

Agenda
Community Services Committee

November 19, 2025, 5:30 p.m.
City Hall - 808 2nd Avenue East - Council Chambers

The public can attend meetings in person. Meetings will also be livestreamed on the City's Council and Committee webpage. If there are technical issues with the livestream that can't be fixed within 15 minutes, the meeting will continue, and a recording will be available later, on the webpage or by contacting the City Clerk. People who can't attend the meeting in person for Public Forum, should send their comments to the Recording Secretary one business day before the meeting. These comments will be shared with members and included in the updated agenda.

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- 8.c Arena Operations
None.
- 8.d Building
None.
- 8.e Community and Business Development
None.
- 8.f Facility Bookings and Community Programs
None.
- 8.g Tourism, Culture and Events
None.

9. MATTERS POSTPONED

There are no matters postponed.

10. MOTIONS FOR WHICH NOTICE WAS PREVIOUSLY GIVEN

There are no motions for which notice was previously given.

11. CORRESPONDENCE PROVIDED FOR INFORMATION

- | | | |
|------|--|----|
| 11.a | Memorandum from the Chief Building Official Re: Development Update | 77 |
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12. DISCUSSION OF ADDITIONAL BUSINESS

13. NOTICES OF MOTION

14. ADJOURNMENT



Minutes

Community Services Committee

October 15, 2025, 5:30 p.m.

City Hall - 808 2nd Avenue East - Council Chambers

MEMBERS PRESENT: Chair Marion Koepke
Vice Chair Travis Dodd
Member Aly Bousfield-Bastedo
Councillor Jon Farmer
Member Morgan Kemick
Councillor Suneet Kukreja
Member Lloyd Lewis

MEMBERS

ABSENT/REGRETS: Member Lance Thurston

STAFF PRESENT: Tim Simmonds, City Manager
Pam Coulter, Director of Community Services
Sabine Robart, Manager of Planning and Heritage
Rebecca Ellerdiem, Senior Advisor, External Relations and Investment Attraction
Andrew O'Leary, Facilities Booking Coordinator
Christina McLean, Committee and Executive Support Coordinator

1. CALL TO ORDER

Chair Koepke called the meeting to order at 5:30 p.m.

2. CALL FOR ADDITIONAL BUSINESS

2.a City Manager Re: Community Open House

3. DECLARATIONS OF INTEREST

There were no declarations of interest.

4. CONFIRMATION OF MINUTES

4.a Minutes of the Community Services Committee meeting held on September 17, 2025

"THAT the Community Services Committee approves the minutes of the meeting held on September 17, 2025."

Carried.

5. DEPUTATIONS AND PRESENTATIONS

There were no deputations or presentations.

6. PUBLIC FORUM

There were no questions or comments from the public.

7. CORRESPONDENCE RECEIVED FOR WHICH DIRECTION IS REQUIRED

Chair Koepke provided an overview of email correspondence received respecting Report CS-25-111 Re: Bill 5 Protect Ontario by Unleashing our Economy Act Update.

8. REPORTS OF CITY STAFF

8.a Facility Bookings and Community Programs

8.a.1 Report CS-25-109 from the Facilities Booking Coordinator Re: Summer Recreation Programs 2025 Wrap-Up

The Facilities Booking Coordinator provided an overview of the report.

In response to a question from Committee, Mr. O'Leary noted that the soccer camp is the only one that accepts ages 4-5, and that the rest of the camps are for ages 6-13.

In response to a question from Committee, Mr. O'Leary noted that a camp's capacity limit can be overridden if approved by the counsellor, based on staffing and waitlist numbers.

CS-251015-002

Moved by Councillor Farmer

"THAT in consideration of Staff Report CS-25-109 respecting Summer Recreation Programs 2025 Wrap-up, the Community Services Committee recommends that City Council receive the report for information purposes."

Carried.

8.b Community and Business Development

8.b.1 Report CM-25-026 from the Senior Advisor, External Relations and Investment Attraction Re: External Relations and Investment Attraction Plan

The Senior Advisor, External Relations and Investment Attraction provided a PowerPoint Presentation on the External Relations and Investment Attraction Plan.

In response to a question from Committee, Ms. Ellerdiem noted that providing support to community groups was listed as an action to support the Vision 2050 Strategic Plan.

In response to a question from Committee, Ms. Ellerdiem noted that the plan as presented will be executed by working closely with other groups, such as Grey County, Georgian College, and partners in the priority sectors.

CS-251015-003

Moved by Councillor Farmer

"THAT in consideration of Staff Report respecting External Relations and Investment Attraction Plan, the Community Services Committee recommends that City Council approve the External Relations and Investment Attraction Action Plan 2025-2027 as presented."

Carried.

The Senior Advisor, External Relations and Investment Attraction and Facilities Booking Coordinator left the meeting.

8.c Planning and Heritage

8.c.1 Report CS-25-111 from the Manager of Planning and Heritage Re: Bill 5 Protect Ontario by Unleashing our Economy Act Update

The Manager of Planning and Heritage provided an overview of the report.

In response to a question from Committee, Ms. Robart noted that the legislation outlines which policies and rules changed for special economic zones.

In response to a question from Committee, the Director of Community Services noted that the legislation amended eight acts, and that a more detailed understanding will arise for staff over time as regulations are issued and staff have experience working within the new framework.

CS-251015-004

Moved by Member Kemick

THAT in consideration of Staff Report CS-25-111 respecting Bill 5 Protect Ontario by Unleashing our Economy Act Update, the Community Services Committee recommends that City Council:

- 1. Receive the report for information purposes;**
- 2. Direct staff to provide formal notice including:**

- a. That the City of Owen Sound joins with neighbouring municipalities and opposes the reduction of environmental and cultural heritage projections outlined in Bill 5, that override the rule of law, affect provincial accountability and nullify municipal planning authority; and
 - b. That the City of Owen Sound urges the province to support housing and infrastructure development in ways that align with sound environmental planning and wildlife protection and empower municipalities with appropriate planning tools; and
3. Direct staff to send this notice to the Honourable Rob Flack, Minister of Municipal Affairs and Housing, the Honourable Todd J. McCarthy, Minister of the Environment, Conservation and Parks, the Honourable Graham McGregor, Minister of Citizenship and Multiculturalism, the Honourable Doug Ford, Premier of Ontario, and Paul Vickers, MPP Bruce-Grey-Owen Sound.

Carried.

8.d Arena Operations

None.

8.e Building

None.

8.f Parks and Open Space

None.

8.g Tourism, Culture and Events

None.

9. MATTERS POSTPONED

There were no matters postponed.

10. MOTIONS FOR WHICH NOTICE WAS PREVIOUSLY GIVEN

There were no motions for which notice was previously given.

11. CORRESPONDENCE PROVIDED FOR INFORMATION

11.a City of Owen Sound - Join a Committee

The Committee and Executive Support Coordinator provided information on ongoing committee recruitment, highlighting that applications are open until November 7, more information can be found at

[Owensound.ca/CommitteeVacancies](https://owensound.ca/CommitteeVacancies), and that application packages and information will be available at the Community Open House on October 20th.

11.b Memorandum from the Chief Building Official Re: Development Update

The Manager of Planning and Heritage provided an overview of the September 2025 Development Update, highlighting ongoing projects and the upcoming transition to online software for planning applications in 2026.

11.c Site Plan DA-25-017 - 1750 16th Ave E - Hotel

The Manager of Planning and Heritage provided a brief overview of the Site Plan.

CS-251015-005

Moved by Member Kemick

"THAT in consideration of correspondence provided for information purposes listed on the October 15, 2025 Community Services Committee agenda, the Community Services Committee recommends that City Council receive Items 11.a to 11.c for information purposes."

Carried.

12. DISCUSSION OF ADDITIONAL BUSINESS

12.a Community Open House

The City Manager noted that there is a come and go Open House at the Bayshore Community Centre on Monday, October 20th from 4:30 p.m. to 7 p.m., where community groups and City departments will have tables set up to provide information and answer questions from the public.

13. NOTICES OF MOTION

There were no notices of motion.

14. ADJOURNMENT

The business contained on the agenda having been completed, Chair Koepke adjourned the meeting at 6:19 p.m.

Proposal for Artificial Turf Installation at Harry Lumley Bayshore Community Centre

Introduction

Owen Sound Lacrosse has a rich history in the community. We are wanting to continue adding to this rich history with the addition of artificial turf during the summer months at the Harry Lumley Bayshore Community Centre in Owen Sound. The installation of a high-quality artificial turf surface will not only enhance the functionality and aesthetics of the facility but also open doors for hosting prestigious national sporting events, ultimately bringing economic and recreational benefits to our community.

Current Situation

The Harry Lumley Bayshore Community Centre is a vital hub for sports and recreation in Owen Sound. Currently, the facility utilizes a concrete surface for various activities during the summer and ice during the winter months. Although the floor is up to standards to play lacrosse by adding an artificial turf it will add an element that associations at the Junior and Senior levels will be able to use as recruitment methods and it will also add a measure of safety with the turf being less of a slip hazard.

Proposed Solution: Artificial Turf Installation

We propose the installation of a state-of-the-art artificial turf system within the Harry Lumley Bayshore Community Centre. The used turf will cost approximately \$35 000 plus shipping costs. The turf measures the same length and width as the Bayshore floor and was recently used by the Albany Firewolves of the National Lacrosse League for 2 seasons at their practice facility. The turf is said to come with no defects, minimal wear and tear and is a blank canvas meaning there are no current sponsorship logos.

We would propose a 50/50 initial partnership with the city of Owen Sound and then a donation of the turf to the city after 1 year with the consideration that the turf is placed in the Bayshore for the life expectancy of the turf.

To help with initial start-up costs we are fundraising by selling turf advertisements to local businesses. The logo of the business will be painted on the turf in various locations. We are currently at \$25 000 raised from local businesses. We have sponsorship packages between \$4000-\$5000. In turn the sponsors will get a logo adhered to the turf for a length of time that is to be determined.

Benefits of Artificial Turf

Durability

- Artificial turf boasts a significant lifespan, with an estimated expectancy of 15-25 years in high to medium use environments.

Increased Usability and Versatility

- The consistent playing surface of artificial turf provides a predictable and safe environment for athletes, reducing injuries often associated with concrete floors or other hard surfaces such as sprains, bruising and torn ligaments.

Economic Advantages

- The enhanced capability to host major sporting events will attract visitors to Owen Sound, boosting local businesses, hotels, and restaurants.
- One of the most compelling benefits of installing artificial turf is the ability to meet the stringent requirements for hosting national-level sporting events, such as the Junior and Senior Canadian Lacrosse Championships. This would bring national recognition to Owen Sound and provide unforgettable experiences for not only local athletes and fans but that of fans across our country.
- These championships generate significant media attention and exposure for the host city.

Cost Analysis

- The estimated cost for the supply and installation of the artificial turf is **\$35,000**. This figure represents a competitive price for a high-quality, durable turf system designed for optimal performance and longevity.
- It would take 3 people approximately 4 hours to install and remove the turf
- Turf would need to be vacuumed and washed as required

Funding

We propose that the Owen Sound Council consider allocating funds from the municipal budget for this capital improvement project. We are also prepared to explore potential grant opportunities and partnerships to help offset the cost.

Conclusion

The installation of artificial turf at the Harry Lumley Bayshore Community Centre is a strategic investment that will yield significant returns for the City of Owen Sound. From enhanced facility usage to the exciting prospect of hosting national championships, this project aligns with our community's goals for promoting sports, recreation, and economic growth. We urge the Owen Sound Council to seriously consider this proposal and support the modernization of our premier sporting facility.

Next Steps

We respectfully request the opportunity to present this proposal to the Owen Sound Council at an upcoming meeting to further discuss the details and answer any questions you may have.

Thank you for your time and consideration.

Sincerely,

Dwight Bryant and Ethan Woods



Turf Partnership



What It Means To Be A Northstar

- Showing up for each other and the community
- Community involvement
- Family

Better Future For Lacrosse In Owen Sound



- Premier lacrosse facility in Ontario
- Potential to host national championships
- Generate community revenue

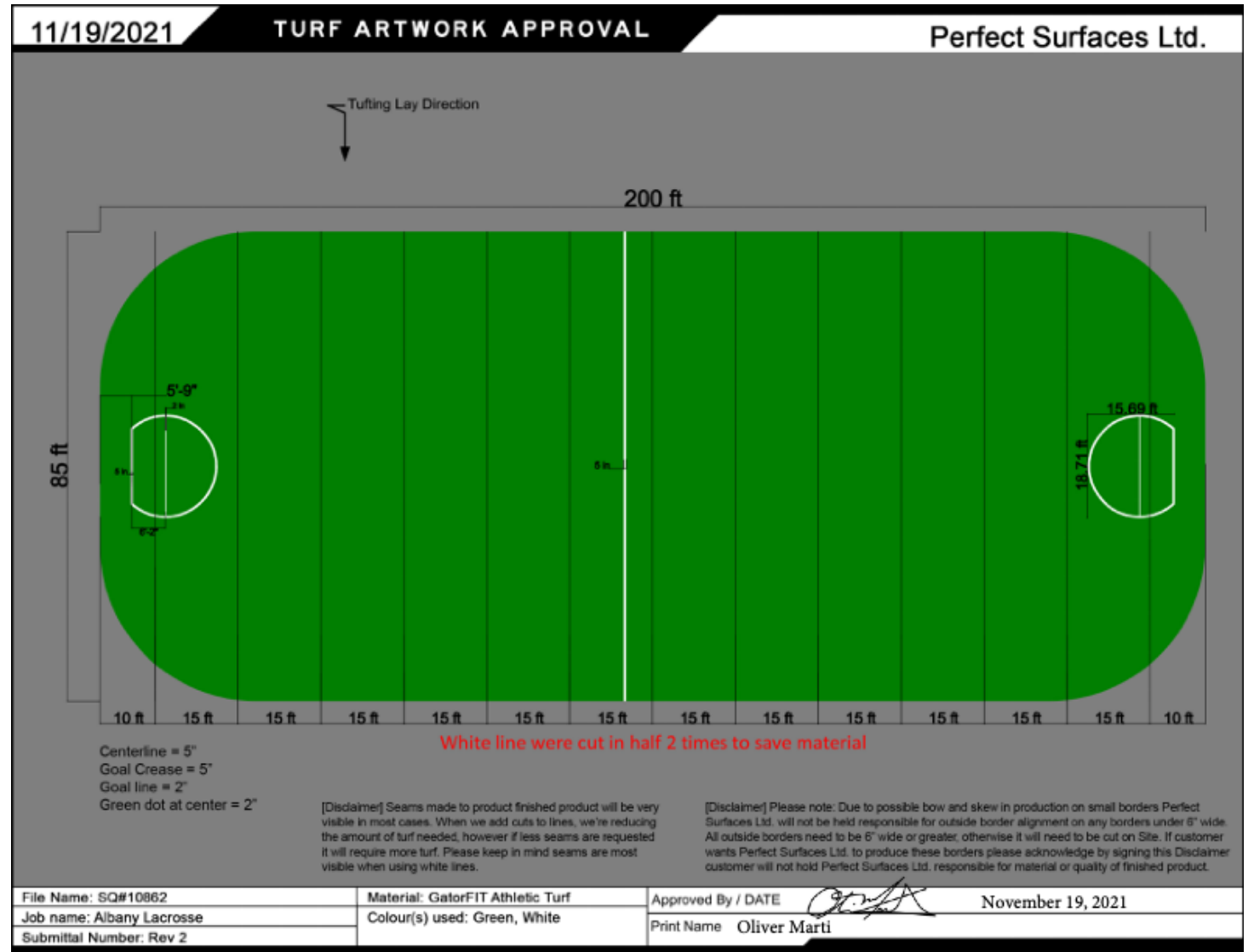
Funding Plan

- Proposed financial plan
- Sponsorship layout



Turf Dimensions

• 200 ft x 85 ft





GatorFIT with ActionBACK

Train Hard and Play Hard on
GatorFIT Athletic Turf

CUSTOMIZABLE • SHOCK
ABSORBING • VERSATILE

Revolutionary GatorFIT turf with SuperSOFT fibre provides a much more comfortable playing surface than traditional artificial turf, while the 5mm ActionBACK foam backing offers an impact-absorbing layer designed to reduce injuries and protect athletes.

With a smooth surface for sleds and other equipment to glide, yet still offering adequate resistance to train hard, fully customizable and removable GatorFIT turf is a durable and low-maintenance surfacing option for agility training facilities, soccer fields, sprint lanes and more.



