



To: Mayor and Council  
From: Karl Grenke, Manager of Development Services  
Date: June 5, 2025  
Committee of the Whole Date: June 9, 2025  
Title: Bill 17 – Protect Ontario by Building Faster and Smarter Act

☒ For Direction  
☒ For Information  
☐ For Adoption  
☐ Attachments

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### Recommendation:

**THAT Council receives Report #2025-063, titled “Bill 17- Protect Ontario by Building Faster and Smarter Act” for information; and**

**THAT staff be directed to provide feedback to the Ontario Ministry of Municipal Affairs and Housing on behalf of the Town of Smiths Falls referencing the discussion points contained in this report.**

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**Purpose:** To provide Council with information regarding proposed changes to the Planning Act, Development Charges Act, Building Code Act and other applicable provincial legislation and to review potential feedback Council may wish to provide.

**Background:** On May 12, 2025, the Province introduced Bill 17, Protect Ontario by Building Faster and Smarter Act, which contains changes to eight statutes including key land use planning and development related legislation.

The government’s stated intention with Bill 17 is to “help speed up the construction of new homes and infrastructure, including by streamlining development processes and reducing costs in close partnership with municipalities.” The Bill proposes to remove barriers to development and standardize construction and development standards. This Bill follows at least 11 related bills in the last four years, in addition to a new Provincial Planning Statement that have significantly changed municipal land use planning, development and revenue generating abilities. In some instances, the Bill proposes new Regulation-making powers to the Ministry on certain matters, which means that the impacts of the Bill cannot be fully assessed until those powers are used.

The proposed amendments are posted on the Regulatory Registry of Ontario and open for public comment until June 12, 2025.

**Analysis and Options:** This report summarizes key changes and provides staff remarks on key themes, focussing on those which directly impact the Town of Smiths Falls. If so directed by Council, staff can formalize these comments in a formal submission to the province in advance of the deadline.

### 1. Proposed Changes to Planning Act

## Minor Variances

Bill 17 proposes that Section 34 of the Planning Act be amended to give the Minister regulation-making authority to allow “as-of-right” building approval within required zoning setbacks. The ‘grace’ amount will be defined as a percentage within the Regulation. This would apply on urban residential lands, or any other type of land specified in the regulation, but not natural hazard or similar constrained lands. This would effectively remove the need for minor variance applications where this applies. Staff recognize the desire to ensure a streamlined approval process for development projects that are very close to meeting zoning requirements, however we note that zoning standards are in place for a variety of reasons to ensure neighbouring uses and infrastructure are protected and these are assessed through four tests of a minor variance outlined in the Planning Act: *meet the intent of the Official Plan, meet the intent of the Zoning By-law, minor in impact, desirable and appropriate for site*. Additionally, different municipalities have different approaches to how they wish to define setback requirements, and a one-size fits all approach can lead to unintended consequences. In Smiths Falls, side yard setbacks of 1.2 m are built around habitable openings and window provisions of the Code in relationship to other structures. As-of-right zoning reductions could have Building Code implications. That as-of-right reduction may also have practical consequences, for example if a lawn mower can no longer pass through the distance between the house and the lot line.

*Suggested discussion points in municipal response:*

- *Given the unique local context of each site, staff suggest that as-of-right approval of the setback reductions be discretionary and that an appointed individual (staff) be delegated authority to assess impact, which would then be approved by staff, or otherwise referred to the Planning Advisory Committee/Committee of Adjustment for consideration of a variance application.*
- *Many Zoning By-laws include sections allowing “permitted projections” such as eaves, balconies and porches into required setbacks. The Town’s Zoning By-law also allows as-of-right a reduced front yard setback to match the existing character of a street block. To ensure consistent interpretation and application, this provision should be clarified to confirm whether the authorized setback reduction is gross or net.*

## Supporting Study Requirements

Depending on the application, municipalities may require applicants to provide specific plans, technical reports and supporting studies to support a development proposal, which in turn assist staff and Council in evaluating and deciding upon an application. Studies are identified during pre-consultation, address key technical elements of public interest and are normally submitted at the time of the application. Without the information being submitted, an application is not deemed “complete” and the timelines for when a municipality must decide on the application or risk facing an appeal to the Ontario Land Tribunal (OLT) do not run. Bill 17 proposes several significant changes governing this entire process:

- Limits the ability of the municipality to require information to what is already identified in the Official Plan and adding a new provision to the Planning Act requiring a municipality to obtain written approval from the Ministry of Municipal Affairs prior to amending the list of required studies within the Official Plan. The process for undertaking such a request was not defined.

