

To: Economic and Development Services Committee

From: Anthony Ambra, P.Eng., Commissioner,
Economic and Development Services Department

Report Number: ED-25-81

Date of Report: May 28, 2025

Date of Meeting: June 2, 2025

Subject: City Comments on Bill 17, the Proposed "Protect Ontario by Building Faster and Smarter Act, 2025"

Ward: All Wards

File: 12-03-3626

1.0 Purpose

The purpose of this Report is to obtain Council's endorsement of City comments on Bill 17, the Province's proposed "Protect Ontario by Building Faster and Smarter Act, 2025", being an Act to amend various statutes to "help make it easier and faster to build new homes, businesses, and infrastructure" ("Bill 17"), in response to May 13, 2025 correspondence received from Minister Flack.

Bill 17 consists of proposed amendments to the following Acts:

- Building Code Act, 1992
- Building Transit Faster Act, 2020
- City of Toronto Act, 2006
- Development Charges Act, 1997
- Metrolinx Act, 2006
- Ministry of Infrastructure Act, 2011
- Planning Act
- Transit-Oriented Communities Act, 2020

For the purposes of this Report to the Economic and Development Services Committee and Council, staff are only providing comments on the Province's proposed amendments under Bill 17 to:

- Building Code Act, 1992;
- Building Transit Faster Act, 2020;
- Transit-Oriented Communities Act, 2020; and,
- The Planning Act.

Additional information on Bill 17 and the proposed amendments to the various Acts can be found at the following link: <https://www.ola.org/en/legislative-business/bills/parliament-44/session-1/bill-17>

The proposed amendments to the various Acts under Bill 17 were posted on the Province's Environmental Registry of Ontario ("E.R.O.") website on May 12, 2025 in order for the Province to seek feedback on the proposed amendments.

Staff are seeking Council authority to send City comments on the E.R.O. postings in advance of Council's endorsement of the comments in order to meet the commenting deadlines.

Attachment 1 is a copy of Bill 17, which was introduced into the Ontario Legislature with first reading on May 12, 2025. Owing to the size of the document, it is not attached to this Report but a copy of the proposed Bill 17 can be viewed at the following link: <https://www.ola.org/en/legislative-business/bills/parliament-44/session-1/bill-17>

Attachment 2 is a list of E.R.O. postings under Bill 17 for which staff have prepared comments for Council's endorsement through this Report.

Attachment 3 presents staff comments on each E.R.O. posting listed in Attachment 2.

Attachment 4 is a copy of the May 13, 2025 correspondence received from Minister Flack.

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council:

1. That Report ED-25-81 dated May 28, 2025, including Attachment 3, be endorsed as the City's comments on the Province's proposed amendments to certain Acts under Bill 17, "Protect Ontario by Building Faster and Smarter Act, 2025".
2. That Economic and Development Services staff be authorized to submit the comments contained in Report ED-25-81 dated May 28, 2025 related to Bill 17, "Protect Ontario by Building Faster and Smarter Act, 2025" in response to the associated proposals posted on the Environmental Registry of Ontario website, together with the related resolution of the Economic and Development Services Committee, to the Province for its consideration, and to provide a subsequent follow-up once Council has considered this matter.
3. That staff be authorized to forward a copy of Report ED-25-81 dated May 28, 2025 and the related Council resolution to the Region of Durham, Durham area municipalities, and Durham area M.P.P.s.

3.0 Input From Other Sources

The following have been consulted in the preparation of this Report:

- Chief Administrative Officer
- Commissioner, Corporate and Finance Services Department

- City Solicitor

4.0 Analysis

4.1 Overview of Bill 17, Protect Ontario by Building Faster and Smarter Act, 2025

On May 12, 2025, the Province released five (5) bulletins on the E.R.O. website concerning Bill 17 titled:

- “Proposed Planning Act and City of Toronto Act, 2006 Changes (Schedules 3 and 7 of Bill 17 – Protect Ontario by Building Faster and Smarter Act, 2025)”;
- “Proposed Regulations – Complete Applications”;
- “Proposed Regulation – As-of-right Variations from Setback Requirements”;
- “Bill 17 – Protect Ontario by Building Faster and Smarter Act, 2025 – Accelerating Delivery of Transit-Oriented Communities”;
- “Bill 17: Protect Ontario by Building Faster and Smarter Act, 2025 – Amendment to the Building Transit faster Act, 2020”.