2007 - 4 Highland Park Green NE
Airdrie, AB T4A 0X3

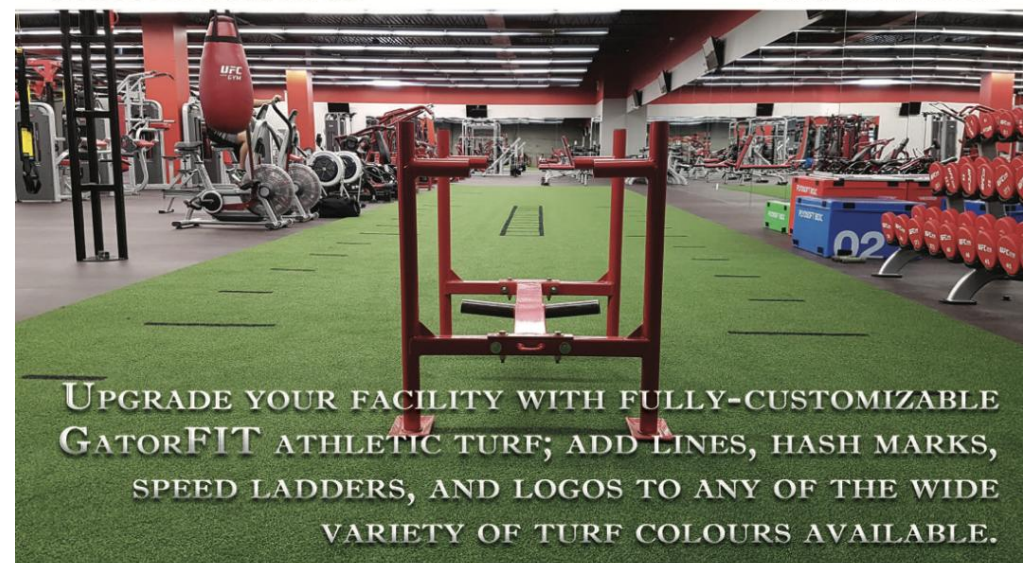
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UPGRADE YOUR FACILITY WITH FULLY-CUSTOMIZABLE
GATORFIT ATHLETIC TURF; ADD LINES, HASH MARKS,
SPEED LADDERS, AND LOGOS TO ANY OF THE WIDE
VARIETY OF TURF COLOURS AVAILABLE.

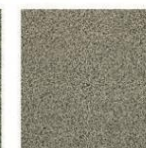
GATORFIT SPECIFICATIONS

ROLL WIDTH	15'
MATERIAL	POLYETHYLENE
FACE WEIGHT	71 oz
TOTAL WEIGHT	126 oz
TUFTING	3/16" MACHINE GAUGE
PILE HEIGHT	3/4"
CROSS SECTION	DIAMOND
PERFORATIONS	No
PRIMARY BACKING	2 WOVEN LAYERS
SECONDARY BACKING	POLYURETHANE & 5MM ACTIONBACK FOAM
SOFTNESS	VERY LOW RIGIDITY (SUPERSOFT BLADE FIBRES)

NOTE: PHYSICAL PROPERTIES CAN VARY BY
PRODUCT TYPE. INFORMATION ABOVE APPLIES
TO THIS PRODUCT ONLY.



0902 Solid Green



0903 Light Grey



0904 Indigo Blue



0905 Apple Red



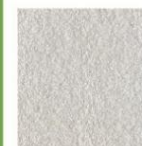
0906 Marigold



0907 Tangerine



0908 Shale



0909 Winter White



0910 Raven Black

* Additional colours
available for custom
orders



Partnership Outline

- Commitment to use for life expectancy
- Limited maintenance cost

Potential Concerns

- Storage



Questions?





City of Owen Sound
808 2nd Ave. East
Owen Sound, ON
N4K 2H4

Attention: Briana Bloomfield-City Clerk
Email: bbloomfield@owensound.ca

SUBJECT: HALL RENTAL INCREASE

Dear Briana:

Further to our discussion, I am forwarding this letter to request a review of the proposed new cost for our rental of the Bay Room, which is done 6 times throughout the year. Upon receiving the new contract, it was quite a shock to see that our cost had gone up by 70%, which is a significant increase (\$142.53 to \$240.00 plus tax).

We are a small non-profit organization who has been around since 1987 and provides a substantial number of quilts and fidget mats throughout the community during the year at no cost. They are made by members with material mostly at no cost as donated, but requires backing, thread, bindings and is a significant amount each year in order to complete.

We rely on our membership fees, and other donations that we may receive throughout the year in order to continue to provide these items. As you can appreciate, we have to budget our expenses so that we can keep doing this service to the community. Our location is Pauline's Place just down the road from City Hall and we welcome anyone to come see what we do on a Tuesday or Thursday morning.

I would appreciate if you could review this increase to see if we can receive some relief from this increase, as the increase of approximately \$600 a year is a significant hit to our budget.

Yours truly,
Bonnie Roberts-Treasurer

Website: <https://www.bluewaterquiltersguild.ca>
Email: info@bluewaterquiltersguild.ca

From: Christine Gilbert <cgilbert@owensound.ca>
Sent: Thursday, October 16, 2025 1:38 PM
To: Bluewater Guild <bonrobquilt@outlook.com>
Cc: Pam Coulter <pcoulter@owensound.ca>; Ryan Gowan <rgowan@owensound.ca>
Subject: RE: Bluewater Quilters Guild - Room Rental Rate Concern

Hi Bonnie,

Thank you again for reaching out and for your patience while we reviewed your concern. The Bluewater Quilters Guild has been a valued part of our community for many years, and we truly appreciate the time, and generosity your members share through your projects and charitable contributions.

Based on the group size you mentioned (typically 60–80 members), the Bay Room is likely the most suitable space for your meetings. However, if your attendance varies or you'd like to explore smaller rooms that might better fit your needs or budget, we'd be happy to help you look at those options. Ryan (copied here) can assist if you'd like to arrange a quick tour or discuss layout options for these rooms.

Earlier this year, the City completed a full review of all fees as part of a broader Service Review to make sure rates reflect the true cost of providing each service. For the first time, every Standing Committee and Council reviewed and approved the updates before they took effect on July 1, 2025. **Since your initial request, City staff did explore options to see if there was any flexibility to change the application of current rental rates for the Guild; however, because they were approved through the Council-adopted Fees and Charges By-law, City staff unfortunately do not have the ability to adjust the rates.**

If the Guild wishes to request that Council or Committee consider a reduced rate, I have confirmed that the next step is to submit a delegation request through the City's website at <https://www.owensound.ca/en/city-government/appear-before-council.aspx>.

I've included Pam, our Director of Community Services as well as Ryan, our Facilities Supervisor on this email as well to close the loop.

Christine

Christine Gilbert
Deputy Treasurer
Corporate Services Department

City of Owen Sound
808 2nd Ave East, Owen Sound, ON N4K 2H4
519-376-4440 ext. 1223
cgilbert@owensound.ca
www.owensound.ca



Staff Report

Report To: Community Services Committee
Report From: Sabine Robart, Manager of Planning & Heritage
Meeting Date: November 19, 2025
Report Code: CS-25-118
Subject: Bill 60, Fighting Delays, Building Faster Act, 2025 Update

Recommendations:

THAT in consideration of Staff Report CS-25-118 Bill 60, Fighting Delays, Building Faster Act, 2025 Update, the Community Services Committee recommends that City Council direct staff to:

1. Send this report to the Province of Ontario as the City's comments on Bill 60 and the Environmental Registry of Ontario posting 025-1097, 025-1099 and 025-1100; and
2. Forward this report to Paul Vickers, MPP for Bruce-Grey-Owen Sound.

Highlights:

- On October 23, 2025, the province introduced [Bill 60, the Fighting Delays, Building Faster Act, 2025](#), which is an omnibus bill that seeks to amend 18 different Acts, including the Planning Act.
- The [technical briefing](#) provided by the province is attached as Schedule A.
- The province is currently seeking feedback through the Environmental Registry of Ontario for a number of proposals, including standardized Official Plan parameters and minimum lot sizes.
- The proposed changes will necessitate additional staff education and training to ensure successful implementation. As well, updating

- local policy documents in response to the provincial changes requires significant financial investments.
- These constant changes create an environment of uncertainty and disruption, which does not serve the province's stated goal of getting housing built.

Strategic Plan Alignment:

[Strategic Plan](#) Priority: This report supports the delivery of Core Service.

Climate and Environmental Implications:

This supports the objectives of the City's Corporate Climate Change Adaptation Plan by considering climate adaptation in the development of the City's strategies, plans and policies.

Previous Report/Authority:

[CS-22-013](#)

Bill 276, the Supporting Recovery and Competitiveness Act, 2021

Bill 13, The Supporting People and Businesses Act, 2021

[CS-22-084](#)

Bill 109 More Homes for Everyone Act

[CS-22-149](#) and [CS-23-078](#)

Bill 23 – More Homes Built Faster Act

[CS-23-053](#)

Bill 97, Helping Homebuyers, Protecting Tenants Act, 2023

[CS-23-012](#) and [CS-23-080](#)

Proposed Provincial Policy Statement 2023

[CS-23-122](#)

Bill 139 Proposed Less Red Tape, More Common Sense Act, 2023

[CS-24-038](#)

Bill 185, Cutting Red Tape to Build More Homes Act, 2023

Background:

Bill 60 Fighting Delays, Building Faster Act 2025

On October 23, 2025, the province introduced [Bill 60, the *Fighting Delays, Building Faster Act, 2025*](#), which is an omnibus bill that seeks to amend 18 different Acts, including the Planning Act. The [technical briefing](#) provided by the province is attached as Schedule A.

The bill includes three core themes:

- Building Homes and Communities.
- Fighting Delays at the Landlord and Tenant Board.
- Keeping People Moving.

The following amendments fall under the “Building Homes and Communities” theme:

- **Building Code** - Review of the Building Code to reduce regulatory burdens and costs.
- **Municipal application processes** - provincially led feasibility study to explore mechanisms that will streamline municipal land use planning and building code processes through automation and municipal data tracking IT solutions to improve efficiency and transparency.
- **Official Plans** - MMAH will work with municipalities and key stakeholders and the public to establish simplified and standardized official plans that are more predictable and streamlined.
- **Green Roofs** - Changes to the City of Toronto Act and Site Plan regulations to prohibit requirements for green roofs or green development standards at the lot level during site plan control.
- **Minor Variances** - Amending the Planning Act to enable “as-of-right” minor variances through the creation of an Ontario Regulation (O-Reg) to certain standards in Zoning By-laws (like building height and setbacks).
- **Minster’s Zoning Orders** -

- Amending the Planning Act to make Provincial Planning Statements (PPS) inapplicable with respect to all Minister's decisions, including past decisions, under the Planning Act outside of the Greenbelt Area. This would provide the Minister with the same flexibility for all planning decisions as area already provide with respect to MZOs.
- Making MZOs no longer be implemented as an O-Reg. Decisions would continue to be posted on a government website.
- **Record of Site Condition** - Proposed amendments to the regulation would remove the need for a Record of Site Condition (RSC) where there is low risk of contamination, determined by an expert, and for conversion of higher office/commercial buildings to mixed-use developments with residential or other sensitive uses.
- **Communal water & wastewater systems** - The province would consult on how to further expand the use of communal water and wastewater systems to spur new development in rural communities that are not serviced by municipalities.
- **On-farm septic systems** - The Province is proposing to allow more small-sized septic systems for on-farm housing for agricultural workers (regulated through the Building Code). Changes to the Ontario Water Resources Act to allow more small systems (under 10,000 litres/day) up to 50,000l/d on an agricultural lot would be allowed under the Building Code. The Province is also proposing to allow proponents to self-register on the Environmental Activity and Sector Registry (EASR).
- **Community Improvement Plans** - Changes to the Planning Act would enable the flexible use of Community Improvement Plans (CIPs), including allowing upper-tier municipalities to adopt CIPs without being prescribed by regulation.
- **Construction Act** - Changes to the Construction Act to refine and clarify the new annual release of holdback requirements.

The following amendments fall under the "Keeping People Moving" theme:

- **Road construction standards** - Undertake amendments to the Public Transportation and Highway Improvement Act (PTHIA) to allow the minister to require input from technical experts and municipalities on the standards for road construction/design to harmonize standards across the Province. Proposed amendments would also allow the minister to make regulations on all road

contracts (including contracts between municipalities and third-party contractors), establishing an exemption process for non-application of a standard and reporting requirements on the application and use of road construction standards.

- **Bike Lanes** - Fully prohibiting all municipalities from reducing the number of motor vehicle lanes when installing new bicycle lanes. Regulation-making authority will also enable the Minister of Transportation to prescribe additional activities and provide exemptions.

Analysis:

With all new legislation, understanding of the proposed changes will increase with time. Staff are committed to continuing to monitor legislative updates and provide regular updates to Committee and Council.

The province is currently seeking feedback through the ERO via the following comment opportunities until November 22, 2025:

ERO Number [025-1097](#) – Proposed Changes to the Planning Act (Schedule 10 of Bill 60 – the Fighting Delays, Building Faster Act, 2025) (comments close November 22, 2025).

Minor Variances (As-of-right Variations from Performance Standards)

Bill 17 established a framework for variances to setback requirements, but a regulation implementing this change is not yet in force.

New subsections are proposed to be added to the zoning by-law provisions of the Act to provide rules with respect to reducing minimum standards and increasing maximum standards that are found in zoning by-laws “as-of-right”, for example, maximum building height.

This change would apply to buildings and structures located on parcels of urban residential land, but not on those lands located within 120 metres of a conservation authority-regulated area.

- The potential effect of this proposal is to ‘adjust’ zoning by-law provisions for parcels of urban residential lands by the percentage (i.e., 10%) decreed by the province, without any regard for the local context.
- The incremental, global (provincial) alterations to municipal zoning provisions will impact the ability of the Committee of Adjustment to

evaluate the site-specific context and character of the proposed development and the surrounding neighbourhood and may result in developments that have unintended negative impacts.

- Owen Sound is defined by the ravines and slopes of the Niagara Escarpment and the shoreline of Georgian Bay. Much of the City includes regulated lands and adding a 120 m setback will cover a significant area. These features are regulated by the Conservation Authority and do not generally follow lot lines. The administrative burden on municipal staff of establishing which lots are eligible for the 'as-of-right' exemption under the Planning Act will be challenging. Future O-Regs will need to provide clear guidance on this matter. This change will consequently have a significant administrative burden and be limited in its application.
 - The rationale for applying this restriction to regulated areas is not understood by staff. Development is not permitted in hazard zones, and the province should confirm that these as-of-right variances should not be interpreted to mean that development would be permitted in hazard areas. The hazard zone and the regulated area do not align and the additional 120 m buffer will create significant areas where this right will not apply.
 - Additionally, these variances may create setback issues between dwellings where additional fire protection is required, which will add costs. As well, these changes may negatively impact the ability to access rear yards through side yards.

Policy Statements and Ministers' Decisions

Decisions by Council and Committee of Adjustment affecting land use planning matters must be consistent with the Provincial Planning Statement (PPS). Minister's decisions on ministerial zoning orders are currently exempt from this requirement. The proposed change will exempt all ministerial decisions from the PPS consistency requirements. This change is intended to grant the Minister with increased flexibility in their decision-making.

The Provincial Planning Statement provides overall policy directions on matters of provincial interest related to land use planning and development in Ontario, and applies province-wide, except where this Provincial Planning Statement or another provincial plan provides otherwise.

[Section 2 of the Planning Act](#) outlines matters of provincial interest and requires that the Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

- a. the protection of ecological systems, including natural areas, features and functions;
- b. the protection of the agricultural resources of the Province;
- c. the conservation and management of natural resources and the mineral resource base;
- d. the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- e. the supply, efficient use and conservation of energy and water;
- f. the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- g. the minimization of waste;
- h. the orderly development of safe and healthy communities;
- h.1 the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- i. the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- j. the adequate provision of a full range of housing, including affordable housing;
- k. the adequate provision of employment opportunities;
- l. the protection of the financial and economic well-being of the Province and its municipalities;
- m. the co-ordination of planning activities of public bodies;
- n. the resolution of planning conflicts involving public and private interests;
- o. the protection of public health and safety;
- p. the appropriate location of growth and development;
- q. the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

- r. the promotion of built form that,
 - i. is well-designed,
 - ii. encourages a sense of place, and
 - iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- s. the mitigation of greenhouse gas emissions and adaptation to a changing climate.

All decisions made in the province, regardless of the level, should have regard to these parameters. The proposal to exempt Minister's decisions from considering these matters, such as accessibility, public health and safety, is counter to these items being listed as having provincial importance if they can be set aside so easily.

Community Improvement Plans

A [Community Improvement Plan](#) (CIP) is a tool that allows municipal planners and economic developers to work together to create policies and provide incentives targeting specific types of growth and investment. Proposed changes would allow all upper-tier municipalities to offer community improvement plans. Additional resources and perspectives from upper-tier municipal government are likely to enhance economic development activities and is seen as a positive change.

