New Tecumseth.

Key Findings

- There is limited information available on Bill 17 at the time of writing this report and limited time to provide in depth comments and analysis of impacts. This report provides a high-level analysis of potential impacts to the Town. Staff will continue to monitor changes introduced through the Province and keep Council apprised of potential impacts.
- Municipalities would be restricted from enacting by-laws related to building construction which may render local green building standards obsolete, impacting the Town's climate action goals.
- Proposed deferral of Development Charge payments to occupancy rather than building permit issuance raises enforcement concerns, especially where occupancy permits are not required. Clear mechanisms for securities should be introduced.
- Introduction of "as-of-right" minor variances could reduce Committee of Adjustment applications but increase administrative complexity without clear implementation guidance for applicants and municipalities.

- Standardization of complete application requirements may limit municipalities' ability to request context-specific studies e.g., urban design, lighting, wind. Further clarity is needed regarding Minister's exemptions and if the proposed changes are intended to reduce the reliance on peer reviews.
- Delays caused by Bill 17 have disrupted the Town's Growth Management Study, creating uncertainty and risk of uncoordinated development. Clarity is urgently needed if the Province intends to revise population forecasts or allocate additional growth to the Town.
- Overall, whilst staff support, in principle, the streamlining of development approvals, significant clarity is needed on many of the proposed legislative changes and proposed regulations.

Background

On May 12, 2025, the Provincial government introduced [Bill 17](#), the *Protect Ontario by Building Faster and Smarter Act, 2025* (referred to as Bill 17 in this report). A letter from the Ministry of Municipal Affairs and Housing is provided in Attachment 1. Bill 17 introduces several legislative changes to Provincial Acts including the *Building Code Act*, *Planning Act*, and the *Development Charges Act*. The overall stated purpose of Bill 17 is to help make it easier and faster to build new homes and infrastructure like transit, roads, and water and wastewater systems as part of the proposed Bill 17 and associated regulations. This includes initiatives to increase certainty throughout the development approvals process, streamline processes further to help reduce barriers, and reduce development costs.

The Town acknowledges that the proposed changes are intended to help speed up the construction of new homes and infrastructure, including by streamlining development processes and reducing costs in close partnership with municipalities. Such endeavours are, in principle, supported however, many of the changes proposed to the various Acts may have significant impacts for the Town along with unintended consequences from an implementation standpoint as explained below. Planning staff have collaborated with other Town departments including Engineering and Building to prepare a high-level analysis of the implications of Bill 17.

Comments and Considerations

Summary of Proposed Changes to Relevant Provincial Legislation

Building Code Act, 1992 (Schedule 1 of Bill 17)

The *Building Code Act* is proposed to be updated to prevent municipalities from passing by-laws respecting the construction or demolition of buildings. This would appear to make green building standards obsolete and ensure that the same standards (i.e. the Ontario Building Code) apply province wide.

This proposal would provide clarification of powers that already exist in the Building Code and provide clearer guidance and reinforce that municipalities cannot override the Ontario Building Code (OBC). This may have an impact on the preparation of Town Green Development Standards which was a recommendation of the Town's Urban Design Guidelines (2023) and is an action included in the Community Climate Action Plan (2024). Staff will review the legislation once it is in effect and evaluate the impact on the preparation of Green Development Standards.

The *Building Code Act* and the Building Code, together set out minimum administrative and technical requirements for new construction, renovation, and change of use of buildings. The Canadian Construction Materials Centre (CCMC) is a national body that assesses and tests products for compliance with the National Construction Codes, including the Building, Fire, Energy Efficiency for Buildings, Farm, and Plumbing Codes. Currently, Ontario requires a secondary approval (i.e., Minister's Ruling) for innovative construction products that have already been evaluated by the CCMC before they can be used in Ontario. Through legislative changes to the Act and later corresponding regulatory changes to the Building Code, the proposed amendments would remove the requirement for this duplicative and redundant Minister's Ruling, including the fees associated with the applications. If passed, the legislative changes are proposed to come into effect on July 1, 2025.

Currently, secondary approvals for the use of innovative products require either a time-consuming provincial approval process or must be approved as alternative solutions by the Chief Building Official (CBO). As the discretion to approve alternative solutions lies entirely with the CBO of a municipality, many are hesitant to exercise this authority. Through the establishment of a more defined pathway, this change should reduce personal liability for CBOs and as a result, encourage more consistent and confident decision-making.