- Proposed new regulation that would supersede Official Plans and define what may or may not be required as part of a complete application. The proposed regulation envisions limiting the ability of municipalities specifically to request wind studies, sun/shadow studies, lighting plans or urban design studies.
- Municipalities will be required to accept as submitted, studies prepared by certain certified professionals. The list will be finalized in a future regulation.

The regulation aims to standardize the scope, type and number of studies required for planning applications in Ontario and create consistent and predictable requirements. This provision responds to concerns that study requirements, as well as the rigour of review, vary considerably across the province, which leads to unpredictability in terms of timelines as well as unanticipated costs in development. The fundamental challenge that municipalities have faced is that there are at times disagreements about whether municipalities have enough information in the prepared studies and materials to render the application complete. The Town's current Official Plan has policies regarding sun, shadow and wind studies, however development is rarely tall enough here to trigger them. Lighting plans are routinely requested by staff for proposals with larger parking areas or buildings to confirm that lighting is dark-sky compliant and minimizes spillage onto neighbouring properties. At this point the proposed amendments relating to design do not appear to prevent the municipality from addressing cultural heritage associated with a property or district designation under the Heritage Act.

The range of supporting studies required in support of an application vary due to the context of the community and the development. Consistency and predictability are important, however the broad goal of the enabling policies in the Official Plan is to build housing, as well as communities where people want to live, work, play and thrive. These OP policies support Provincial Planning Statement policies regarding complete communities that have the same goal. Impact studies done at the time of application do add costs to a proposal, however they can identify future problems proactively that may otherwise cost more to correct.

The proposed regulation to define who can undertake a study and require the municipality to accept those prepared by a certified professional can meaningfully reduce the timelines of development approvals, while putting greater reliance on that consultant's credentials (ie. P.Eng). In staff's experience, professional review of these studies can find a flaw in the methodology or assumptions made that can shed new light on the review of an application and lead to revisions that ultimately generate a better outcome for the developer and the broader public interest. A smaller municipality such as Smiths Falls is less likely to have sufficient staffing resources to review complex technical submissions for completion, and as such, it is routine to rely on a peer review of a study to provide an independent recommendation to staff and Council that the information is present and complete to enable an informed decision.

#### *Suggested discussion points in municipal response*

- *Rather than limit what studies a municipality can ask for, the Province should focus on outlining the Terms of Reference for these studies, providing a standard across the Province, while allowing municipalities to properly consider the local context. Staff encourage the Province to consult with professional organizations and municipalities in this regard.*

- *While not specifically referenced in the legislation, the regulation should continue to recognize the role for peer reviews to help municipalities fully consider specific issues when in-house expertise is not available.*

### Planning for New and Expanded Schools

Bill 17 proposes two Planning Act Amendments:

- Requiring that the Official Plan and Zoning By-law allows for publicly funded elementary and secondary (K-12) schools, as well as ancillary uses such as daycares, on all urban residential lands. Currently, the Official Plan defines schools as “major institutional” uses that are planned for specifically.
- Exempting the placement of portable classrooms on all school sites from site plan approval.

The purpose of these amendments are to facilitate and streamline the approvals process for new schools.

*Suggested discussion points in municipal response:*

- *Staff support the proposed changes in principle, noting that schools are an integral part of a complete residential community and should be accessible and close to as many residents as possible. If Council’s ability to regulate location through zoning is removed, staff would request that the applicable school boards work directly with municipal staff to identify and address planning considerations such as traffic and servicing.*

## **2. Proposed Changes to Development Charges Act**

### Exempting Long Term Care Homes from DCs

Bill 17 proposes to exempt both for-profit and not-for-profit long-term care homes from having to pay municipal development charges. The Province proposes this to encourage the construction of these facilities to meet our aging population. This builds upon previous changes to the Development Charges Act that deferred the payment of development charges for long-term care homes from building permit approval to installments that would begin to be paid at the approval of occupancy. Staff support the role of long-term care homes as a part of the Town’s diverse supply of housing for a complete community, however an abrupt change in policy has a significant financial impact on the overall tax base, where planned development charge revenues would no longer be able to fund growth related infrastructure improvements.