[ERO Number 025-1099](#) – Consultation on simplifying and standardizing official plans (comments close November 22, 2025).

The province is proposing a set of parameters for municipal official plans that may include:

- Mandatory standard chapters
- Standardized schedules, overlays and data
- Limiting the length of official plans
- Standardized land use designations

Standardization has the potential to provide consistency for developers across the province. Official Plans are one of the tools used to implement the Provincial Planning Statement, and so this change has some logic.

However, it is essential that the proposed changes allow for the recognition of local and unique community features and that facilitate adaptive and nuanced local policies.

It appears that there may be restrictions on the use of secondary plans. Secondary plans are important for areas that are experiencing new growth, such as, for example, the Sydenham Heights Planning Area of the City. Secondary plans enable the creation of neighbourhood-level policies for areas that benefit from specific policies to plan for the growth and development in terms of density, type, form, timing, scheduling, and servicing of future development.

The implementation of standardized Official Plans should be supported by funding to municipalities. The City is currently updating its Official Plan in response to the 2024 Provincial Planning Statement. These conformity exercises come at a significant cost to the taxpayers. If every Official Plan will need to be brought into compliance with the standardized format, the province is strongly encouraged to provide financial support. Additionally, there is a staff time requirement to undertake these updates that takes away from the time staff have to process development applications.

ERO Number [025-1100](#) – Consultation on Minimum Lot Sizes
(comments close November 22, 2025)

Minimum lot sizes as established through the zoning by-law vary from municipality to municipality across the province.

The province is seeking feedback on the linkage between minimum lot sizes on parcels of urban residential land and increased housing options and affordability.

In order to be a developable lot, a parcel of urban residential needs to provide for:

- stormwater management,
- outdoor amenity space,
- snow storage,
- parking,
- tree planting and preservation, and
- the actual building envelope.

Owen Sound receives a higher average annual snowfall amount than other municipalities in southern Ontario. A range of lot sizes across the province may be required to address such regional differences.

Removing lot size requirements altogether may have unintended impacts, such as reducing the supply of larger parcels of land that can support multi-

unit buildings, which generally allow for the most efficient use of municipal infrastructure.

Smaller lot sizes may also be unable to support Additional Residential Units (ARUs), especially in urban municipalities that lack frequent transit (public transit service that runs at least every 15 minutes in both directions) and consequently rely more heavily on car transportation.

Smaller lots may create additional pressure on City parks and recreational amenities, as they provide less on-site amenity space.

Smaller lot sizes may also have consequences on urban servicing capacity in the linear infrastructure based on the ultimate density that is created.

It is essential that provincial changes enable local municipalities to develop policies that reflect their local characteristics and continue to meet provincial requirements.

Overall Comments

These are only a fraction of at least 16 ERO postings relating to various legislative changes that would impact municipalities posted since mid-September.

The ongoing changes to legislation and related regulations, as demonstrated in the "Previous Report" section of this report, are making it challenging for municipalities and municipal planners to keep pace with these changes.

Municipal staff must review and understand policy changes so that they can be implemented appropriately. In municipalities that do not have dedicated policy departments, this diverts time and attention away from processing development applications, which consequently may slow down the process of development approvals.

Efficiency is often a function of predictability. The rate of changes to the Planning Act over the last five years does not allow sufficient time for the changes to be implemented, let alone for their impact to be evaluated, before the next set of changes is announced. These constant changes create an environment of uncertainty and disruption, which does not serve the province's stated goal of getting housing built.

The cumulative impact of these ongoing changes also does not allow for monitoring and evaluation to understand what is working and what is not, thereby hindering efforts to encourage housing.

The province can support housing development, particularly affordable housing starts, by providing funding to developers and non-profits through a streamlined and simple application process.

Financial Implications:

The proposed changes will necessitate additional staff education and training to ensure successful implementation. As noted, updating local policy documents in response to the provincial changes requires significant financial investments.

Communication Strategy:

This report will be provided to the province through the Environmental Registry, and a copy will be sent to Paul Vickers, MPP.

Consultation:

Staff regularly consult a range of professional sources to inform their analysis and recommendations, including publications from associations such as the Association of Municipalities of Ontario (AMO), the Ontario Professional Planners Institute (OPPI), and other legal, financial, and business consultancies.

The local planners in Grey County met recently to discuss the impacts of Bill 60.

Attachments:

Schedule A – Technical Briefing – Fighting Delays, Building Faster Act 2025 (Ministry of Municipal Affairs & Housing, October 23, 2025)

Recommended by:

Sabine Robart, M.SC. (PL), MCIP, RPP, Manager of Planning & Heritage

Pamela Coulter, BA, RPP, Director of Community Services

Submission approved by:

Tim Simmonds, City Manager

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TECHNICAL BRIEFING

Fighting Delays, Building Faster Act 2025



**PROTECT
ONTARIO**

Ministry of Municipal Affairs and Housing
October 23, 2025

Ontario 

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If you need this information in an alternative format, please contact [mma.media@ontario.ca](mailto:mmma.media@ontario.ca)

Fighting Delays, Building Faster

In the face of economic uncertainty, Ontario is proposing changes and taking bold action to spur housing, infrastructure and other development that will get shovels in the ground, keep workers on the job and build a more prosperous and competitive province. This bill is comprised of more than 40 initiatives to create the conditions for accelerated development of housing and transportation infrastructure and cut red tape under three themes:

Building Homes and Communities

Streamline approval processes to make it easier to build

- Building on the recently introduced *Building a More Competitive Economy Act, 2025*, the government is continuing to work with municipal partners to cut red tape, accelerate housing development and give them the tools needed to build more homes faster.

Fighting Delays at the Landlord and Tenant Board

Landlord and Tenant Board Reform

- The government is helping reduce delays at the Landlord and Tenant Board (LTB) by making reforms that will stop bad actors from abusing the system and causing delays that slow down access to a swift resolution for both tenants and landlords.
- Building on the progress made by previous initiatives, these changes are a continuation of the work being done to help the LTB resolve cases faster to the benefit of both landlords and tenants.
- The province is also proposing changes to encourage increased supply of rental housing.

Keeping People Moving

Building roads faster

- Ontario is proposing amendments to cut red tape that is slowing down road construction by moving forward with a common set of road construction standards across all municipalities.

Keeping traffic moving

- Ontario is prohibiting municipalities from reducing the number of motor vehicle lanes when installing new bicycle lanes, to help fight gridlock and keep traffic moving.

Improving road safety

- The province is strengthening and clarifying requirements for driver's licenses to support road safety.

Building Homes and Communities

Building on previous measures, the government is proposing additional steps to cut red tape and speed up the construction of more homes and infrastructure.



Building Homes and Communities: The Case for Change

Complex government requirements, both at the provincial and municipal level, an uncertain economic outlook and increased costs are impacting the ability to get shovels in the ground.

Following the progress already made to date through the *Protect Ontario by Building Faster and Smarter Act, 2025*, the government is introducing a suite of proposals that would give municipal and development partners the tools they need to drive economic growth, build critical infrastructure and accelerate the construction of the homes Ontario needs.

In the *Fighting Delays, Building Faster Act, 2025*, Ontario is proposing further actions to spur housing, infrastructure and other developments that would keep workers on the job and build a more prosperous and competitive province.

These changes would cut red tape and get shovels in the ground quicker to support families and build communities. Measures in this bill are intended to reduce barriers to housing development by allowing some zoning changes without additional approvals, streamlining municipal official plans, and revisiting the use of green development standards outside buildings.

Building Homes and Communities

Initiative	Current State	Future State
Reduce Building Code Regulatory Burdens	The Building Code is highly technical and one of Ontario's largest regulations. It provides construction provisions for all buildings. A line-by-line review specifically focused on eliminating inefficiencies that may include burdens due to the size of the Code potentially impacting development has not been recently undertaken.	Ontario intends to undertake a section-by-section review of the Building Code to reduce regulatory burdens and costs while maintaining safety. The review would ensure Ontario's Building Code is modernized to remove outdated or unnecessary requirements that could add cost or complicate development, while maintaining health and safety.
Streamlining Municipal Application Processes	- Currently builders need to submit land use planning and building permit applications in each municipality rather than in one centralized location. In addition, it is currently not possible for the province to comprehensively track and organize municipal planning and building applications through approvals processes. - Municipalities have their own tracking systems, where they are the approval authority. These systems vary significantly across municipalities and have resulted in inconsistencies in publicly available information across the province.	- MMAH would work with key partners to explore mechanisms, through a feasibility study, that will support more streamlined municipal land use planning and building code processes that would focus on: - Leveraging platforms and municipal data tracking IT solutions to improve the efficiency and transparency of municipal land use planning and Building Code processes; and - Using technologies, such as Artificial Intelligence, to potentially enhance automation of land use planning and Building Code review processes and improve transparency.
Streamline Official Plans	Concerns have been raised that municipal official plans have become lengthy, complicated, and highly restrictive planning documents that take multiple years to prepare and update, are difficult to understand and comply with, and vary widely between municipalities.	MMAH will work with municipalities, key stakeholders and the public to establish simplified and standardized official plans that are more predictable and streamlined to speed the development of homes and infrastructure.
Development Charges (DC) Framework	The <i>Protect Ontario by Building Faster and Smarter Act, 2025</i> amended the <i>Development Charges Act, 1997</i>, including to enable regulatory changes that will enhance standardization and streamlining of the development charges-framework to mitigate barriers to homebuilding. Builders are not able to benefit from some of these changes until provisions that set out the new framework for DCs come into force or implementing regulations are made.	- To make sure development charges changes accomplish the goals set out in the <i>Protect Ontario by Building Faster and Smarter Act, 2025</i>, proposed additional legislative and regulatory amendments based on consultation feedback from both industry and municipal sectors to help standardize and streamline DCs that include changes to: - ensure land costs do not inappropriately inflate DCs, - reduce disputes between municipalities and builders over who should pay for infrastructure needed for new housing, and - improve transparency and accessibility of DC reporting.

Building Homes and Communities

Initiative	Current State	Future State
Conditional Permits and Section 27 of DCA Agreements	Some municipalities may issue conditional building permits in circumstances when all the required approvals have not yet been provided. For instance, as a condition of the permit being issued, previously, the City of Toronto required builders to enter into agreements under section 27 of the Development Charges Act, 1997 (DCA) forgoing the statutory (development charges (DC) rate freeze and instead agreeing to pay DC rates in effect at the time of payment.	MMAH would consult with stakeholders to inform whether legislative or regulatory changes should be made to prevent municipalities deviating from statutory DC freeze rules.
Green Roofs and Green Development Standards	- Since 2009, the City of Toronto has had the authority to regulate so-called green roofs or alternative roof surfaces. Toronto requires green roofs for new commercial, institutional and residential buildings with a minimum gross floor area of 2,000 square metres. - Municipalities currently use land use planning tools (often through site plan control) to require enhanced development standards at the lot level. These requirements can vary across different municipalities and add costs to projects.	- Changes would prohibit the City of Toronto from requiring green roofs or other alternative roof surfaces. This would lower costs to support new home construction and cut red tape for builders by making Toronto's rules consistent with the rest of the province. - MMAH will identify future changes with the intent of removing so-called green development standards at the lot level outside the building to cut red tape and lower home and building costs. This will ensure enhanced site plan controls are eliminated by the spring building season.
Transit Oriented Communities (TOCs)	Complex issues and lengthy review timelines could drive up costs and create delays for TOC projects. The TOC program lacks a formal dispute resolution process and a clear site plan implementation process under Section 47 of the <i>Planning Act</i>.	Proposed measures would help enhance and expedite site plan agreement execution, enable faster dispute resolution through the establishment of a new TOC Advisory Panel and support timely housing delivery by providing flexibility on the timing of when Transit Station Charges can be collected from occupancy to help fund new GO Transit stations.
Protected Major Transit Station Areas (PMTSAs)	PMTSAs are a discretionary tool that enables municipalities to designate and zone lands near higher order transit stations (subway, GO, LRT) that accommodate transit-supportive densities without the key transit-supportive elements of the decisions (e.g., minimum densities) being subject to appeal. PMTSA official plan policies and amendments must be approved by the Minister of Municipal Affairs and Housing.	Through an amendment to the <i>Planning Act</i> effective upon Royal Assent an unnecessary layer of approval would be removed to accelerate implementation of decisions to designate Protected Major Transit Station Areas and unlock the potential for development near transit.
As-of-right Variations from Performance Standards (Minor Variances)	A minor variance is a small change from a zoning by-law. <i>The Protect Ontario by Building Faster and Smarter Act, 2025</i> amended the <i>Planning Act</i> to allow variations to be permitted "as-of-right" if a proposal is within a prescribed percentage (e.g., 10 per cent) of setback requirements in specified lands (e.g., urban residential lands). The same flexibility does not exist for minor variations to other requirements.	Through an amendment to the <i>Planning Act</i> effective upon Royal Assent, MMAH would have the regulation-making authority to allow variations to be permitted "as-of-right" from additional prescribed performance standards (e.g., height) on specified lands (e.g., urban residential lands). This will reduce the need for planning applications for minor variances thus reducing barriers for development.

Building Homes and Communities

Initiative	Current State	Future State
Provincial Policy Tests	Under the current system, Minister's decisions (e.g., on official plans) are required to be consistent with the provincial planning statement and conform with provincial plans.	Provide the Minister greater ability to make other planning decisions to advance provincial priorities with the same flexibility provided for in making MZOs, enabling faster and more strategic decisions aimed at increasing housing supply. These decisions will all be subject to public postings to ensure continued transparency.
Minister's Zoning Orders (MZOs)	MZOs are generally used to fast-track development projects in Ontario, overriding municipal zoning by-laws to the extent of any conflict. MZOs are currently made by Minister's regulation under the Planning Act and are posted online on e-laws.	- Making MZOs not be regulations would streamline the process, facilitate faster decisions and support provincial priorities such as long-term care, transit-oriented communities and housing. - There would be a legislative requirement for orders to be posted on a government website. The Ministry will continue to make MZOs aligned with the Zoning Order Framework, which provides a consistent set of expectations for stakeholders to understand what is expected to be included with a request for a zoning order.
Construction Act Holdback	Once brought into force, 2024 amendments to the Construction Act, will institute a new annual release of holdback requirement which is a percentage of the value of a contract set aside by a property owner for a contractor. This will support more timely payments, mitigate cashflow stress, and reduce payment-related disputes on multi-year construction projects.	Ontario is proposing technical adjustments to the Construction Act to refine and clarify the new annual release of holdback requirement (e.g. regarding timing of lien expiry). This would support the core objectives of ensuring more timely payments, mitigating cashflow stress, and reducing payment-related disputes on multi-year projects.
Septic Systems for on-Farm Worker Housing	- Sewage systems that are large, complex, and exceed certain design capacity thresholds generally require an environmental compliance approval (ECA) from MECP and are also enforced by MECP. - Smaller sewage systems are governed by the Ontario Building Code and approved and enforced by local municipalities.	- To support the construction of on-farm worker housing MECP and MMAH are proposing to allow more small-sized septic systems for on-farm housing for agricultural workers to be regulated under the Building Code and to also move certain types of systems to the Environmental Activity and Sector Registry (EASR) allowing these systems to be built faster, while continuing to safeguard human health and maintaining environmental protections. - To support these outcomes MECP is proposing changes to the Ontario Water Resources Act (OWRA) to allow more small systems (under 10,000 litres per day (L/d)) up to a total of 50,000 L/d, on an agricultural lot to be regulated under the Building Code. - MECP is proposing to allow proponents to self-register on the EASR for sewage works of intermediate size (up to 25,000 L/day) up to a total of 50,000 L/d on an agricultural lot.