Development Charges Act, 1997 (Schedule 4 of Bill 17)

Through changes to the *Development Charges Act 1997*, the Province is proposing to simplify and standardize development charges and work with municipalities to reduce fees that add to the cost of new homes. Potential changes for the *Development Charges Act* include:

- Payment could be deferred from building permit issuance to occupancy permit, which is currently only available to rental housing and institutional development.
- No interest would be payable, and existing deferrals for rental housing and institutional development would be exempted from interest payments.
- If no occupancy permit is required, securities (the type of which will be prescribed by regulation) could be required at the time of building permit issuance.
- Rates are currently frozen as of the date that a zoning by-law or site plan application is made. The charges payable would be the lower of the frozen rate, or the Development Charge rate in place at the time of payment.

- A reduction in Development Charges by a municipality would not require a background study or consultation.
- Long-term care homes would be exempt from Development Charges.
- The Minister would be able to make regulations in relation to:
 - Prescribing limits and exceptions to eligible capital costs, including land costs
 - Merging related service categories for the purpose of DC credits, expanding the ability of developers to receive credits for the construction of infrastructure
 - Prescribing a methodology to calculate the benefit to existing (BTE) development of new infrastructure. This is the amount that existing development benefits from new infrastructure reduces the amount that can be charged to new development in a DC by-law.
 - Expanding the requirement that municipalities must spend or allocate 60% at the beginning of each year to all services covered by the *Development Charges Act*.
 - Defining local services to standardize what infrastructure is captured under development charges versus local services.

At present, Development Charges (DCs) must be paid prior to the issuance of a building permit. There is concern with proposals to defer DC payments until occupancy, particularly because it is not widely understood that, under certain residential circumstances, an occupancy permit is not required before a home is occupied. The Building Code states that “any person” may permit occupancy if they believe the building meets the necessary requirements. This is a critical point: without this provision, building departments would be responsible for actively monitoring all projects to ensure no unauthorized occupancy occurs, in order to uphold public safety and due diligence obligations.

In practice, most homeowners do not occupy a residence without formal occupancy clearance, as mortgage lenders typically require documentation from the building department. However, in the case of privately funded custom homes—where no mortgage is involved—occupancy can occur without the department’s knowledge, making it difficult to ensure Development Charges are collected.

By shifting Development Charge collection to the point of occupancy would therefore introduce significant enforcement challenges and potential cash flow impact, which could delay the funding of growth-related infrastructure. To implement such a change effectively, substantial amendments to the Building Code would be required. Additionally, clarity would need to be provided on how securities could be collected to reduce financial risk to the municipality.

Overall, the changes to the Development Charge Act will likely have implications for the Town's cashflow.

Planning Act, 1990 (Schedule 7 of Bill 17)

Schedule 7 of Bill 17 proposes a number of amendments to the *Planning Act* as follows:

- **As-of-Right Minor Variances:** Remove municipal zoning by-law barriers by providing for regulation-making authority of the Minister of Municipal Affairs and Housing that could provide for variations to zoning by-laws to be permitted “as-of-right” if a proposal is within a prescribed percentage of the required setback (eg. the minimum distance a building or structure must be from a property line or other protected area) on specified lands. The proposal for a regulation that has been posted for comment states that the percentage will be 10%. Further information on the proposed regulation is provided below.
- **Conditional MZO’s:** Allow the Minister of Municipal Affairs and Housing to impose conditions (i.e., on municipalities or proponents) that must be met before a use permitted by a Minister’s zoning order comes into effect.
- **Consistent Complete Application Rules:** Provide more consistent rules across municipalities on the information and studies that may be needed to be submitted in support of planning applications. The changes would limit municipal “complete application” requirements to what is currently identified in the municipal official plans. Any new or revised requirements would have to be approved by the Ministry of Municipal Affairs and Housing.
- **Limits on Certain Types of Required Studies:** A proposed regulation will limit the scope of permitted studies, and proposes to exclude Sun/Shadow, Wind, Urban Design and lighting reports. Further information on the proposed regulation is provided below.
- **Exempt the placement of all portable classrooms at public school sites from site plan control.**
- **No restrictions in an Official Plan for elementary and secondary schools on urban residential land:** Allow for elementary or secondary schools or any ancillary uses such as child care centre located in the school on urban residential land, as-of-right.