*Suggested discussion points in municipal response:*

- *Making this provision come into effect upon Royal assent reduces the Town’s ability to fund growth related infrastructure based on previously planned revenues. Staff suggest either making this amendment retroactive to new long-term care homes approved after Royal assent or providing funding support from another source to offset this financial impact.*

### Deferral of Residential DC Payments until Occupancy

Bill 17 proposes to defer the payment of *all* residential development charges until the earlier of occupancy permit or building occupancy. Historically, development charges have been paid at the time of the issuance of a building permit (the actual amount would be calculated based on what type of planning approval was required and when it was applied for), however

the charges were deferred to occupancy for purpose built rental housing and long-term care homes (with payment in installments) through Bill 108 in 2019. This deferral now extends to all other market homes. The purpose of this deferral is to allow later payment, preserving funds for forms of development that typically require a large capital input upfront in the absence of revenues. The proposed changes remove the ability for municipalities to charge interest on any deferred development charges. Deferring the timing for payment for all residential development to occupancy will have cash flow implications for municipalities, including additional financing costs for capital projects, increased administrative burden on administering any securities and occupancies and potential delays in capital project timing. Successive changes to the timing, staging and administration of development charges establishes additional administrative complexity on Town staff.

#### *Suggested discussion points in municipal response*

- *Proposed changes appear to limit the ability of the municipality to pay for growth, which can create an infrastructure backlog that affects new and existing residents. Staff suggest that the ability to set interest rates be retained, or that other funding be made available to municipalities to offset anticipated reductions in revenue.*
- *Staff suggest that the legislation be clarified to specify whether it is the first occupancy in a multiple occupancy dwelling that would trigger the payment of development charges, as well as ensure logical and easy-to-administer provisions to ensure that the charges can be collected in the event that ownership changes at occupancy, which is common in a subdivision.*

#### Streamlined Process for Certain Amendments

Any amendment to the Development Charges By-law requires the preparation of a background study and public meeting, which can add many months of time and potentially significant costs. Bill 17 proposes to remove the need for a background study or public meeting when amending a DC By-law if the amendment solely is to decrease one or more DC rates, repeal a provision to index DCs or amends an indexing provision that provides for a DC not to be indexed. Staff do not have concerns with this proposed revision as this would not preclude the Town from undertaking extra-statutory communications.

#### Revised DC “Freeze” Rule

Currently, development charges are calculated and frozen at the time of application for rezoning or site plan approval, and are payable at that rate at the time of building permit approval (unless excepted as above) if the permits are issued within 18 months. This assumes that DCs trend upwards, so the proponent would be subject to a known and likely lower rate. Bill 17 would prevent frozen DCs from being higher than the current rate, meaning that the payable DC would be the lower of the frozen DC amount or the DC in effect at the time of permit issuance. This change would be operable if DCs are reduced, which would need to be tracked and administered by staff.

#### Definition of Capital Costs

Section 5(3) of the Development Charges Act outlines the scope of projects or works that are eligible to be funded by development charges. Land acquisition for the purposes of enabling capital projects is included, however the Minister can limit that scope by regulation. Other things include costs to improve land, build, and studies undertaken with respect to any of the above. Bill 17 proposes to expand the scope of the Province’s authority to limit eligible capital costs via regulation. While the Province intends to consult with municipalities prior to adopting a resolution, any removal of previously eligible capital costs can lead to

financial shortfalls in the municipality, which could lead to capital project delays, which in turn negatively affect housing supplies. While not stated, it is assumed that the regulation will prescribe a transition policy outlining when new development charge by-laws (or existing) must comply.