Building Homes and Communities

Initiative	Current State	Future State
Records of Site Condition and Excess Soil	• Record of Site Condition (RSC) confirms that sufficient environmental site assessments have been completed to provide reasonable assurance that the levels of contaminants in soil are appropriate for a proposed new use. • O. Reg. 406/19 (Onsite and Excess Soil Management), under the Environmental Protection Act, sets criteria and requirements related to the reuse and management of excess soil (soil excavated from construction activities) to encourage its reuse. • Stakeholders have identified situations in which the requirement for an RSC to be filed may be unnecessary because the risks associated with contamination are low and also identified operational challenges arising from the implementation of O. Reg. 406/19.	• Proposed amendments to the RSC regulation would remove the need for an RSC where there is low risk of contamination as determined by an expert, and for conversion of higher office and commercial buildings to mixed use developments with residential or other sensitive uses. • Proposed amendments to O. Reg. 406/19 include exempting aggregate reuse depots from the requirement for a waste environmental compliance approval, enabling greater reuse of excess soil between infrastructure projects, providing more flexibility to manage storm water pond sediment, and reducing sampling requirements where they are not justified.
Water and Wastewater Public Corporation	• Water and wastewater systems in Peel Region are under the purview of regional council – including setting user rates, development charges for growth-related water and wastewater infrastructure, financing and project prioritization. • Peel Region owns and operates the water and wastewater systems, with majority of the contracted operations provided by Ontario Clean Water Agency.	• New enabling legislation (in addition to proposed changes to the <i>Municipal Act, 2001</i>) would: ○ Transfer jurisdiction over water and wastewater from Peel Region to the lower-tier municipalities of Mississauga, Brampton and Caledon. ○ Create the framework for a new public corporation model for water and wastewater services. ○ Create authority for Mississauga, Brampton and Caledon to deliver water and wastewater services exclusively through a new water and wastewater public corporation. • These changes would maintain public ownership, shift governance from regional council to a majority professional, skills-based board of directors; and provide broader financing opportunities to reduce reliance on development charges for water and wastewater growth-related infrastructure.
Communal Water and Wastewater Systems	• Communal systems provide drinking water and treat wastewater and can be used instead of onsite systems or until the development of city water and sewer lines to rural subdivisions. • There are underserved rural areas in Ontario that can't build the amount of housing they need because no centralized municipal water or sewage systems reach, or have the capacity to service, the proposed new communities.	• Ontario is consulting on how to further expand the use of communal water and wastewater systems to spur new development in rural communities that are not serviced by municipalities. Potential changes may support a more streamlined process for municipal consent and provincial approvals for communal systems to enable greater water and wastewater servicing capacity and housing supply in underserved rural communities led through public ownership and, where appropriate, complementary ownership models.

Building Homes and Communities

Initiative	Current State	Future State
Community Improvement Plans	- Under the current framework, only prescribed upper-tier municipalities can establish Community Improvement Plans (CIPs), a financial tool that enable municipalities to fund community development initiatives through financial incentives such as grants and loans. - Also, upper-tier municipalities that have lost their planning authority are not able to establish CIPs or provide funding to support lower-tier CIPs.	Changes would remove barriers to enable the flexible use of CIPs, including allowing all upper-tier municipalities to adopt CIPs without needing to be prescribed by regulation and allow all municipalities to fund their respective upper- or lower-tier CIPs. Changes would also restore previously-existing CIPs of upper-tier municipalities that lost their planning responsibility.
Amend Toronto Waterfront Revitalization Corporation Act (2002) to extend Waterfront Toronto's mandate	Without action to extend its legislative mandate, Waterfront Toronto (WT) will be subject to a mandatory winding up in May 2028 due to the existing wind-up provisions in the <i>Toronto Waterfront Revitalization Corporation Act, 2002</i>.	Changes would amend <i>Toronto Waterfront Revitalization Act, 2002</i> to extend Waterfront Toronto's mandate from 2028 to 2035 with possible further extension up to 2040.

Fighting Delays at the Landlord and Tenant Board

To continue reducing delays at the Landlord and Tenant Board, Ontario is taking further action that will speed up access to a decision and help avoid delays for tenants and landlords, as well as making changes intended to increase the supply of rental housing.



Fighting Delays at the Landlord and Tenant Board: The Case for Change

Delays and backlogs at the LTB are hurting both tenants and landlords.

The government has made progress reducing the backlog at LTB, in part thanks to provincial investments that doubled the number of full-time adjudicators and added more staff. As a result, the LTB resolved 106,000 cases in 2024 – the most cases resolved in a single year in the LTB's history. Evictions (L1) and Rent Recovery (L9) applications are now being heard within an average of 8-9 weeks, down from 34-43 weeks in early 2023, representing an improvement of about 75% per cent.

But despite a **33%** reduction in LTB caseload since its peak in 2023, delays continue to negatively impact tenants and landlords.

That's why it is important for the government to take action to stop bad actors and improve speed, fairness, and accessibility at the LTB to help resolve disputes faster with the goal of eliminating the backlog.

In the *Fighting Delays, Building Faster Act, 2025*, Ontario is building on the actions the government has taken by proposing changes that would streamline processes at the LTB including in cases involving the non-payment or persistent late payment of rent, provide clarity and consistency, and reduce the likelihood of significant financial losses for both landlords and tenants. These changes are also intended to support increased rental housing supply by reducing delays in the system and thereby encouraging landlords to rent out existing units.

Fighting Delays at the Landlord and Tenant Board

Initiative	Current State	Future State
Remove Ability to Raise New Issues on The Day of a Rent Arrears Hearing	- When a landlord files an application with the LTB to evict a tenant for non-payment of rent and/or collect rent a tenant owes, the RTA allows the tenant to raise certain issues as part of a counterclaim on the day of a hearing, even if they have not provided notice, as long as they provide a satisfactory reason for not raising them in advance. - If there is insufficient time for the adjudicator to hear these new issues, the hearing may be adjourned and rescheduled. The current wait time for a new hearing due to adjournment is 6 weeks to 12 months, depending on the complexity of the case.	- The RTA would be amended to remove ability to raise new issues at a rent arrears hearing if the tenant has not given prior notice in accordance with LTB timelines. The change could result in fewer non-payment of rent cases experiencing lengthy delays and a reduction in the financial losses of landlords. - This change would strictly require the tenant to give prior notice, potentially reducing instances where hearings must be adjourned due to insufficient time for the LTB adjudicator to hear new issues.
Limit new issues raised at the LTB unless 50% of arrears is paid	At an LTB rent arrears hearing, the RTA allows a tenant to raise a counterclaim based on any ground on which the tenant would be entitled to make an application to the LTB.	The RTA would be amended to limit a tenant's ability to raise new issues at an LTB rent arrears hearing unless the tenant has paid 50% of the rent arrears claimed in the landlord's application. This may reduce instances of tenants who withhold rent in bad faith.
Limit when the LTB can review decisions	The LTB has the discretion to review a final order where the order contains a serious error, or a party was not reasonably able to participate in the proceeding. Files that are reopened for review have the potential to delay decisions by an additional 4-9 weeks.	- Proposed changes would provide the Attorney General with regulation-making authority to limit the circumstances where a final decision or order of the LTB can be reviewed. Limiting reviews to orders that meet specific criteria would lead to faster resolution of disputes, fewer delays, and reduce financial hardship for both landlords and tenants. - It would also lessen the administrative burden on the LTB and help reduce the backlog in active cases.
Persistent Late Payment Cases	The RTA allows for the eviction of a tenant or member of a non-profit housing co-op who has "persistently" failed to pay their rent or monthly housing charges on the due date. 'Persistent late payment' is not, however, defined in the RTA.	- The proposed changes would create authority in a future regulation to set out circumstances that qualify as "persistent" late payment of rent. - The government would consult on the circumstances that would be included in regulation. - This would help provide consistency and fairness across late payment cases.

Fighting Delays at the Landlord and Tenant Board

Initiative	Current State	Future State
Reduce the time the parties have to request a review from 30 to 15 days	Landlords and tenants currently have 30 days to request that the LTB review a decision or final order.	The proposed changes would shorten the time available for parties to request a review to 15 days. This could be extended by the LTB in extenuating circumstances (e.g., hospitalization of a party). Shortening the time period for requesting a review would lead to faster resolutions and reduce the likelihood of landlords and tenants experiencing financial losses.
Allow the government to prescribe the contents of notices of termination, including the N4 form (Notice to End a Tenancy Early for Non-payment of Rent)	The LTB currently has the power to determine the content of its forms, including the N4 and other notices of tenancy termination subject to certain requirements outlined in the legislation. Stakeholders have expressed a need for plainer language in LTB forms and stronger focus on the rights and responsibilities of both landlords and tenants.	The proposed changes would allow Ontario to simplify forms including the notices of termination for easier understanding. By clarifying the rights and responsibilities and including language that emphasizes the seriousness of an eviction notice, tenants will be encouraged to address rent arrears. This better understanding will potentially lead to fewer eviction applications and evictions due to non-payment of rent, leading to an overall reduction of applications filed with the LTB.
Compensation Requirements for Landlord's Own Use Evictions	A landlord can evict a tenant if the landlord, in good faith, requires possession of the rental unit so that the landlord, their spouse/child/parent, or a caregiver can move into the unit for a period of at least one year (i.e., Landlord's Own Use [LOU] eviction). The landlord must compensate the tenant in an amount equal to one month's rent or offer the tenant another rental unit acceptable to them.	- In cases where a landlord has provided 120 days (or four months) notice of an LOU eviction, the landlord would not have to have to provide compensation to the tenant or offer another unit acceptable to them. - If the landlord provides notice of 60-119 days, current compensation requirements would still apply.
Shorten the Rent Arrears Eviction Notice Period	When a tenant who pays rent on a monthly or annual basis does not pay their rent on time, the landlord can issue an N4 notice of eviction on the day after the rent is due. The termination date on the notice must be at least 14 days after the date the notice is given to the tenant. If the tenant fails to pay the rent before the termination date, the landlord can file an L1 application (a formal request submitted to the LTB to evict a tenant for non-payment of rent and to collect rent the tenant owes) with the LTB on the day after the termination date.	- A landlord whose tenant pays rent on a monthly or annual basis could set the termination date in the notice to be 7 days earlier than is currently allowed. - If the tenant does not move out, the landlord could file an application with the LTB 7 days earlier than is currently allows.

Fighting Delays at the Landlord and Tenant Board

Initiative	Current State	Future State
Postponement of an Eviction Order	Upon an application for an order evicting a tenant/co-op member, an LTB adjudicator has the authority to order that the enforcement of the eviction order be postponed.	The proposed changes would create authority in a future regulation to set out factors which an LTB adjudicator would have to consider when determining whether to postpone an eviction and set limits on their ability to postpone an eviction. The government would consult on the circumstances for which an LTB adjudicator may postpone the enforcement of an eviction order and potentially restrict a tenant's ability to make a motion to set aside an eviction order to ensure this option is not being abused by bad actors.
Setting Aside an Eviction Order	A landlord/co-op board can apply to the LTB, without notice to the tenant/co-op member, for an eviction order in cases where the landlord and tenant have entered into an N11 Agreement to End the Tenancy, and the LTB may issue an eviction order without a hearing. In these cases, a tenant can make a motion to the LTB to have the order set aside within 10 days after the order is issued.	- The proposed changes would create authority in a future regulation to set out circumstances/conditions which must be met for a set aside to be granted to provide more certainty, help enable faster resolution of disputes, and to ensure transparency in the system. - The government would consult on the circumstances and conditions which would be included in regulation.
Increase enforcement resources to reduce wait times to enforce LTB eviction orders once filed	Evictions ordered by the LTB are filed with the "sheriff" to enforce. Sheriff duties in Ontario are performed by public servants (enforcement officers) employed with the Ministry of the Attorney General. Since 2019-20, Enforcement offices across Ontario have seen a 14 per cent increase in the filings of LTB orders. Enforcement offices try to maintain a 2-3-week turnaround to execute evictions. However, some offices in the province are experiencing delays.	In response to eviction enforcement delays, the ministry is adding up to 8 temporary enforcement staff to address delays and ensure timely enforcement orders. The Ministry will continue to evaluate enforcement operations and explore solutions to improve timelines.
Tribunals Ontario to explore options for increasing access to final Landlord and Tenant Board (LTB) decisions and orders	Each year the LTB sends between 5,000 and 10,000 orders to the Canadian Legal Information Institute to be posted online. The LTB focuses on those decisions with potential precedential value or which raise novel issues. There is a public interest in greater access to LTB orders than is currently available.	Tribunals Ontario is exploring options to increase access to LTB decision orders with the aim of providing greater access and transparency of its decisions. This increased access will be another vetting resource available to landlords and tenants to consult prior to entering lease agreements.
Lease Agreement Expiry	Under the RTA, all tenants have "security of tenure", which means that tenants have a right to remain in their rental unit as long as they follow the lease agreement and the RTA. Landlords cannot evict tenants without a legally valid reason, and after a fixed-term lease ends, the tenancy typically continues on a month-to-month basis.	The government would consult on alternative options on lease agreement expiry that could allow landlords to control who occupies their units and for how long, allowing them to adjust tenancy arrangements based on market conditions, personal needs, or business strategies. This could add flexibility for some landlords in the approach to leases, potentially unlocking additional rental unit stock.

Keeping People Moving

Ontario is proposing measures that keep people moving by accelerating transit and infrastructure delivery, harmonizing road construction standards, restricting motor vehicle lane reductions and strengthening driver licensing requirements.



Keeping People Moving

Initiative	Current State	Future State
Harmonization of Road Construction Standards	- Each municipality in Ontario can set its own road construction standards. - The Ontario Provincial Standards for Municipal Roads and Public Works (OPS-MUNI) can also be used by any municipality. - While the Minister has existing authorities under the <i>Public Transportation and Highway Improvement Act</i> (PTHIA) to set mandatory standards for highways, including municipal roads, there is no road standard regulation in place, nor clear authority for the Minister to oversee how standards are applied or to require reporting on their use by municipalities.	- Harmonization will ensure that all municipalities use a common set of road construction standards with a mechanism in place to oversee the administration of standards and the flexibility needed to ensure successful adoption. - Amendments to the PTHIA will allow the Minister to require input from technical experts and municipalities on standards and road construction/design. - Proposed amendments will also allow the Minister to make a regulation to establish: - Prescribed requirements for all contracts (including contracts between municipalities and third-party contractors) pertaining to road and bridge construction. - An exemption process for non-application of a standard. - Reporting requirements on the application and use of road construction standards. - These amendments will support the implementation of common municipal road construction standards through a future Minister's regulation.
Accelerating Transit Delivery	- The <i>Building Transit Faster Act, 2020</i> (BTFA) allows Metrolinx to accelerate transit delivery during planning, design and construction of projects. - Metrolinx must give 30 days' notice to enter third-party lands for due diligence work, and its access to municipal infrastructure is limited to water, sewers, and fire hydrants.	- Certain BTFA measures will apply during operations and maintenance of transit projects and assets in addition to planning, design and construction phases. - The notice period for land access will be reduced to 15 days. - Expanded access to critical infrastructure (e.g., tunnels, bridges, life safety systems) and delegated authority will streamline project delivery and reduce administrative burden.

Keeping People Moving

Initiative	Current State	Future State
Prohibiting Vehicle Lane Reductions for New Bicycle Lanes	The <i>Highway Traffic Act</i> (HTA) requires municipalities prescribed through regulation to seek provincial approval before installing bicycle lanes that would result in reducing a motor vehicle lane.	- Fully prohibiting all municipalities from reducing the number of motor vehicle lanes when installing new bicycle lanes. - Regulation-making authority will also enable the Minister of Transportation to prescribe additional activities and provide exemptions.
Streamlining Local Roads Boards Funding	- Local Roads Boards currently receive matching provincial funding only for taxes collected under the Local Roads Boards Act. - However, properties that are tax-exempt even when owners make voluntary donations are ineligible for matching funds.	- The <i>Local Roads Boards Act</i> will be amended to allow the Province to match funds donated by owners of tax-exempt properties. - This change enables Boards to access additional resources for road maintenance, even in areas with limited taxable property.
Strengthening Requirements for Drivers from Non-Reciprocal Jurisdictions	Non-reciprocal applicants can receive full credit for foreign driving experience by submitting a foreign DL and authentication document to DriveTest or ServiceOntario College Park.	- The proposed changes will improve integrity and consistency by restricting experience credit at 12 months and requiring all non-reciprocal applicants to complete both G2 and G road tests. - Applicants with verified experience can take the G2 test immediately and begin driving independently if successful but must wait at least 12 months before attempting the G test. - Applicants with 12 months or less experience will receive credit for verified experience.