The proposed changes to the *Planning Act* would mean fewer Minor Variances to be processed through Committee of Adjustment which would, in theory, speed up development approvals.

Standardizing what studies/reports can be required as part of a complete application across municipalities provides certainty to the development community and would ensure a consistent approach to planning act applications across the Province. Further commentary is provided on the proposed regulation below.

Staff suggest that the exemptions proposed for Public Schools are extended to Separate Schools. Where portable classrooms have been identified on an existing site plan or part of a phased site plan, the conditions of those agreements should be left intact and followed.

Proposed Regulations

As-of-right Variations from Setback Requirements

The government is seeking feedback on a proposed regulation under the *Planning Act* to regulate as-of-right variations from setback requirements, reducing applications for minor variances. The proposed regulation that would allow variations to be permitted “as-of-right” if a proposal is within 10% of setback requirements applicable to specified lands. Specified lands would include parcels of urban residential lands outside of the Greenbelt Area, and exclude areas such as hazardous lands, and railways.

The Province is seeking feedback on the contents of the proposed regulation and/or further opportunities to allow variations “as-of-right” for additional performance standards (e.g. height, lot coverage).

The Town comprehensively updated its Zoning By-Law in 2021 to be more permissive of development, including intensification and infill projects, through the reduction of setbacks to the minimum requirements for example, a 0.6m side yard setback, and the introduction of “build within” zones that allow for flexibility in site design. Planning staff have the following comments in response to the proposed regulation:

- Clarity is required for ‘Specified Lands’, particularly clarity on setbacks from railways given the context of the Town with a large number of railways as this could affect a significant number of properties in the Town.
- Clarity is needed on whether the setback reductions would apply to the principle building or would also be applicable to accessory buildings.
- Clarity on whether this would apply to existing approved Minor Variances for setbacks.
- Clarity on how this would be considered applicable law for a Building Permit. The Town’s Zoning By-law will need to be updated to align with the requirements of this regulation to be considered applicable law, which will result in additional workload for staff and place further demands on municipal resources.
- This is likely to introduce additional administrative burden, as staff would need to go through setback calculations with this variance in mind, as well as potentially for other zoning provisions if this is applied such as to the Minimum Landscape Open Space or Lot Coverage for example. Staff would also need to establish a method for documenting setback reductions applied under the regulation. Without proper documentation, property owners may face challenges in demonstrating legal non-compliance in the future.

The proposed regulation allowing as-of-right variations for minor setback deviations is unlikely to significantly impact the Town, as currently few Minor Variance applications are received for such small-scale adjustments. The Town's current progressive Zoning By-law typically results in Minor Variance applications for more substantial deviations from setback requirements.

Staff are concerned that this regulation could introduce additional administrative complexity and increase red-tape for such minor changes. As noted above, to implement such an approach to as-of-right variances and be treated it as "applicable law" under the Building Code, the Town would need to amend its Zoning By-law, and establish clear documentation to guide property owners and to ensure that property owners can prove legal non-compliance if the regulations are updated or repealed.

A more effective approach to streamlining development would be to support municipalities in adopting Community Planning Permit Systems (CPPS). These systems consolidate zoning, site plan, and minor variance processes into a single, streamlined approval framework, offering a more meaningful path to accelerating development while maintaining local oversight.

Complete Application

Schedule 7 of Bill 17 proposes to amend the *Planning Act* to limit complete application (studies/reports) requirements to what is currently identified in municipal official plans, except where the Ministry of Municipal Affairs and Housing approves the changes.

Bill 17, if passed, also includes regulation-making authority that would enable the Minister of Municipal Affairs and Housing to further regulate the reports or studies required as part of a complete application. The changes would enable the Minister, by regulation, to:

- prescribe a list of subject matters for which studies cannot be required as part of a complete application;
- identify the only studies that could be required as part of a complete application;
- specify certified professionals from whom municipalities would be required to accept studies.

Collectively, the proposed changes would have the effect of reducing the number of studies that make up a complete application when proponents submit development proposals to municipalities (thus reducing the overall upfront costs of development by a proponent). Specifically, it is proposed that the following topics could not be required as part of a complete planning application:

- Sun/Shadow: information and material related to the impact of shadows cast by a proposed development on the subject land and on surrounding lands including streets.