Additional posting details for each of the above-noted bulletins are contained in Attachment 2 of this Report, including weblinks to each posting. Also included is Minister Flack’s May 13, 2025 correspondence contained in Attachment 4.

Bill 17, as it relates to infrastructure, housing and transit initiatives, is proposing a suite of legislative, regulatory and policy initiatives. This includes initiatives to:

- speed up the construction of infrastructure and homes;
- support economic and community growth;
- accelerate provincial transit and other critical provincial infrastructure projects; and,
- work with municipalities to simplify and standardize municipal development approval processes and charges to help increase housing supply in Ontario.

4.2 Proposed Amendments Resulting from Bill 17, Protect Ontario by Building Faster and Smarter Act, 2025

The following subsections outline the proposed changes to various Acts resulting from Bill 17.

4.2.1 Proposed Amendments to the Building Code Act, 1992

The proposed amendments to the Building Code Act under Schedule 1 of Bill 17, if passed, would among other matters:

- Include a new subsection to clarify that certain sections of the Municipal Act, 2001 do not authorize a municipality to pass by-laws respecting enforcing its own standards for construction or demolition of buildings, such as green building standards.

4.2.2 Proposed Amendments to the Building Transit Faster Act, 2020

The proposed amendments to the Building Transit Faster Act, 2020 under Schedule 2 of Bill 17, if passed, would among other matters:

- Add a new definition of “Provincial Transit Project”:
 - The proposed amendment adds a new definition of “provincial transit project” to the Building Transit Faster Act, 2020 meaning a “transit project that Metrolinx has authority to carry out.”
 - If passed, this amendment will expand the application of the Act to all provincial transit projects without having to name them in the Act or prescribe them via regulatory amendments.

4.2.3 Proposed Amendments to the Development Charges Act, 1997

The proposed amendments to the Development Charges Act, 1997 under Schedule 4 of Bill 17, if passed, would among other matters include the following:

- New exemption for long-term care homes:
 - The proposed amendment introduces a new Section 4.4 to the Development Charges Act, 1997 which exempts long-term care home development from development charges.
- New rules for administrative amendments:
 - An amendment to Subsection 19(1.1) to similarly specify that Sections 9 to 18 of the Development Charges Act, 1997 will not apply to an amendment to a Development Charge By-law that:
 - Repeals a provision providing for the indexing of a development charge or amends such a provision to provide for a development charge not to be indexed; or
 - Decreases the amount of a development charge that is payable for one or more types of development in the circumstances specified in the amendment.
- Development charge payments and interest:
 - Development charges for institutional and rental housing development may be prepaid at any time without requiring an early payment agreement.
 - Amendments regarding the rules for interest payments on development charge installments may prohibit a municipality from charging interest on installments that come due after a yet-to-be-determined date.
 - Amendments to Section 26.1 would require development charges for all residential development that is not rental housing to be paid upon occupancy of the building.

- Cap for frozen Development Charges:
 - Amendments to Section 26.2 to provide that the development charge freeze does not apply to a development charge if the total amount of all charges, including any interest, exceeds the total amount of all charges that would be payable if the freeze had not applied.
- Development charge credits:
 - Amendments to Section 41 of the Development Charges Act, 1997 to provide that, if two or more services are deemed to be one service, a credit that relates to any one of those services may be used against development charges charged under the larger service category.
- Defining “local service” :
 - The proposed amendment adds a new regulation-making authority to empower the province to create regulations specifying what constitutes a local service.

4.2.4 Proposed Amendments to the Metrolinx Act, 2006

The proposed amendments to the Metrolinx Act, 2006 under Schedule 5 of Bill 17, if passed, would among other matters:

- Prescribe that the Minister of Transportation may direct a municipality, including certain municipal agencies, to provide information that may be required to support the development of a provincial transit project or transit-oriented community project such as data, contracts, reports, surveys, plans and other documents that the Minister of Transportation believes are necessary to support a provincial transit project or transit-oriented community project.