*Suggested discussion points in municipal response:*

- *While the financial implications of this proposed change cannot be quantified until a regulation is passed, the uncertainty introduced by this regulatory power could hamper municipal efforts to prepare accurate and predictable capital plans, with municipalities potentially needing to adjust funding rapidly. The Province is urged to cover capital budget shortfalls that municipalities are left with and which may hinder home building.*

### Development Charge Credits

Section 38 of the Development Charges Act and the Town's By-law allow a developer to construct growth-related works on the municipality's behalf ('front-end'), subject to an agreement. The developer would in turn receive a credit against future development charges payable for the service category(ies) (ie. parks, roads, water services). A municipality can agree to allow the credits to be applied to other services in the By-law, however Bill 17 proposes to allow the province, through regulation, to merge service categories for the purpose of issuing credits. While this could increase flexibility for developers in terms of allowing credits to apply across multiple services, it also risks undermining municipalities' ability to pay for other unrelated capital works. The implications of this change would become better known upon the issuance of a regulation. The Town has not yet entered into an agreement under this Section.

### Defining Local Services

Section 59 of the Development Charges Act and the Town's By-law delineate a "local service" which the developer is required to construct as a condition of subdivision approval, and for which development charges are not collected. Bill 17 proposes to enable the Minister, through regulation, to define what constitutes a local service. While this standardized approach creates consistency across the Province, until the regulation is implemented, it is impossible to know the financial impact on the Town.

## **3. Proposed Changes to Building Code Act**

### Provincial Building Standards

Bill 17 would prevent municipalities from passing by-laws respecting the construction or demolition of buildings. Over the last number of years, some municipalities have set green or sustainable building standards that developers must achieve, including bird-friendly design and heightened energy controls. While some of these by-laws have been challenged on jurisdiction, the Bill would provide greater clarity to Section 35 of the Building Code Act, which already states that the Act and the Ontario Building Code supersede all municipal by-laws for the same purpose. The effect of this would be to completely standardize building standards across the Province.

### Simplified Approval of New Materials, Systems or Designs

Bill 17 would remove the requirement for a manufacturer seeking to introduce an innovative material, system or building design to Ontario from having to go through the Building Materials Evaluation Commissioner to obtain a ruling from the MMAH. This exclusion would

apply where the Canadian Construction Materials Centre (CCMC) of the National Research Council of Canada has examined or has expressed an intention to examine that material, system or building design. The 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. While this Provincial change would not affect Council's powers or operations, it would remove technical duplication in evaluation and reduce application costs and times for manufacturers.

*Suggested discussion points in municipal response:*

- *Staff support the principle of the proposed changes, as the first change would create a standardized and consistent approach to construction and the second change would provide the opportunity for vetted products to get to market faster. Staff support the use of innovative materials, if they demonstrate quality and serve a clear, functional purpose. Staff encourage the Ministry to consider adopting and standardizing sustainable building standards in the Code where those standards achieve measurable benefits at a minimal additional cost to the consumer.*

#### **4. Other changes to the Planning Act and related legislation**

Bill 17 proposes several other development related legislative changes that would appear to have limited impact on Smiths Falls in the short term, however have broader planning and development implications:

- Amend the Planning Act to empower the Minister to establish conditions on a Minister's Zoning Order that may be fulfilled by the municipality or proponent before the order takes effect.
- Amendment to Ontario Regulation 232/18 – Inclusionary Zoning, to limit the number of affordable units or total floor area of all residential units to 5%. Further, the affordability period of these units would be limited to 25 years. Inclusionary zoning is a tool, currently only available around major transit stations, that allows a municipality to mandate the inclusion of affordable units in a large residential development. The Regulation currently defers the set-aside rate and the duration to official plan policy, where this is allowed.
- Amendments to the Transit-Oriented Communities Act and Metrolinx Act to supporting the development of transit-oriented communities through a variety of measures, including permitting the Minister of Infrastructure to delegate powers to additional actors and include more areas (none of which are applicable locally).

#### Upcoming Consultation

While not part of the suite of legislative changes proposed by Bill 17, the province has indicated that they wish to consult with municipalities and stakeholders on several additional items in the coming months, consistent with the intent of the Bill. These may eventually culminate in additional proposed legislative changes.