- Wind: information and material related to the potential impacts of a proposed development on wind conditions in surrounding areas.
- Urban Design: information and material concerning the urban design of a proposed development, including how a proposed development aligns with municipal urban design guidelines or policies.
- Lighting: information and material related to lighting and lighting levels on the site, including the location and type of lighting fixtures proposed on the exterior of the building and on the site.

The Province is seeking feedback on:

- What topics or studies should be identified as being permitted to be required by municipalities as part of a complete application?
- Which certified professionals (e.g., professional engineers) should be included in the list of professionals whose reports/studies would be required to be accepted as final submissions by a municipality as part of a complete planning application

In principle, a standardized approach for studies and reports that can be required for Planning Act applications will help streamline the development approvals process. However, further clarity is needed to consider the implication of the Minister of Municipal Affairs and Housing approving changes for studies and reports that apply outside the prescribed list. These studies may be required to address specific local contexts. This may also introduce additional administrative complexity and increase timelines for site-specific Official Plan Amendments unless the municipality seeks a general Official Plan Amendment to include appropriate studies suitable to their context.

The proposed text appears to limit the scope of studies that may be required. The Town's Official Plan currently includes a comprehensive list of required studies and reports. If this list remains intact under the new legislation, the impact on the Town's development review process is expected to be minimal. However, this issue will need to be closely monitored once the legislation is enacted to assess any further implications or required adjustments to local processes.

The proposal to remove the specified list of topics would potentially lead to developments that cause adverse impacts on surrounding residential properties. The Province could instead consider applying thresholds to when some studies and reports are required for example for buildings over a certain height. Context would be a key factor in the application of these thresholds, and it would be unlikely that they could be applied Province-wide.

The Town's Urban Design Guidelines were recently updated and provide guidance on designing high-quality design and promote healthy and inclusive communities. Removing this requirement could lead to a legacy of low-quality development that does not meet the objectives of complete communities as set out in the Provincial Planning Statement.

For Site Plans the eliminating of lighting information would prevent Staff from controlling and approving, items such as:

- light trespass onto neighbouring properties;
- excessive brightness on the site;
- the uniformity of the lighting on the site; or
- the use of dark sky friendly fixtures and equipment.

If the Province enacts legislation to prevent the Municipality from reviewing these items, the legislation should include provisions to require the private landowner to adhere to these concepts.

For Subdivisions, these lighting plans are critical to ensure that the lighting of the municipal roadway is adequate to ensure the design is safe and meets the criteria for the road classification. Photometric plans demonstrate that the lighting level along the road and at intersection meet minimum criteria for illumination levels and uniformity. Without these design reports and drawings, the Town can not confirm its standards and overall industry standards have been met. The subdivision plan also outlines the material and equipment that is to be installed as the Town will be responsible to operate, maintain and replace the equipment following the assumption. This standardization of the equipment and material will provide the Town with long term cost savings by ensuring minimum quality requirements, bulk buying and focused staff training.

Regarding the list of certified professionals, this could follow a similar format to the Building Code which specifies which qualifications are required by a professional to prepare specific documents. Flexibility should be included into the regulations for municipalities to accept from a 'lesser' qualified professional for example a Certified Engineering Technologist over a Professional Engineer but may then be subject to peer review. Additional information is required to better understand the certified professionals from whom municipalities would be required to accept studies. Depending on the detail of the changes, this may or may not be a concern to the Town.

Clarity is needed on whether the regulation for complete applications is intended to eliminate peer reviews of reports and studies prepared by professionals to speed up application processing timelines and will place the reliance and risk on the professional who prepared the report rather than the municipality. If a qualified professional prepares a study or report, this should, in most cases, not require peer review as this adds time to the development process and further costs to the applicant.

Future Considerations

The [Protect Ontario by Building Faster and Smarter Act, 2025 Technical Briefing](#) refers to consultations that could lead to other significant changes, and highlights the potential for:

- The exemption on a case-by-case basis from the requirement that a decision under the *Planning Act* be consistent with provincial policy statements.
- Simplified, standardized and inclusive land use designations with more permitted uses through streamlining Official Plans especially where this is coupled with a permit-based system for zoning.
- Targeted outreach to municipalities where additional population growth is projected to surpass current official plan estimates. This could lead to increased population projections in official plans, reflecting the shift to using Ministry of Finance forecasts as opposed to the (now repealed) Growth Plan forecasts.
- MTO reviewing the current Corridor Management process and standards including setback standards, building and land use permits, encroachment permits and access management permits by July 2025.
- MTO to consult on a framework to harmonize municipal standards by fall 2025.
- Standardization of municipal data tracking for land use planning, building code and permit applications.
- Consultation on amendments to the Ontario Building and Fire Codes to improve viability of single-unit four storey townhouses.
- Consultation on potential approaches for municipal consent for communal water and sewage systems, and modular off-grid water treatment facilities.
- Exploring the use of a public utility model for water and wastewater to provide opportunities for infrastructure expansion.