4.2.5 Proposed Amendments to the Ministry of Infrastructure Act, 2011

The proposed amendments to the Ministry of Infrastructure Act, 2011 under Schedule 6 of Bill 17, if passed, would among other matters:

- Amend the Ministry of Infrastructure Act, 2011 to reflect the proposed amendments to the Transit-Oriented Communities Act, 2020 that remove the Minister of Transportation’s authority related to “provincial transit projects” and place this authority with the Minister of Infrastructure and their delegates.
- Amend the Ministry of Infrastructure Act, 2011 to add a new section that would require municipalities and municipal agencies to comply with the Minister of Infrastructure’s directives for the provision of information.

4.2.6 Proposed Amendments to the Planning Act

The proposed amendments to the Planning Act under Schedule 7 of Bill 17, if passed, would among other matters:

- Streamline planning approvals for schools:
 - Amendments to the Planning Act to provide permission to allow for publicly funded elementary and secondary schools and associated childcare on urban lands zoned for residential uses.
 - Amendments to the Planning Act and the City of Toronto Act, 2006 to exempt the placement of portable classrooms on all school sites from municipal site plan control.
- Regulate as-of-right variations from setback requirements (Minor Variances):
 - Through an amendment to the Planning Act, the Ministry of Municipal Affairs and Housing would have the regulation-making authority to allow variations to be permitted “as-of-right” if a proposal is within a prescribed percentage (e.g. 10%) of setback requirements in specified lands.
- Limit complete application study requirements:
 - Through legislative changes to the Planning Act and the City of Toronto Act, 2006, municipalities would no longer have the ability to require new complete application studies/reports beyond what is currently identified in their official plans except where/if the Ministry of Municipal Affairs and Housing approves new requirements.
 - The changes would enable the Minister, by regulation, to:
 - Prescribe a list of subject matters for which studies cannot be required as part of a complete application;
 - Identify the only studies that could be required as part of a complete application;
 - Specify certified professionals from whom municipalities would be required to accept studies.
 - The proposed changes would have the effect of reducing the number of studies that make up a complete application when proponents submit development proposals to municipalities.
- Regulate conditional Minister’s Zoning Orders (“M.Z.O.s”):
 - The Minister would have the authority to impose conditions that must be met before a use permitted by an M.Z.O. comes into effect.
 - This would involve actions for municipalities and/or proponents, helping to improve accountability and ensure projects meet provincial objectives.

In addition to the proposed changes to the Planning Act under Bill 17, on May 12, 2025, the Province published a notice that changes were made to O. Reg. 232/18 – Inclusionary Zoning under the Planning Act. These changes establish:

- A maximum 25 year period during which Inclusionary Zoning units must be maintained as affordable;
- An upper limit on the number of units that can be required to be set aside as affordable, at 5% of the total number of units or 5% of the total gross floor area of the total residential units, not including common areas.

4.2.7 Proposed Amendments to the Transit-Oriented Communities Act, 2020

The proposed amendments to the Transit-oriented Communities Act, 2020 under Schedule 8 of Bill 17, if passed, would among other matters:

- Change the definition of Transit-Oriented Communities (T.O.C.):
 - The Transit-Oriented Communities Act, 2020, currently defines a T.O.C. project as part of a priority transit project; and located on transit corridor land. This definition excludes transit projects along the GO and LRT networks, reducing opportunities to develop mixed-used communities along these networks. The proposed changes include expanding the scope of a priority transit project under the Act to include provincial transit projects such as T.O.C., mirroring the proposed amendments to the Building Transit Faster Act, 2020.

4.2.8 Technical Briefing and Future Consultation

The Ministry of Municipal Affairs and Housing released a Technical Briefing which outlines additional matters including future consultations and reviews. A copy of the Technical Briefing can be viewed at the following link: [Protect Ontario by Building Faster and Smarter Act, 2025](#)

4.3 Next Steps

Staff are seeking Council's endorsement of the staff comments contained in Attachment 3 of this Report as City comments regarding various E.R.O. postings concerning proposed changes to various Acts through Bill 17.