Keeping People Moving

Initiative	Current State	Future State
TSSEA Amendment to Support Setting Select Tow Rates	Tow and vehicle storage operators must submit their highest allowable rates to the ministry before charging customers for any towing or vehicle storage services.	- The proposed changes will streamline the process, improve consumer protection and ensure fair, consistent pricing by enabling the Ministry to directly set maximum allowable rates for select towing and vehicle storage services. - This also reduces administrative burden on operators as the tow and vehicle storage operators will not be required to submit their highest allowable rates for services.
Clarifying Residency and Legal Presence for Driver's Licence, Photo Card and Registrant Identification Number Applicants Including Work Eligibility for Class A (Commercial) Applicants	- All holders of Ontario Driver's Licences (Classes A–M), Ontario Photo Cards (OPCs) and Registrant Identification Numbers (RINs) must be Ontario residents, legally authorized to be in Canada, and provide ID verifying their legal name and date of birth. - Applicants must provide a residential address but are not currently required to verify residency or legal status.	- The proposed changes will: - Update ID requirements to align with other Canadian jurisdictions and verify an applicant's full legal name, date of birth, residency, legal presence in Canada, and photograph. - Clarify and require new applicants for all DL classes, OPC and RIN holders to provide residency and legal presence verification. - Introduce new requirement to verify work eligibility in Canada for commercial DL applicants. - This initiative aligns with key priorities, enhancing public safety, preventing fraud, ensuring regulatory compliance, and addressing long-standing stakeholder concerns about the integrity of the driver's licensing system.
Waiting Time Between Class G and A Driver's Licences	Currently, Ontario requires that Class A (commercial) applicants be at least 18 years old and hold a valid full Class G or higher Ontario driver's licence (not G1, G2, M1, M2, or M) with no mandatory waiting period.	- MTO will introduce a mandatory minimum waiting period between obtaining a Class G driver's licence and a Class A driver's licence. - Under this change, applicants will need to hold a Class G or higher licence for a certain period prior to attempting the Class A road test, ensuring drivers gain essential experience and improving overall commercial road safety. - Applicants will still be able to complete the medical and vision requirements, attempt the knowledge test and take Class A entry-level training during the waiting period.

Staff Report

Report To: Community Services Committee
Report From: Pamela Coulter, Director of Community Services
Meeting Date: November 19, 2025
Report Code: CS-25-115
Subject: Report 3 – Derby Camping Year One Implementation

Recommendations:

THAT in consideration of Staff Report CS-25-115 respecting Derby Camping Year One Implementation, the Community Services Committee recommends that City Council direct staff to bring forward a by-law to implement the improvements as outlined in the report.

Highlights:

- The Regulatory framework for Derby Camping was updated in 2025.
- There were several successes from the first year, including a partial recovery of City costs and a reduction of the negative impact this use had on public spaces in the past.
- A cross-functional team comprised of various City departments, security, and partner organizations like Transport Canada, contributed to the by-law's successful implementation.
- Recommendations for 2026 include earlier promotion and sale of licenses, allowing larger trailers on the east side, and updating site layouts for better spatial management.

Strategic Plan Alignment:

[Strategic Plan](#) Priority: Safe City.

Climate and Environmental Implications:

This supports the objectives of the City's Corporate Climate Change Adaptation Plan by considering climate adaptation in the development of the City's strategies, plans and policies.

Previous Report/Authority:

[By-law No. 2005-124](#) - A By-law to Permit and Regulate the Use of Self-contained Vehicles for Human Occupancy During Fishing Derbies (Extended Parking) and to Licence Owners of Private Lands Who Wish to Provide Extended Parking.

[By-law No. 2009-075](#) – Traffic By-law

[By-law No. 2025-047](#) - A Bylaw to Licence, Regulate and govern Special Camping Areas during the Annual Fall Fishing Derbies

[By-law No. 2010-078](#) – Zoning By-law, as amended

The Zoning By-law is a legal document that regulates the use of land and states what land uses are permitted in the City, including parking requirements.

[Report CS-25-006](#) - Extended Parking along the Harbour During the Annual Fishing Derbies

[Report CS-25-036](#) – Report 2 Regarding Extended Derby Parking (Derby Camping) Regulatory Bylaw and Other Implementation

Background:

The City has a long history of hosting third-party fishing derbies, notably the late-summer Salmon Spectacular, and Charity Shoot Out Classic, which draw thousands of participants and generate significant local economic activity. In recent years, increasing overnight use of public harbour lands by derby participants created operational, environmental, and safety challenges (e.g., waste management, emergency access, and early arrivals), prompting a comprehensive update to the regulatory framework first adopted in 2005.

In February 2025, the Community Services Committee considered Staff Report CS-25-006, which reviewed land ownership (City, Transport Canada, and private holdings), outlined gaps in the existing by-laws, and presented options to improve the regulatory framework.

The approach that was developed with input from Committee was to formalize “Extended Parking” in two areas owned by Transport Canada: one on the east and one on the west side of the inner harbour. It was anticipated at that time that up to 116 spaces may be available in this area.

At the Committee meeting in April of 2025, Staff Report CS-25-036 provided an updated draft by-law reframed as the “Derby Camping By-law” to better reflect the nature of self-contained camping during the derbies.

The by-law established a Master Derby Camping Area map with four locations: A1, East Harbour Wall; A2, West Harbour Wall; A3, West Side Boat Launch; and A4, Georgian Shores Marina. The layout added a fire route, a westside turnaround, and consolidated the east-side configuration to preserve the 3 m wall offset and a 6 m fire route/access.

Key administrative and licensing elements introduced included:

- Delegation of authority to a Licence Manager for administration and enforcement coordination.
- Licences were required during the Derbies; maximum two licences per applicant (one camping unit; one passenger vehicle if the camping unit is not self-propelled). To be eligible to obtain a license for a passenger vehicle, the applicant was required to have a license for a camping vehicle.
- Vehicles could arrive 36 hours in advance of the Derby start (Wednesday at noon) and were required to leave 24 hours following the Derby end (Monday at noon) and were permitted for a duration of 13 days (10 Derby Fishing days).
- Maximum camping vehicle size: 32 feet
- A valid camping vehicle must have a valid licence plate and be a vehicle designed for camping, including holding tanks for grey water and black water, a toilet, and cooking facilities such as a camper trailer, camper van, or motor home, and does not include tents or other structures. Accessory Dining tents were not permitted under the Bylaw.
- Application requirements include a valid driver’s licence, contact details, plate number, and a valid derby entry number.

Other supporting by-law amendments and enforcement tools were advanced to ensure alignment:

- Traffic By-law updates to reference the Derby Camping By-law; to prohibit on-street parking on both sides of River Street; to create

Municipal Parking Lots 10 and 11 with complimentary five-hour limits; and to clarify that “Derby Parking” is not permitted in those lots.

- Fees & Charges By-law amendments to add the \$150 per-vehicle licence and a \$25 replacement fee, and to remove the nightly extended parking fee at the West Side Boat Launch. Addition of a \$125 fee for an operator licence for up to 25 trailers at Georgian Shores Marina and the West Side Boat Launch.
- Parks By-law short-form wording and set fines update (recommended to \$300) to deter illegal camping elsewhere along the waterfront.
- Provincial Offences Act tools, including short-form wording and set fines for the Derby Camping By-law, with general by-law penalty provisions retained to address egregious or repeated violations.

This follow-up report shares the observations and lessons learned based on the first year of implementing the modernized bylaw. The report reflects comments of a cross-functional team of City staff that included: Clerks, By-law Enforcement, Finance, Facility Booking, Parks, Fire, Communications, Building, as well as Fairmount Security, Salmon Spectacular Derby Organizer, and Transport Canada.

Analysis:

Attachment 1 includes drone photos that were taken during the event on both the east and west sides, as well as the West Side Boat Launch and Georgian Shores Marina.

Overall, staff and our partners agreed that the first year of implementing the updated Derby Camping Bylaw was very positive and achieved several benefits, including:

- Reduced public impact of garbage and the use of the space;
- The public appreciated maintaining access to the wall for everyone;
- Staff who were on site received positive feedback from people who had purchased a license and were using the space;
- Users appreciated the organization of the space and security;
- No complaints were received by the Bylaw Division regarding the Extended Parking areas during the derby; and
- Achieved revenue to help offset the costs the city has incurred to support the public use of space during the derbies in the past.

There were several keys to success in this first year, including:

A cross-functional staff team and supportive partners with a shared goal

The City supported this initiative with a cross-functional team of City staff that included: Clerks, Bylaw Enforcement, Finance, Fire, Facility Booking, Parks, Communications, Community Services Administrator, Building, as well as Fairmount Security, Salmon Spectacular Derby Organizer and Transport Canada.

City staff, contracted security, the Derby organizer and Transport Canada came together with the common goal of improving the public use of space and the impact of the use during the early fall derbies.

This support by City staff was key to success but added work to staff who already carry a significant workload.

Communication plan

The City's Communication team prepared and implemented a multi-channel approach to communication. The plan included:

- Media releases
- Social media
- A dedicated web page with FAQ's and links to purchase a licence
- A rack card with QR code that linked to the webpage
- Internal communication for front-line staff who would respond to inquiries from the public
- Links on the Salmon derby webpage to the information on Derby Camping
- On-site signage that identified the space and included the regulations

Limiting access points to one

Transport Canada supported a request by the City's Manager of Parks to close the southerly gate on the east side, creating one main access point via 17th Street. Having one access point on the east and west sides was key in allowing staff to control entry, particularly as people were arriving. It also reduced the number of vehicles driving through this area during the event.

Maintaining Pedestrian Access and the Offset from the Wall

This year, as requested by Transport Canada, a 3 m offset to the wall was required. The fire route was located adjacent to the 3 m offset, leaving 9 m of space free from vehicles and campers. This supported the broader use of the space by the public who had a Derby ticket but did not have a licence to camp or park. The use of the space by the licence holders was non-exclusive.

Education First approach to Enforcement

The By-law was established to allow enforcement by City By-law and Building staff as well as a contract service provider.

City staff (Building and By-law) and Fairmount were on site as people arrived beginning on Wednesday morning, ahead of the Derby. Following the arrival of license holders, staff and Fairmount conducted security checks at different times each day, generally twice a day.

This year, there were no security calls or complaints in the 2 derby camping areas during the event. No charges were laid.

There were 3 complaints regarding Derby camping in locations where this was not authorized. The updates to the by-laws allowed these issues to be addressed through cooperation.

Support from Transport Canada (TC) and Derby Organizer

Both the Derby organizer as well as Transport Canada were supportive of this initiative and participated in the development of the regulatory framework.

This support was key to the success of implementation.

Transport Canada (TC) Licence for Use Agreements

The areas on the east and west inner harbour that have been used for Derby Camping are not subject to a Lease with the City. Transport Canada developed a special Licence agreement that allowed the City to utilize this space at a low cost (\$763.20). The agreement required insurance from the City naming TC as an additional insured. Without the use of this space, the areas for Derby Camping would be very restricted.

On-Site Sale of Licences and the Use of Explor Recreation for Licence Sales

The City's online facility booking software, Explor Recreation, was configured to facilitate the application and sale of licences.

This has the benefit of being able to set capacity limits for the number of licences to be sold by area and restrict sales when that number is reached.

The sale of passes was done on a first-come, first-served basis.

If people came to City Hall to purchase a pass, the front-line staff at both main-floor service counters were able to assist with the sale of the pass using Explor.

While the west side location was sold out, the east side location had spaces available. Staff were proactive and were able to make licences available on-site using tablets. This was convenient and appreciated by the users.

The Cost of the Licence was seen as "fair"

The price of \$150 was seen as fair and didn't seem to discourage people from purchasing a licence.

The cost of an operator licence (\$125) did not receive any negative feedback.

On-site Layout and Signage

The Manager of Parks & Open Space oversaw the on-site layout and set up.

This included a meeting in advance with Transport Canada, which allowed the City to utilize some portable fencing to assist in demarcating the area.

The spaces were lined on site with signage at the entrances.

The site layout created an orderly and organized appearance that was appreciated by users.

The site included public washrooms and hand-washing stations.

Areas for Improvement

Based on a post-event meeting with City staff, Transport Canada, the Derby Organizer and Fairmount, the following changes are recommended for 2026:

- a. Have promotional materials including the rack card available in January of 2026. This will allow the Sydenham Sportsmen to

have this at the many outdoors and sportsmen shows they attend, including the City's Home Show.

- b. Start selling passes earlier, the online sale of passes can start earlier this year, and is recommended to start in mid June.
- c. Allow pick up of passes earlier, starting July 15.
- d. *Allow users from 2025 to have a one-week window where they could purchase a pass prior to the site being open to the public. This gives some preference to those who bought a pass in year one. This would apply only to the City locations.
- e. Share FAQ's with all staff at City Hall and Tourism.
- f. Update the online maps to more accurately reflect the on-site layout.
- g. *Allowing trailers larger than 32 feet on the east side. There is room to expand the size to 36 feet and this may expand the marketability of the licences to a broader group.
- h. Modify the site layout to 5 m wide widths to provide a bit more space between trailers.
- i. *Allow tents for dining, provided they have open sides and are contained within the site.
- j. When the passes are sent, this should include Tourism information to support and promote the City and its amenities and attractions.
- k. Create a wait list for additional vehicles. If the licenses for trailers is not sold out, allow sales for more than one vehicle per trailer. This should be done only starting one week prior to the event to give trailers the most opportunity to obtain a licence.
- l. Reduce the amount of contracted security in consultation with Owen Sound Police and City Bylaw staff.

* Note: The above areas for improvement marked with an asterisk (*) require an amendment to the existing regulatory by-law, which are items d., g. and i.

Financial Implications:

In 2025, the City continued to incur many of the same costs as previous years in relation to the use of the harbour during the fishing derbies.

However, under the updated framework, a new partial cost-recovery stream was established through the sale of Derby Camping passes and operator licences. As this was the first year of the new model, revenues partially offset expenses. With increased promotion and earlier sales planned for 2026 (particularly to improve uptake on the East side) as well as improved staff efficiencies gained through experience, cost recovery is expected to improve in future years. Some expenses in year one (for example for signage) will not be incurred in subsequent years.

Revenue		
Licence sales	4,300.00	
Operator licences	300.00	
Total revenue		4,600.00
Expenses		
Transport Canada Lease	- 763.20	
Signage	-2,185.46	
Enforcement	-4,567.68	
Washroom rental	-796.99	
Licence cards	- 89.54	
Setup expenses	-178.95	
Total expenses		- 8,581.82
Operating impact		- 3,981.82
Parks staff time and equipment	-21,289.70	
Net operating impact *		- 25,271.52

** Not including management level staff time cost allocations*

Communication Strategy:

As noted, this initiative included a communication plan. Certain improvements and suggestions for communication enhancement are part of the recommendations for 2026.

Consultation:

Clerks, By-law Enforcement, Finance, Fire, Facility Booking, Parks, Communications, Community Services Administrator, Building, as well as

Fairmount Security, Salmon Spectacular Derby Organizer and Transport Canada.

Transport Canada had positive feedback regarding the first year of the new regulatory framework.

Attachments:

1. 2025 Derby Camping Photos

Recommended by:

Pamela Coulter, Director of Community Services

Submission approved by:

Tim Simmonds, City Manager

For more information on this report, please contact Pamela Coulter, Director of Community Services at pcoutler@owensound.ca or 519-376-4440 x 1252.









Staff Report

Report To: Community Services Committee
Report From: Pamela Coulter, Director of Community Services
Meeting Date: November 19, 2025
Report Code: CS-25-063
Subject: Proposed Design and Location of the Commemorative Forest Monument

Recommendations:

THAT in consideration of Staff Report CS-25-063 respecting Design and Location of the Commemorative Forest Monument, the Community Services Committee recommends that City Council approve:

1. The location of the monument, being the west side of the Harry Lumley Bayshore Community Centre, as outlined in Attachment No. 1 of the report; and
2. The design of the monument, generally as presented in Attachment No. 2 of the report, excluding the individual commemorative panels.

Highlights:

- The Memorial Tree Program was restructured in 2021 into a Commemorative Forest Program to prevent overcrowding, optimize planting, promote native species, and reduce ongoing maintenance by centralizing commemoration through a monument instead of individual plaques.
- The monument's location, originally planned for Harrison Park, is recommended to be moved to the west side of the Harry Lumley Bayshore, near the waterfront. This change is based on improved

accessibility, carrying capacity, accessibility, scenic value, and long-term expansion potential.

- An online commemorative tree webpage is in development and will be linked by QR code at the monument site. It will allow for enhanced information sharing (e.g., photos, names, events) without cluttering the physical site.
- Staff have been working with Thomas Dean, Landscape Architect, on a design that fits the contemplative nature of the site. It integrates existing trails, parking, gardens, and gazebos, with room to grow as more commemorative trees are added over time.
- Staff have maintained communication with tree donors and will consider an annual recognition event once this monument is in place. The plan will also be reviewed by the Joint County Accessibility Advisory Committee to ensure inclusivity.

Strategic Plan Alignment:

[Strategic Plan](#) Priority: Green City.

Climate and Environmental Implications:

This supports the objectives of the City's Corporate Climate Change Adaptation Plan by strengthening the natural infrastructure, including the urban forest.

Previous Report/Authority:

[CS-21-010 Memorial Tree Program – Proposed Restructuring](#)

[CS-22-122 Commemorative Forest Monument Location and Concept Design](#)

[CS-25-050 Parks Capital Projects 2025 – Proposed Amendments and Adjustments to the 2025 Capital Plan](#)

Background:

In 2021, the City restructured the memorial tree program into a Commemorative Forest Program model, with report [CS-21-010](#) Memorial Tree Program - Proposed Restructuring.