Of particular importance, if the Province intends to use alternative population forecasts or allocate additional population to the Town, this information should be provided as early as possible. Planning staff—working in collaboration with the County of Simcoe and Engineering staff—have prepared a comprehensive Growth Management Study. This study identifies Settlement Area Boundary Expansions (SABEs) for each settlement area and establishes a long-term framework for managing growth.

It is notable here that the current Ministry of Finance population projections do not line up with lower tier municipalities and so in the County of Simcoe, the forecast includes all 16 municipalities along with single tier municipalities of Barrie and Orillia.

In the Town of New Tecumseth, delays resulting from the introduction of Bill 17 have created uncertainty, increased the risk of unmanaged growth, and opened the door to potential non-decisions of privately initiated Settlement Area Boundary Expansion applications previously submitted ahead of the Town's growth management study. Timely clarification from the Province is essential to allow the Town to move forward with the study in a coordinated and strategic manner, ensuring that sufficient lands are designated to accommodate future growth responsibly.

Staff will continue to monitor the proposed changes and provide additional information to Council.

Alternative Options

Not applicable.

Financial Considerations

The Town may be eligible for funding from the [Health and Safety Water Stream](#) that will help municipalities build, expand or rehabilitate aging water, wastewater, stormwater, flood and erosion infrastructure. The deadline for municipalities to apply is June 26, 2025. Staff are currently exploring opportunities to apply for this fund.

Further information is needed to fully assess the implications of the changes to the *Development Charge Act*. The currently proposed changes may require changes to the *Building Code Act* in order for municipalities to ensure Development Charge collection. A clear mechanism is necessary to introduce securities to reduce financial risks to municipalities.

Communication Plan

Staff will continue to monitor changes through Bill 17 and other legislative changes and provide updates to Council as necessary.

Strategic Plan

[Click here for strategic plan](#)
Complete Community

Relevant Information

[Legislative changes of Bill 17](#)
[Bill 17 Technical Briefing Paper](#)

Regulatory Registry and Environmental Registry of Ontario listings

Regulatory Registry / ERO listing
[25-MMAH004 - Eliminate Secondary Approvals for Innovative Construction](#)

Deadline for comments
June 11, 2025

Materials

25-MMAH003 - Changes to the Development Charges Act, 1997 to Simplify and Standardize the Development Charge (DC) Framework	June 11, 2025
025-0461 - Proposed Planning Act and City of Toronto Act, 2006 Changes	June 11, 2025
025-0463 - Proposed Regulation– As-of-right Variations from Setback Requirements	June 26, 2025
025-0462 - Proposed Regulations– Complete Application	June 26, 2025

Authored and Submitted By:

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Attachments:

- [Attachment 1 - 25-2204 Municipal Notification Letter](#)

Approved By:

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Strategic Services

Neil Garbe, CAO

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Planning

Infrastructure and Development
Division

CAO

Status:

Approved - 15 May 2025

Approved - 16 May 2025

Approved - 16 May 2025

**Ministry of
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234-2025-2204

May 13, 2025

Dear Head of Council,

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

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

Building Code Act – Ministry of Municipal Affairs and Housing

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

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

Development Charges Act – Ministry of Municipal Affairs and Housing

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

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

.../2

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

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

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

Planning Act – Ministry of Municipal Affairs and Housing

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

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

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

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

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

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

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

Ministry of Infrastructure Act – Ministry of Infrastructure

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

Transit-Oriented Communities Act – Ministry of Infrastructure

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

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

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

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

Ministry of Transportation

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

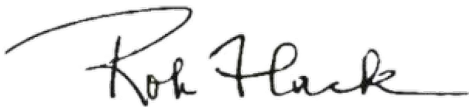
A proposed amendment to the *Metrolinx Act, 2006*, permits the Minister of Transportation to request certain information and data from municipalities or municipal agencies necessary to support the development of provincial transit projects or Transit-Oriented Communities projects.

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

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

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

Sincerely,



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

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