As mentioned in Section 1.0 of this Report, staff are seeking Council authority to send City comments on the associated E.R.O. postings in advance of Council's endorsement of the comments in order to meet the commenting deadlines.

In the event that the comments are not supported by City Council, staff will ask the Province to consider the comments as withdrawn.

In the event Bill 17 receives Royal Assent, Economic and Development Services staff would report back to the Economic and Development Services Committee and Council with any necessary amendments to City By-laws to implement the changes, including potential amendments to the City's Zoning By-law and Official Plan.

5.0 Financial Implications

There are no financial implications associated with the recommendations in this Report.

6.0 Relationship to the Oshawa Strategic Plan

This Report responds to the Oshawa Strategic Plan Priority Area:

“Lead: Governance and Service Excellence” with the goal to embrace innovation and advance continuous improvement initiatives and actions.



Tom Goodeve, M.Sc.Pl., MCIP, RPP, Director,
Planning Services



Anthony Ambra, P.Eng., Commissioner,
Economic and Development Services Department

Relevant E.R.O. Posting Details under Bill 17

Legislation/Policy Review	E.R.O. Number	Link	Commenting Deadline
Bill 17- Protect Ontario by Building Faster and Smarter Act, 2025 - Accelerating Delivery of Transit-Oriented Communities	025-0504	https://ero.ontario.ca/notice/025-0504	June 12, 2025
Bill 17: Protect Ontario by Building Faster and Smarter Act, 2025 – Amendment to the Building Transit Faster Act, 2020	025-0450	https://ero.ontario.ca/notice/025-0450	June 11, 2025
Proposed Planning Act and City of Toronto Act, 2006 Changes (Schedules 3 and 7 of Bill 17 – Protect Ontario by Building Faster and Smarter Act, 2025)	025-0461	https://ero.ontario.ca/notice/025-0461	June 11, 2025
Proposed Regulations – Complete Application	025-0462	https://ero.ontario.ca/notice/025-0462	June 26, 2025
Proposed Regulation – As-of-right Variations from Setback Requirements	025-0463	https://ero.ontario.ca/notice/025-0463	June 26, 2025

Bill 17 – Proposed Amendments to the Building Code Act, 1992

Description

- The proposed amendment includes a new subsection to clarify that certain sections of the Municipal Act, 2001 do not authorize a municipality to pass by-laws respecting the construction or demolition of buildings.

Staff Comments

- By-Law 33-2009 of the City of Oshawa governs the administration and enforcement of the Building Code Act, 1992 which authorizes the Council of a municipality to pass certain by-laws prescribing classes of permits, permit application documents, fees, inspections and other related matters. However, it does not enforce alternative construction standards to the Building Code Act, 1992, such as green building standards.

Bill 17 – Proposed Amendments to the Building Transit Faster Act, 2020

Description: New Definition of “Provincial Transit Project”

- The proposed amendment adds a new definition of “provincial transit project” to the Building Transit Faster Act, 2020 meaning a “transit project that Metrolinx has authority to carry out.”

Staff Comments

- Staff support policies aimed at accelerating the delivery of public transit projects. The proposed amendment will assist Metrolinx by providing the necessary tools to advance all provincially led transit initiatives more efficiently.

Bill 17 – Proposed Amendments to the Transit-Oriented Communities Act, 2020

Description: Changing the Definition of Transit-Oriented Communities (“T.O.C.”)

- The Transit-Oriented Communities Act, 2020, currently defines a T.O.C. project as part of a priority transit project; and located on transit corridor land. This definition excludes transit projects along the GO and Light Rail Transit (“L.R.T.”) networks, reducing opportunities to develop mixed-used communities along these networks. The proposed changes include expanding the scope of a priority transit project under the Act to include provincial transit projects such as Transit-Oriented Communities, mirroring the proposed amendments to the Building Transit Faster Act, 2020.

Staff Comments

- Staff support the proposed amendment to expand the definition of T.O.C. to include GO Transit and L.R.T. networks, as it aligns with the related amendment under the Building

Transit Faster Act, 2020. While the Transit-Oriented Communities Act, 2020 currently excludes GO and L.R.T. projects, the Province's T.O.C. webpage indicates that "TOC and other transit developments will be located along the province's four subway projects, GO Transit and Light Rail Transit projects." Updating the Act to reflect this language would ensure consistency between legislation and publicly communicated policy.