This new Memorial Tree Program has been designed to:

- Prevent over-crowding of trees in popular locations.
- Promote more even distribution of trees throughout the City's parks and trails.
- Permit staff to plan resources and optimize planting timing for each tree species.
- Permit staff to select native tree species that are best suited to soil microclimate and light conditions specific to each location.
- Allow for a long-term approach when selecting tree species, considering the tree's requirements over its entire lifecycle, including typical crown diameter, height, and growing habit.
- Provides for a central monument commemorating the contribution in a centralized location, reducing the duty for care of plaques and markers at the base of trees in park settings is eliminated.
- Require less frequent customer contact related to each individual request, as planting locations will be selected and arranged by the City and follow-up contact related to plaque purchases and installation will be reduced.
- Avoid creating negative experiences in the future for donors when trees planted too close together don't mature evenly or with the classic characteristics of a chosen tree species.

In 2022, a report presented the proposed location and design of the monument in Harrison Park. The location was just north of the toboggan hill. This location was modified through the Harrison Park Master Plan. Given accessibility considerations, the Master Plan recommended a location for the monument adjacent to the memorial forest at the 2nd Avenue East entrance near the paved trail.

Since that time, staff have worked to develop an online commemorative tree page on the City's website. This page will be linked by a QR code and will include the name and additional information about the person or event being commemorated, photos etc. This will simplify the information provided at the location of the commemorative site.

A capital project and budget for this project have been set at \$40,000 (23D.14) (see Report [CS-25-050](#)).

Analysis:

Staff have been working with Thomas Dean, Landscape Architect, on the design for the monument. As this work has occurred, staff have reconsidered

the best location for the commemorative monument that will serve the city in the short and long term. A new location in the open space on the west side of the Harry Lumley Bayshore is recommended (Attachment 1). This site is preferred due to:

- **Accessibility.** It is proximate to an existing paved trail and parking lot that has ample room and existing accessible spaces;
- **Capacity of the Space.** It is in an area that is underutilized with a beautiful water view and proximate to the Bayshore Garden. This space has the capacity to support this additional use;
- **Room for Growth.** The location will allow the future expansion of the monument and allow this space and monument to serve the City for decades;
- **Infrastructure and Amenities.** In addition to the paved trail and existing parking, the site has playgrounds, gardens, and a gazebo in a waterfront setting that lend themselves to the more quiet and contemplative nature of this monument.

The new monument and placement include the following features (see Attachment 2):

- Semi-circular limestone screening path connected to the paved trail;
- Three benches (City standard) along the path;
- Garden area with ground cover and plantings (Serviceberry);
- Central monument. The panel is proposed to be made of rough-sawn cedar (2" x 6") with a semi-transparent finish. There are 2-8"x8" powder-coated steel posts. The words "Commemorative Forest" appear on the front (east side). On the reverse is space for a description of the program as well as the QR code.
- In the semi-circle, along the path are spaces for the commemorative panels with names for each year which would be added over time. Each panel has space for approximately 324 names. The commemorative panel would be mounted on a 6"x6" powder coated post and angled for viewing.
- The area has been integrated into the space and retains a large oak and an existing tulip tree.

The Landscape Architect has suggested that, as an option, the individual commemorative panels be eliminated from the design. The rationale is supported by the commemorative forest webpage, which would be linked by

a QR code and include information about each donation. The benefits of this approach include:

- Prompt recognition of the person or event being commemorated online (no waiting for enough names to fill a plaque);
- Much more complete tribute - not just a name on a plaque but additional information, such as pictures, could be included on the webpage;
- Significant cost savings - on structures, name plaques, maintenance, plaque installs, and the long-term replacement cost of this asset;
- No plaque ordering or installation worries;
- Consistency - no worries whether plaque sizes, fonts, background colours, suppliers, etc. will change over time;
- City staff have the expertise to create the associated webpage and keep this current in real time.

This option is recommended by staff.

Following direction by Committee, the next steps include:

- Presentation to County Joint Accessibility Advisory Committee;
- Preparation of detailed design;
- Preparation of tender specification;
- Award and construction;
- Activation of webpage.

Financial Implications:

Capital project 23D.14 - \$40,000.

Communication Strategy:

Staff have been in communication with people who have made donations under the new program and are awaiting the new monument. The City may wish to have an annual celebration for those who have made donations of commemorative trees during the year.

The webpage for the project is prepared along with a GIS tree layer that would be launched as part of this project.

Consultation:

Carly McArthur, Communications Advisor

Thomas Dean, Landscape Architect

The plan will be presented to the Joint County Accessibility Advisory Committee.

Attachments:

1. Attachment 1 - Proposed Location
2. Attachment 2 - Conceptual plan

Recommended by:

Eckhard Pastrok, Manager of Parks & Open Space

Pamela Coulter, Director of Community Services

Submission approved by:

Tim Simmonds, City Manager

For more information on this report, please contact Pamela Coulter, Director of Community Services, at pcoulter@owensound.ca or 519-376-4440 x. 1252.



Bruce County, Grey County, Province of Ontario, Ontario MNR, Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, USDA, AAFC, NRCan

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This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION



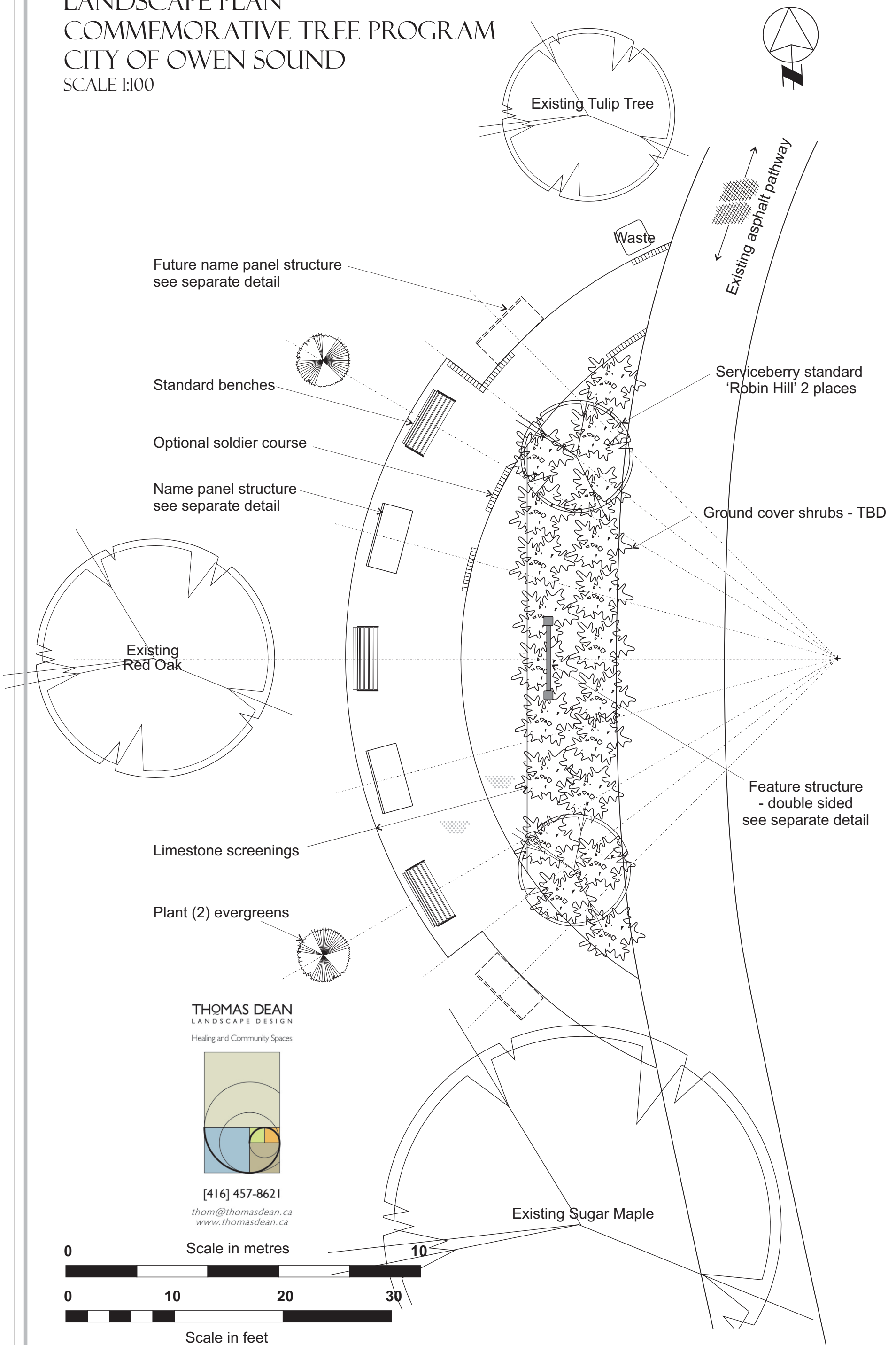
Legend

Property Information
Assessment Parcels

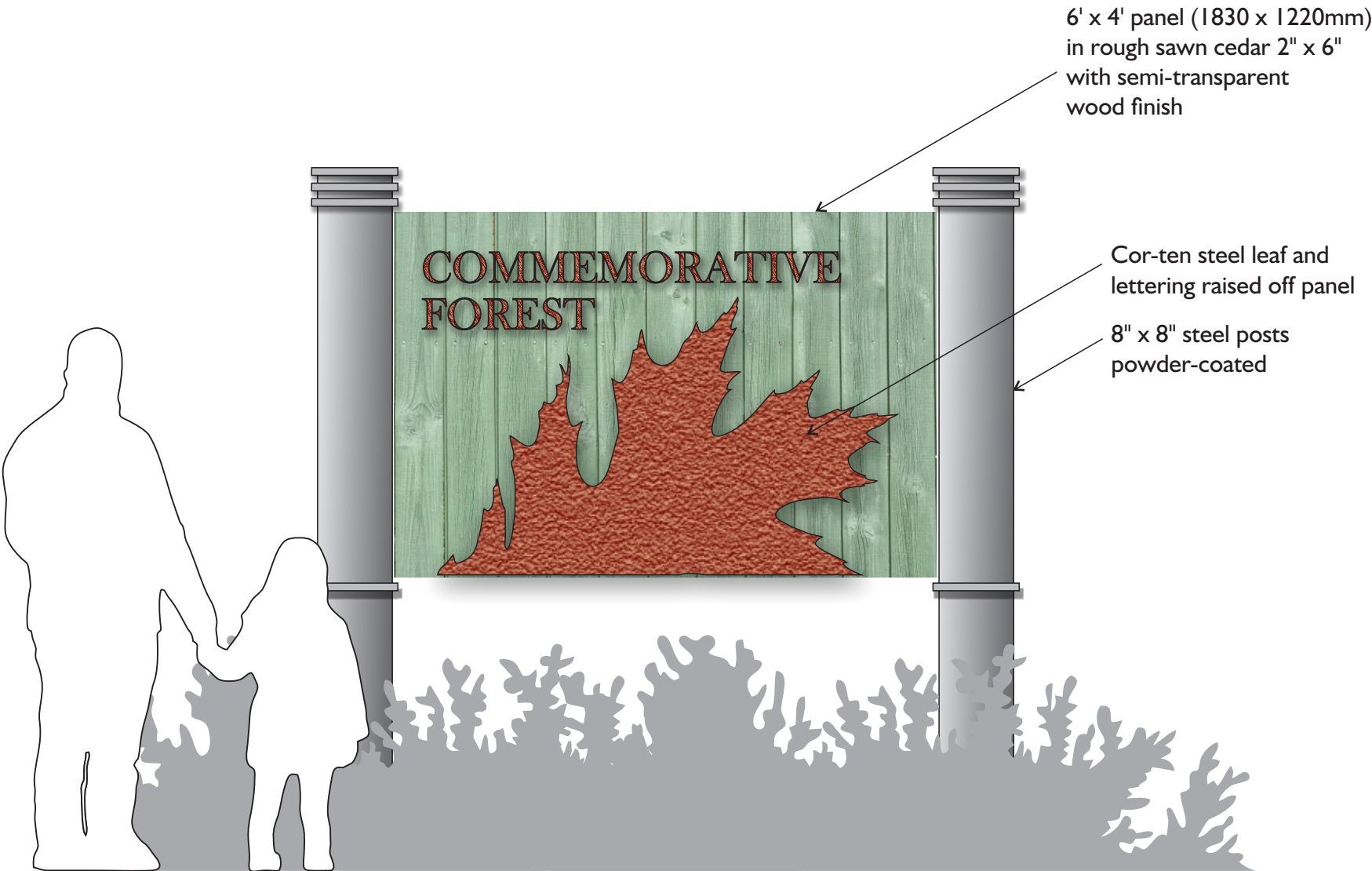
Roads

Notes

LANDSCAPE PLAN
COMMEMORATIVE TREE PROGRAM
CITY OF OWEN SOUND
SCALE 1:100



CITY OF OWEN SOUND COMMEMORATIVE TREE MONUMENT



East Facing Side



West Facing Side

THOMAS DEAN
LANDSCAPE DESIGN
Healing and Community Spaces



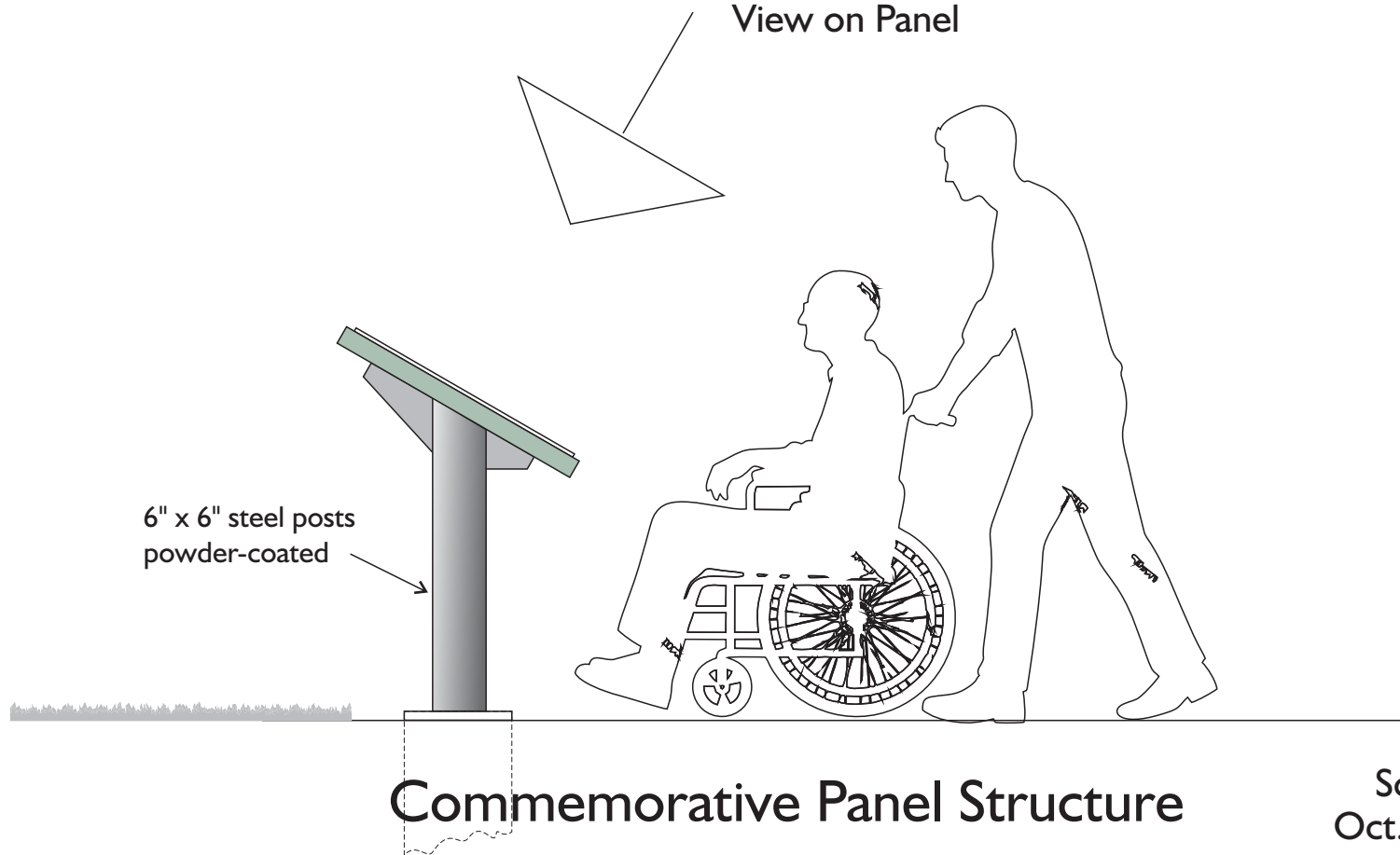
Scale 1:20
Oct. 5, 2015

[416] 457-8621
thom@thomasdean.ca



72" x 30" panel (1830 x 760mm)
in rough sawn cedar 2" x 6"
with semi-transparent
wood finish. Capacity 324 names
plus interpretive plaque.