- Consultations to “streamline” municipal approvals for private communal water/sewer services in order to encourage their use and development in unserved rural areas. This may culminate in amendments to the Planning Act or Building Code Act in the future. The Town's Official Plan does not permit this form of servicing.
- Exploration of public utility model (municipal service corporation) as a means to facilitate the expansion of water and sewer services. The province will look at governance (such as a skills based municipal services corporation with municipal

representation) and financial tools such as favourable rates to finance infrastructure investments. The province envisions that water and wastewater systems would remain publicly owned.

- Ministry of Transportation proposes to undertake a review of the current Corridor Management process and standards relating to development approvals to address a perception that the process results in project delays. This will have minimal impact within Smiths Falls as design and corridor standards are managed by the Town. MTO would only be circulated in the event of a new development that requires a signalized intersection.
- The Ministry of Transportation will also consult with municipalities and others this fall on a framework for greater harmonization and clarified governance of municipal road design standards, “which will lead to cost savings for more efficient design and technical review, greater construction efficiencies, and streamlined procurement processes.” Staff note that the new Transportation Master Plan will outline cross-section designs for different classifications of road, indicating widths for buried services, travelled lanes, bike lanes, parking and sidewalks. Road design needs to be consistent with the Ontario Provincial Standard Specifications and Drawings, and it is unclear at this stage whether this may result in changes to those documents.
- Consultation on a variety of potential future changes that may affect the Planning Act, including potential opportunities where provincial policy tests (PPS) may be inapplicable in decision making; potential standardization of Official Plan designations to create more flexibility, and updating the provincial growth planning guidance to better align municipal growth with provincial forecasting.
- The Ministry of Municipal Affairs proposes to consult with municipalities on prescribing consistent criteria for defining benefit to existing (BTE) methodology. For large scale capital projects considered in the Development Charges Background Study, the objective would be to establish a consistent approach to assigning a “share” of that project to be growth related (ie. eligible for DC coverage) compared being a benefit to existing residents (covered by taxes). This would be a positive change, provided the framework reflects actual benefit received by existing versus new development.

## Summary

The changes brought forward signal a broad shift towards standardization, streamlining and increased provincial oversight on the development approvals and development charges process. The changes respond to many concerns that have been conveyed from industry across the province. An initial assessment reveals a number of positive changes that simplify development, however some changes require additional consideration as it relates to unanticipated impacts on the community.

**Budget/Financial Implications:** The proposed changes to the Planning Act and the Building Code Act will have minimal financial implications, with reduced revenues associated with fewer applications expected to be minimal. Review costs associated with supporting studies are recoverable from applicants. Financial implications associated with changes to the Development Charges Act can only be fully quantified following publication of the applicable regulations, however are likely to result in a decreased ability to collect revenue, which will impact capital planning unless offset by the Province. The most significant quantifiable impact is that as per the current proposal, deferred development



charges associated with an under-construction long-term care home (totaling \$465,656.39) would no longer be payable, which will impact capital project budgeting.

**Link to Strategic Plan:** N/A

**Existing Policy:** *Ontario Planning Act, Building Code Act, Development Charges Act, Provincial Planning Statement*

**Consultations:** Chief Building Official; Director of Public Works and Utilities; Finance Department; Hemson Consulting

**Attachments:** Letter from Minister of MMAH to Head of Council, dated May 13, 2025

**Notes/Action (space for Council Member's notes):**

Respectfully Submitted:

*Original Copy Signed*

Karl Grenke RPP, MCIP  
Manager of Development Services

Approved for agenda by CAO:

*Original Copy Signed*

Malcolm Morris, CMO  
Chief Administrative Officer

**Ministry of  
Municipal Affairs  
and Housing**

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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:

- 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.

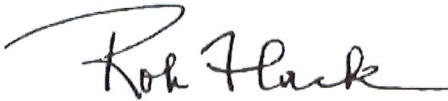
A proposed amendment to the *Metrolinx Act, 2006*, permits the Minister of Transportation to request certain information and data from municipalities or municipal agencies necessary to support the development of provincial transit projects or Transit-Oriented Communities projects.

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](mailto: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