Bill 17 – Proposed Amendments to the Planning Act

Description: Planning Approvals for Schools

- Amendments to the Planning Act are proposed to provide permission to allow for publicly funded elementary and secondary schools and associated childcare facilities on urban lands zoned for residential uses.
- Amendments to the Planning Act are proposed to exempt the placement of portable classrooms on all school sites from municipal site plan control.

Staff Comments

- Staff note that the City of Oshawa Official Plan already designates specific sites for school use. While this amendment has minimal direct impact on the City of Oshawa, staff recognize that it could encourage land acquisition and accelerate school construction timelines across municipalities.
- Staff note that there will be minimal effects on the City of Oshawa if portable classrooms are exempt from site plan control on all school sites. Staff are generally in support of this amendment.

Description: As-of-right Variations from Setback Requirements

- Through an amendment to the Planning Act, the Ministry of Municipal Affairs and Housing ("M.M.A.H") would have the regulation-making authority to allow variations to be permitted "as-of-right" if a proposal is within a prescribed percentage (e.g. 10%) of setback requirements in specified lands.

Staff Comments

- Staff note that the M.M.A.H. Technical Briefing does not accurately reflect the City of Oshawa's timelines and fees for minor variance applications. While the briefing indicates that such applications cost between \$1,000 and \$5,000 and may add 12 to 15 months to a development project, in Oshawa, minor variance applications are typically processed within 3 to 4 weeks, with associated fees ranging from approximately \$831 to \$1,989.
- Staff note that certain development projects are subject to site-specific zoning regulations established through rezoning applications, which may already incorporate reduced minimums or increased maximums. As such, staff recommend that the M.M.A.H. include a provision ensuring that the proposed 10% reduction in setback requirements applies only to the parent standards in the Zoning By-law or to site-

specific zoning permissions that exist in the Zoning By-law as of the effective date of the new regulation.

Description: Complete Application Study Requirements

- Through legislative changes to the Planning Act, municipalities would no longer have the ability to require new complete application studies/reports beyond what is currently identified in their official plans except where/if M.M.A.H. approves new requirements. The changes would enable the Minister, by regulation, to:
 - prescribe a list of subject matters for which studies cannot be required as part of a complete application;
 - identify the only studies that could be required as part of a complete application; and,
 - specify certified professionals from whom municipalities would be required to accept studies.
- The proposed changes would have the effect of reducing the number of studies that make up a complete application when proponents submit development proposals to municipalities.

Staff Comments

- Staff note that the City of Oshawa Official Plan was previously amended to include a fulsome list of plans and studies that may be required for development projects.
- Staff recommend that the Province undertake extensive consultation with municipalities and industry professionals to better understand the value and appropriate application of various technical studies in the development review process. It is important to note that while certain studies may not be required as part of a complete application, municipalities may still require them as conditions of approval for subdivisions, consents, or site plan applications. Municipalities frequently collaborate with external agencies during the development review process, many of whom require these studies to ensure that the proposed development is appropriate and responsible. As such, staff recommend that agencies such as pipeline companies, hydro providers, railway companies, conservation authorities, Metrolinx, federal airport and aviation authorities, and relevant provincial ministries be consulted as part of the proposed amendment process.
- Staff request that the following studies, plans and materials be included in the complete application requirements as outlined in the City of Oshawa's Official Plan:

Planning

- Planning Rationale/Justification Report
- Draft Zoning By-law Amendment
- Draft Official Plan Amendment
- Public Consultation Strategy

- Rental Conversion Study
- Condominium Declaration
- Draft Plan of Subdivision
- Draft Plan of Condominium
- Municipal Comprehensive Review

Urban Design

- Urban Design Study
- Urban Design Guidelines
- Architectural Control/Streetscape Guidelines
- Shadow Study
- Park Concept Plan
- Campus Master Plan
- Site Development Phasing Plan
- Scenic Vistas and Views Impact Analysis
- Site Plan
- Elevations
- Floor Plans
- Landscape Plan and Details
- Landscape/Site Improvement Cost Estimate
- Concept Plan for Blocks in Subdivision