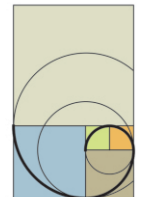
View on Panel



Commemorative Panel Structure

Scale 1:20
Oct. 7, 2015

THOMAS DEAN
LANDSCAPE DESIGN
Healing and Community Spaces



[416] 457-8621
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October 2025

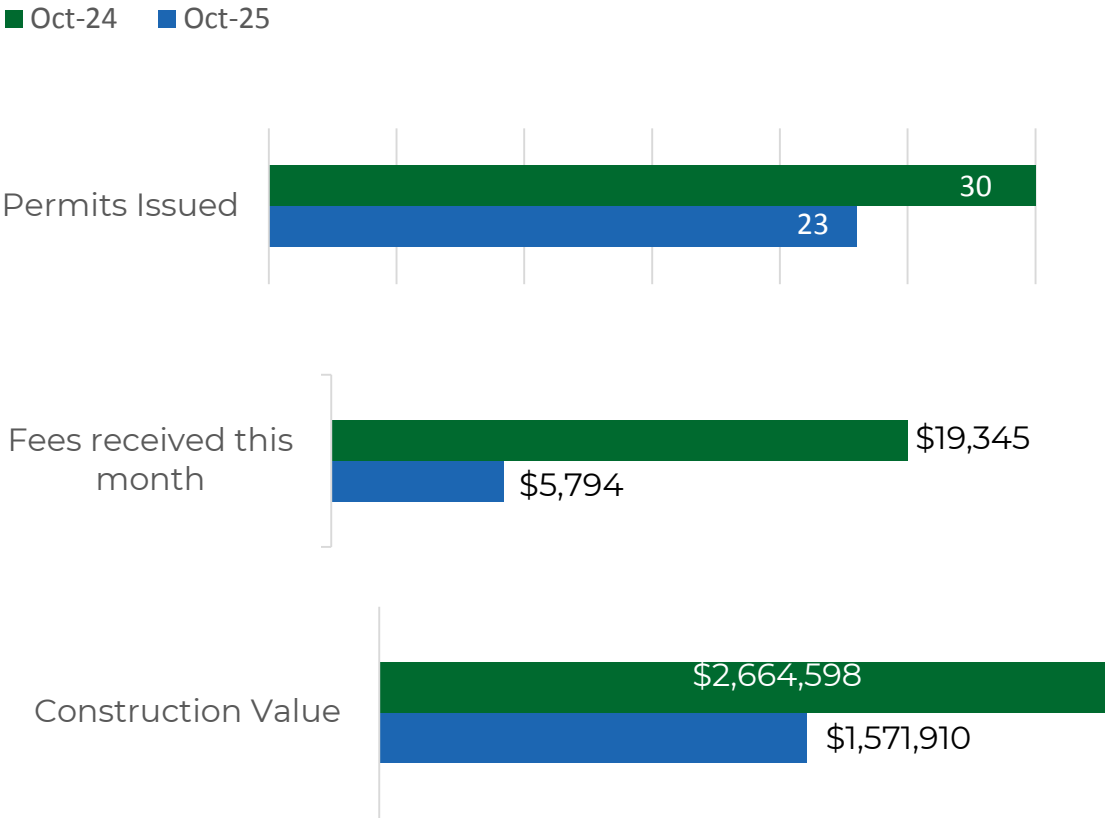
Development Update



Major Permits and Projects in October:

- A permit was issued for 3 new townhouse units at Hedera (2261 9th Ave East).
- A tent permit was issued for Paranormal Cirque held at Heritage Place Mall.
- A permit was issued to erect a new storage building at the City’s Public Works Department.
- A permit was issued for the Brightshores Wellness Facility (615 6th Street A East). Upgrades to the commercial kitchen space and adjoining dining room are underway.

Comparison with October 2024:



October Highlights

Construction value of: **\$1,571,910**
Compared to \$2,664,598 during the same months in 2024.



23 Building Permits Issued

Including all building, plumbing, demolition, heritage, and tents.



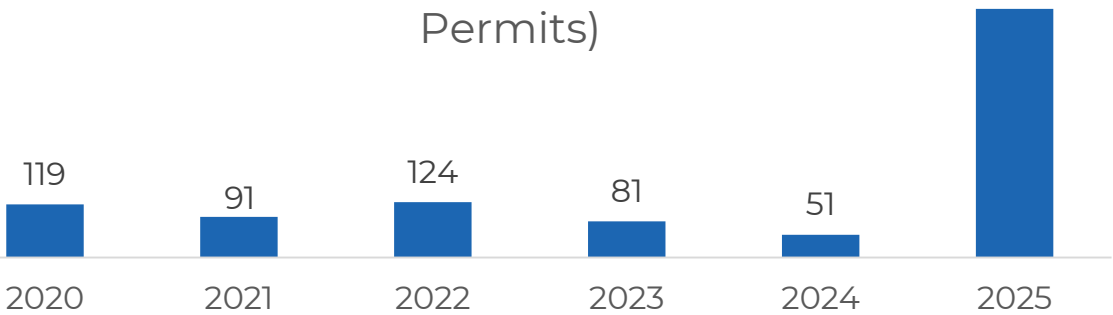
\$ 5,794

In building permit fees collected, compared to \$19,345 during the same period in 2024. Year-to-date, \$930,230 in permit fees have been collected.

75

Building Inspections were conducted during the month of October.

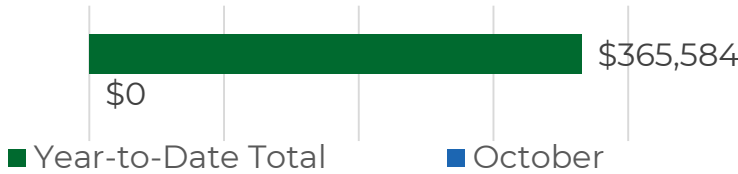
of New Residential Units(Based on Issued Permits)



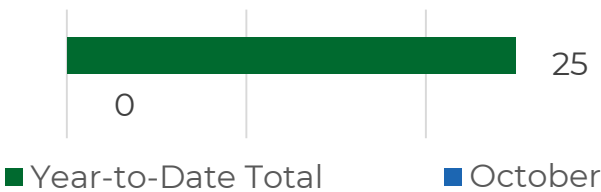
Types Year-to-Date:

Single Residential: 1
Semi/Duplex: 4
Row/Townhouse: 15
ARUs: 6
Apartments/Condos: 530

Development Charges Collected



Affordable Housing Units



*Note – data based on best information available to city at this time.

Planning Applications Received



DECISION

Authority & Background:

The following is a decision respecting Site Plan Approval made by the delegate or authorized approval authority having jurisdiction under the City's Powers of Delegation By-law 2014-019 and the Site Plan Control By-law 2019-185 and Sec. 41(4.0.1) of the Planning Act. The decision is considered on the basis of the information summarized below, including agency and Development Team comments.

File No.	ST2025-012
Staff Report No.	DA-25-018
Property Address	2010 16th Street East
Proposal Description	Construction of a self-storage facility and a vehicle rental establishment, including outdoor storage and parking of rental trucks and trailers and accessory retail sales.

Decision Declaration:

I, Pamela Coulter, being the Director of Community Services of the City of Owen Sound render the following decision based on the facts of the application and the recommendation made in the above-mentioned Staff Recommendation Report:

- ☐ Refused on the basis that a subsequent submission is required in accordance with the direction provided in Schedule 'D' of the attached staff report.
- ☐ Approved
- ☒ Approved, subject to the conditions in Schedule 'F' of the attached staff report.

Decision Date: October 14, 2025

Signature: _____



I affirm that I am authorized to render this decision by the City of Owen Sound and applicable legislation.

ZONING INFORMATION

ZONE: M1-GENERAL INDUSTRIAL / C2 COMMERCIAL

USES: VEHICLE RENTAL - PERMITTED
SELF-STORAGE STORAGE FACILITIES - PERMITTED
3.3% RETAIL (ACCESSORY USE) (MAX 10%)

LOT AREA:	750m ²	30,797m ²
LOT COVERAGE:	60% (MAX)	13.3% PROPOSED
FRONTAGE:	20m	118.8m PROPOSED
HEIGHT LIMIT:	15m (49 ft)	15m PROPOSED
LOT COVERAGE:	60% (MAX)	27.3% PROPOSED
MIN. LANDSCAPED OPEN SPACE:		
	25% LOT AREA (MIN)	46% PROPOSED

PARKING AREA LANDSCAPING:
WHERE A PARKING AREA CONSISTING OF FOUR (4) OR MORE PARKING STALLS OR A LOADING SPACE(S) ABUTS A PORTION OF A STREET, A MINIMUM WIDTH OF 1.5 METERS OF LAND ADJACENT TO THE STREET SHALL BE USED FOR NO OTHER PURPOSE THAN A PLANTING STRIP IN ACCORDANCE WITH THE PROVISIONS OF THIS SUBSECTION.

Type A/B Barrier Free Parking (E4a/E4b)

BLUE BACKGROUND

WHITE SYMBOL

1000mm (MIN.)

1000mm (MIN.)

FIRE ROUTE SIGN DETAILS

FIRE ROUTE SIGN



COLOUR		BLANK		SUPPORTS	
CIRCLE, SLASH AND 1"	RED	NUMBER	ALUMINIUM BLANK	SIZE & TYPE	CITY STANDARD
BORDER, BAR AND ARROW					
BACKGROUND AND MEDALLION	REFLECTIVE SILVER	COLOUR OF BACK	ALUMINIUM	COLOUR	ALUMINIUM

NOTES:
THESE DETAILS ARE PREPARED FOR EASY REFERENCE AND
INFORMATION PURPOSES ONLY. COPIES OF THE CITY'S
TRAFFIC AND PARKING BY-LAW AND THE CITY SITE PLAN
CONTROL ARE AVAILABLE FROM THE CITY CLERK'S OFFICE
AT 2175 AMI.

SCALE: N.T.S

SHEET NOTES:

REVISIONS:

NO.	DATE	INITIALS	NOTES
1	2025/07/09	AG	ISSUED FOR SPA SUBMISSION #1

PROFESSIONAL SEAL:



WEL Proj. No (24-11-131)



WADDELL
ENGINEERING LTD

119 PINEBUSH RD, UNIT C
CAMBRIDGE, ON Phone: 519-267-6789
N1R 7J8 Fax: 1-866-388-9659
www.waddelleng.com info@waddelleng.com

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AMERCO.
REAL ESTATE COMPANY

CONSTRUCTION DEPARTMENT
2727 NORTH CENTRAL AVENUE
PHOENIX, ARIZONA 85004
PH: (602) 263-6502

SITE ADDRESS:
U-Haul Moving & Storage
of Owen Sound
16th St E, Owen Sound,
Ontario, N4K6X8

SHEET CONTENTS:

SITE PLAN

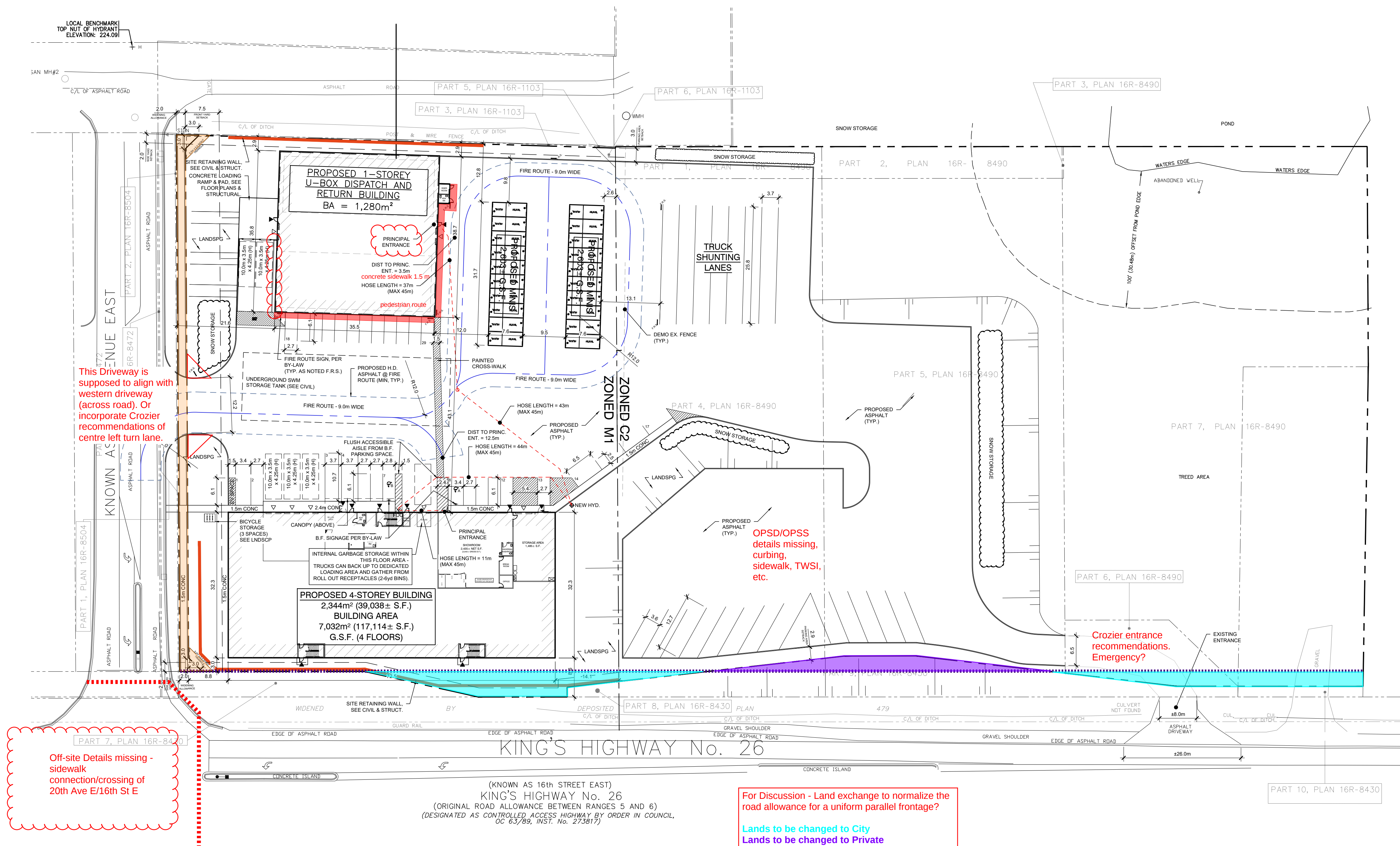
852077

DRAWN:	AG
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CHECKED:	—
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A1.1

Page 48 of 62



For Discussion - Land exchange to normalize the road allowance for a uniform parallel frontage?

Lands to be changed to City
Lands to be changed to Private

1	BUILDING SITE PLAN
---	--------------------

SCALE: 1:500

SCALE: N.T.S

DECISION

Authority & Background:

The following is a decision respecting Minor Site Plan Approval made by the delegate or authorized approval authority having jurisdiction under the City's Powers of Delegation By-law 2014-019 and the Site Plan Control By-law 2019-185 and Sec. 41(4.0.1) of the Planning Act. The decision is considered on the basis of the information summarized below, including agency and Development Team comments.

File No.	ST2025-013
Staff Report No.	DA-25-019
Property Address	1650 20 th Street East
Proposal Description	The applicant, Michael Lafreniere, on behalf of Robert Baumberger, has submitted an application proposing the redevelopment of an industrial site at 1650 20th Street East for outdoor storage.

Decision Declaration:

I, Pamela Coulter, being the Director of Community Services of the City of Owen Sound render the following decision based on the facts of the application and the recommendation made in the abovementioned Staff Recommendation Report:

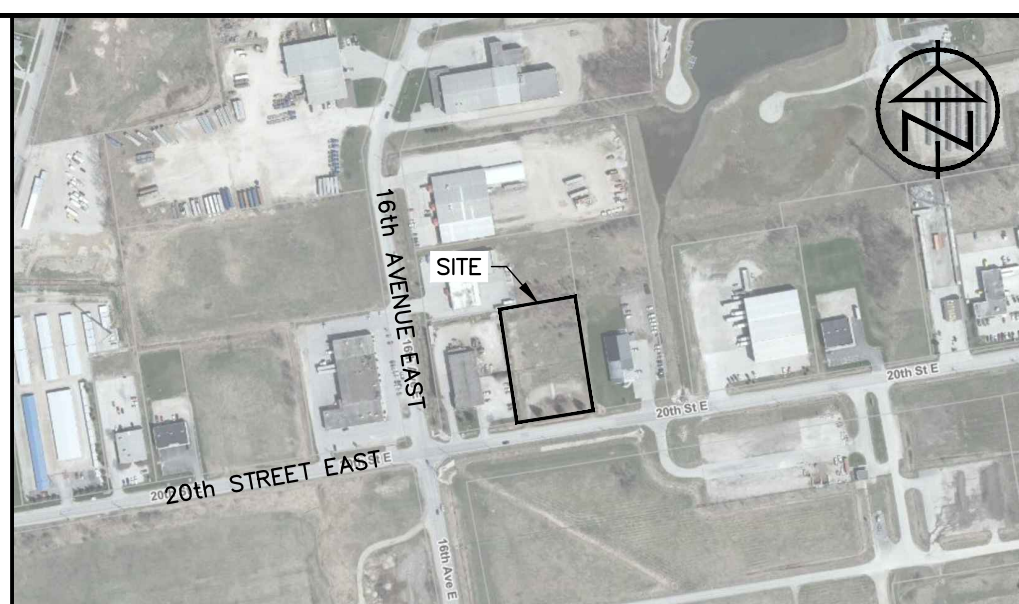
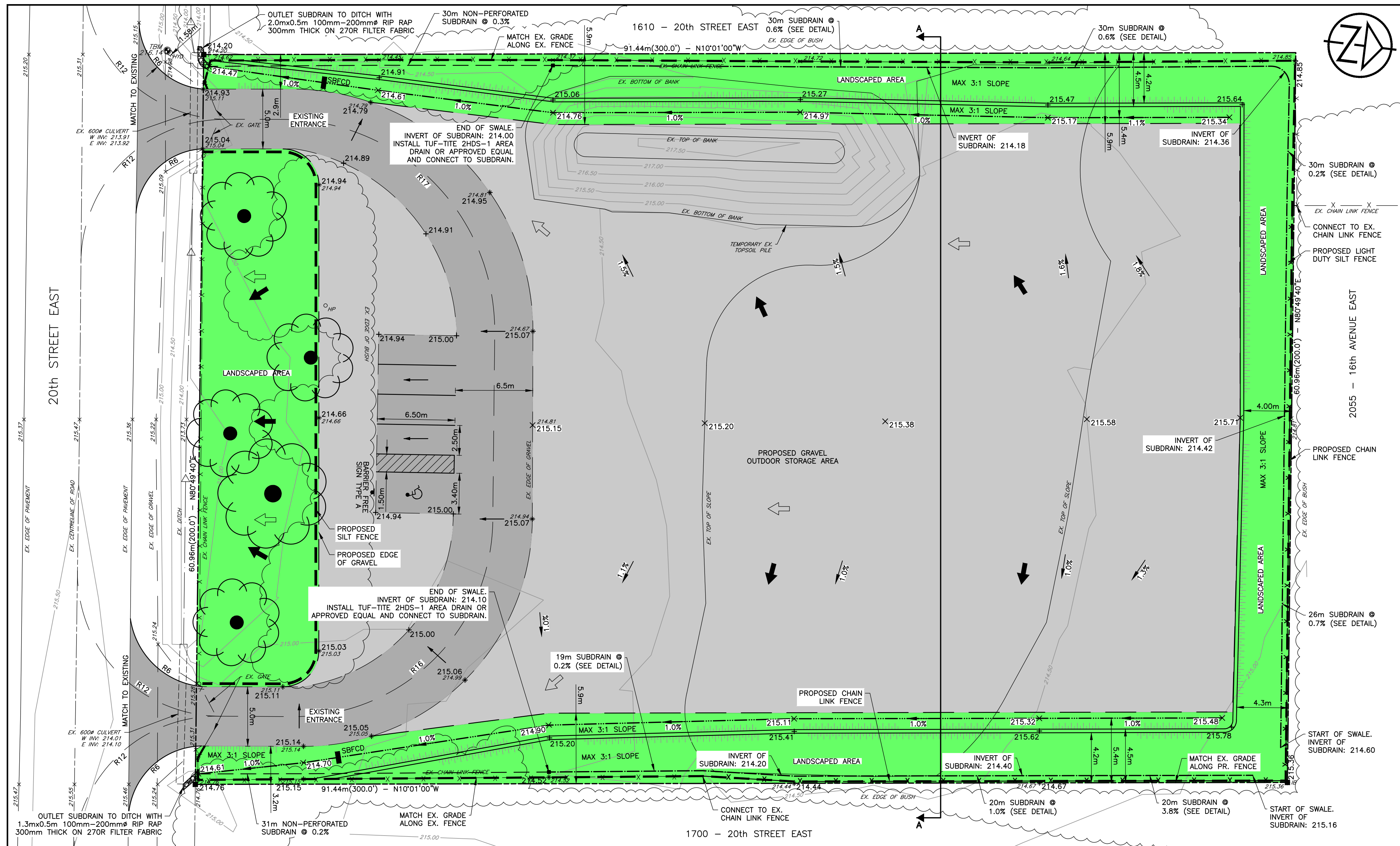
- ☐ Refused on the basis that a subsequent submission is required in accordance with the direction provided in Schedule 'D' of the attached staff report.
- ☐ Approved
- ☒ Approved, subject to the conditions in Schedule 'E' of the attached staff report.

Decision Date: October 30, 2025

Signature: _____



I affirm that I am authorized to render this decision by the City of Owen Sound and applicable legislation.

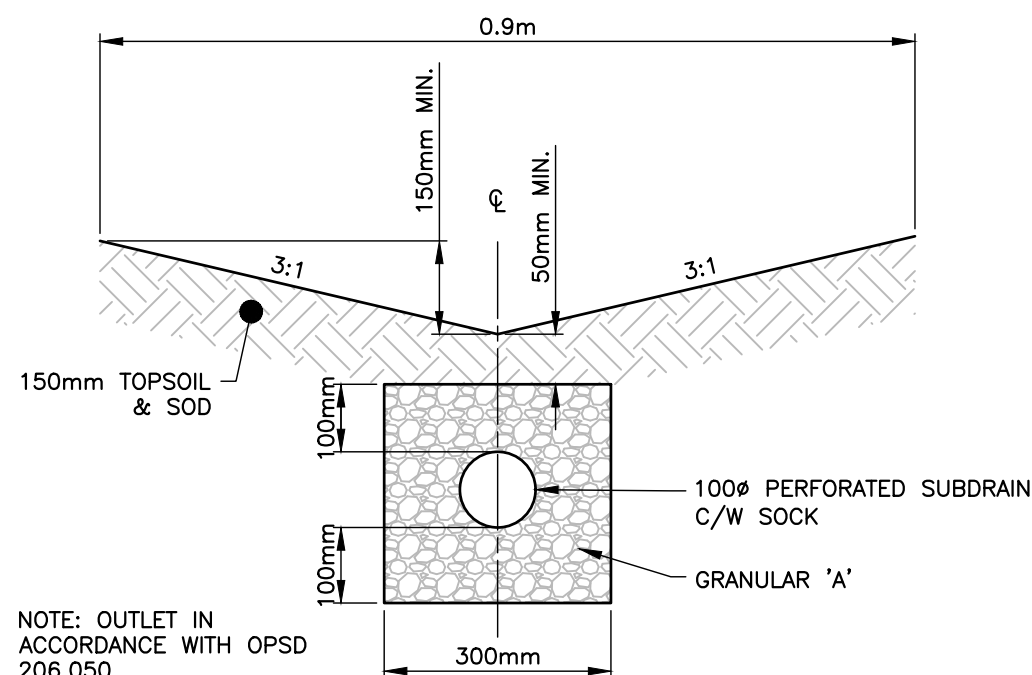


KEY PLAN

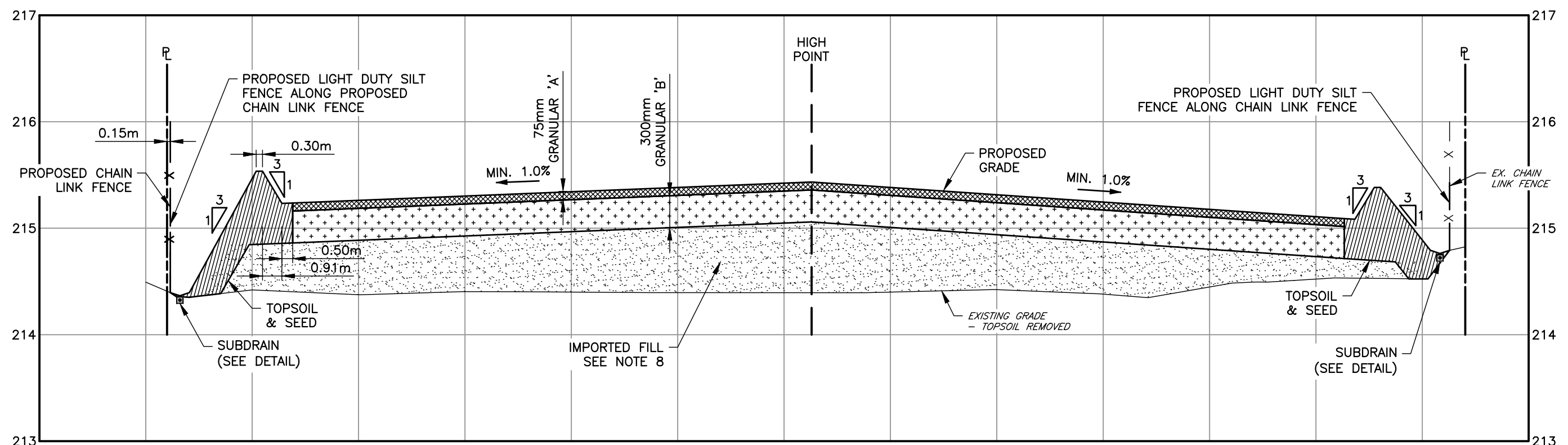
LEGEND	
PROPERTY LINE	---
EXISTING CONTOURS	---x---
EXISTING GROUND ELEVATION	x 210.50
PROPOSED GROUND ELEVATION	x 211.00
PROPOSED DRAINAGE DIRECTION	→ 2.0%
TEMPORARY BENCHMARK	⊕ TBM1
PROPOSED DRAINAGE SWALE	---
PROPOSED DRAINAGE SWALE C/W PERFORATED SUBDRAIN	---
PROPOSED NON-PERFORATED SUBDRAIN	---
EXISTING HYDRANT	⊕ HYP
EXISTING CHAIN LINK FENCE	---
PROPOSED CHAIN LINK FENCE	---
EXISTING OVERLAND FLOW DIRECTION	→
PROPOSED OVERLAND FLOW DIRECTION	→
PROPOSED SILT FENCE	---
EXISTING HYDRO POLE	⊕ HP
EXISTING IRON BAR	---
EXISTING HYDRO GUY WIRE	---
STRAW BALE FLOW CHECK DAM	---
PROPOSED GRAVEL OUTDOOR STORAGE AREA	---
PROPOSED LANDSCAPE AREA	---
PROPOSED ASPHALT DRIVEWAY AND PARKING AREA	---

SITE STATISTICS	
ZONING	M2
LOT AREA (1,000m ² MIN.)	5,574m ²
LOT COVERAGE (80% MAX)	70.6%
LANDSCAPED OPEN SPACE (25% MIN.)	29.4%
LOT FRONTAGE (25m)	61.0m
FRONT YARD SETBACK (10.0m MIN.)	N/A
REAR YARD SETBACK (3.0m MIN.)	N/A
SIDE YARD SETBACK (3.0m MIN./3.0m MIN.)	N/A

- GENERAL NOTES:
- SEDIMENT AND EROSION CONTROL MEASURES SHALL BE IMPLEMENTED TO PREVENT MIGRATION OF SILT AND SEDIMENT FROM THE SUBJECT LOT TO ANY ADJACENT LOT, INCLUDING MUNICIPAL RIGHT-OF-WAY.
 - ALL SILTATION AND EROSION CONTROL WORKS TO BE INSTALLED PRIOR TO CONSTRUCTION.
 - REMOVE SILTATION AND EROSION CONTROL WORKS ONCE GRADING WORKS COMPLETE AND VEGETATION AREAS HAVE TAKEN ROOT.
 - THE OWNER OR CONTRACTOR IS RESPONSIBLE FOR OBTAINING UTILITY AND SERVICING LOCATES PRIOR TO ANY WORKS BEING UNDERTAKEN.
 - ALL DISTURBED AREAS ARE TO BE SODDED OVER A MINIMUM OF 150mm OF TOPSOIL AND SEED.
 - ANY WORK WITHIN THE CITY RIGHT-OF-WAY WILL REQUIRE A TEMPORARY ENCROACHMENT PERMIT AND DISTURBED AREA TO BE RESTORED TO EQUAL OR BETTER CONDITION.
 - GRANULAR MATERIAL, USED FOR OUTDOOR STORAGE AREA, SHALL BE PLACED IN LAYERS 150mm IN DEPTH AND COMPACTED TO 100% STANDARD PROCTOR DENSITY.
 - GRANULAR MATERIAL TO CONSTRUCT THE OUTDOOR STORAGE AREA TO BE CONSTRUCTED WITH 300mm GRANULAR 'B' OR APPROVED EQUAL AND 75mm GRANULAR 'A' OR APPROVED EQUAL. IMPORTED FILL BELOW GRANULARS CAN INCLUDE SELECT SUBGRADE MATERIAL (SSM) RECLAIMED CONCRETE MATERIAL (RCM) WITH A MAX SIZE OF 150mm OR CLEAN GRANULAR WITH NO DELETERIOUS MATERIAL AS PER OPSS 1010.
 - ASPHALT FOR DRIVEWAY AND PARKING AREA TO BE 50mm HL4. SAW CUT EXISTING ASPHALT PRIOR TO PLACING NEW ASPHALT.
 - SILT FENCE TO OPSS 219.110. STRAW BALE FLOW CHECK DAM TO OPSS 219.180.
 - RIP RAP TO OPSS MUNI 1004.05.05 ON FILTER FABRIC - TERRAFIX 270R OR APPROVED EQUAL.
 - FENCING SHALL COMPLY TO MUNICIPAL STANDARDS.
 - THE OWNER'S ENGINEER SHALL PROVIDE BENCHMARK ELEVATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DETAILED LAYOUT OF THE WORK.
 - ALL DIMENSIONS AND ELEVATIONS ARE IN METERS UNLESS OTHERWISE SHOWN.



TYPICAL PERIMETER SUBDRAIN (INFILTRATION TRENCH)



SECTION A-A
SCALE 1:200H 1:40V

DISCLAIMER AND COPYRIGHT

CONTRACTOR MUST VERIFY ALL DIMENSIONS AND BE RESPONSIBLE FOR SAME. ANY DISCREPANCIES MUST BE REPORTED TO THE ENGINEER BEFORE COMMENCING WORK. DRAWINGS ARE NOT TO BE SCALED.

TATHAM ENGINEERING LIMITED CLAIMS COPYRIGHT TO THIS DRAWING WHICH MAY NOT BE USED FOR ANY PURPOSE OTHER THAN THAT PROVIDED IN THE CONTRACT BETWEEN THE OWNER/CLIENT AND THE ENGINEER WITHOUT THE EXPRESS CONSENT OF TATHAM ENGINEERING LIMITED.

BENCHMARKS

TBM1 - ELEVATION 216.14
T/NUT OF HYDRANT LOCATED AT THE SOUTHWEST CORNER OF THE SITE.

NOTES

TOPOGRAPHIC INFORMATION COLLECTED BY TATHAM ENGINEERING LIMITED., COMPLETED ON JANUARY 2, 2025.

SITE PLAN LAYOUT PROVIDED BY SETLESS ARCHITECTURE, DATED AUGUST 7, 2025.

LEGAL SURVEY BY HEWITT & MILNE LIMITED (OLS) DATED MARCH 17, 1978. PLAN 16R-1146 DEPOSITED APRIL 11 1978.

No.	REVISION DESCRIPTION	DATE
1.	1ST SUBMISSION	JAN 2025
2.	2ND SUBMISSION	AUG 2025

ENGINEER STAMP



1650 20th STREET EAST
CITY OF OWEN SOUND

LOT GRADING PLAN

TATHAM
ENGINEERING

DESIGN: MAB	FILE: 124220	DWG: LG.1
DRAWN: KRL	DATE: JAN 2025	
CHECK: AO	SCALE: 1:200	