Environment

- Environmental Impact Study
- Environmental Appraisal Report
- Tree Preservation Study/Inventory
- Hydrological Evaluation
- Watershed Study
- Sub-Watershed Study
- Landform Conservation Plan
- Water Budget and Conservation Plan
- Wildlife Risk Management Assessment
- Hydrogeological Assessment
- Reliance Letter for Hydrogeological Assessment
- Fluvial Geomorphology Assessment
- Stream Corridor Protection Limit Study
- Arborist Report
- Development Limits/Constraints Map
- Bird Friendly Design Details

Servicing

- Stormwater Management Study
- Master Environmental Servicing Plan
- Functional Servicing Report
- Calcium Carbonate Assessment
- Storm Drainage Scheme
- Erosion and Sediment Control Plans
- Grading Plan

- Servicing Plan
- Phasing Plan
- Soils Study (Geotechnical)
- Reliance Letter for Soils Study (Geotechnical)
- Slope Stability Assessment

Transportation

- Transportation Analysis Report/Study
- Functional Alignment Study
- Traffic Impact Study
- New Development Checklist for Traffic Calming
- Traffic Calming Report
- Parking Study
- Vehicle Queuing Study
- Municipal Class Environmental Assessment
- Truck Maneuvering/Swept Path Analysis Plan

Nuisance

- Noise Study
- Vibration Study
- Dust Study
- Odour Study
- Lighting Study/Photometric Plan
- Land Use Compatibility/Air Quality Assessment
- Development Viability Assessment regarding adjacency to rail

Financial

- Fiscal Impact Study
- Reserve Fund Analysis

Aggregates

- Mineral Aggregate Extraction Plan/Study

Heritage/Archaeological

- Archaeological Assessment
- Ministry Clearance of Archaeological Assessment
- Heritage Impact Assessment/Study
- Heritage Research Report
- Cultural Heritage Resource Assessment
- Conservation Plan

Other Information

- Written response to pre-consultation comments
- Record of completion of pre-consultation in accordance with any applicable pre-consultation by-law
- Cover letter
- Application Fee Calculation

- Phase 1 Environmental Site Assessment
 - Phase 2 Environmental Site Assessment
 - Record of Site Condition
 - Reliance Letter for Environmental Site Assessment
 - Minimum Distance Separation Information
 - Waste Disposal Assessment
 - Retail/Market Impact Study
 - Airport Compatibility Study
 - Airport Ceiling Plan/Flight Path Plan
 - Building Audit
 - Well and Septic Review
 - Draft 40R Plan
 - Survey
 - Oshawa Ontario Building Code Design Information Sheet
 - Development Review Checklist: Front End (Waste) Collection Services on Private Property
 - Accessibility Plan
- Staff do not support the proposed amendment that would require municipalities to accept studies only from provincially specified certified professionals. Municipal requirements for studies can vary significantly depending on the nature and scope of the development and the specific study in question. The ability to request revisions and updates enables municipalities to work collaboratively with professionals to ensure that submitted materials meet the defined scope of work. Rather than prescribing a list of accepted professionals, the Province should focus on identifying the types of studies that must be prepared by certified professionals, with the understanding that such studies are only valid if they conform to the municipality's terms of reference or scope of work. Furthermore, staff recommend that the regulation include a provision allowing municipalities to request a reliance letter from the consultant to confirm accountability and use of the study.

Description: Conditional Minister's Zoning Orders ("M.Z.O.s")

- The Minister would have the authority to impose conditions that must be met before a use permitted by an M.Z.O. comes into effect. This would involve actions for municipalities and/or proponents, helping to improve accountability and ensure projects meet provincial objectives.

Staff Comments

- Staff have no concerns with the implementation of conditions that must be satisfied prior to permitting a use approved through an M.Z.O. However, staff note that the process of clearing these conditions may extend development timelines, which could be counterproductive to the intent of M.Z.O.s – namely, to expedite development.

Description: Inclusionary Zoning

- M.M.A.H. would establish a 5% maximum set-aside rate and a 25-year maximum affordability period in Protected Major Transit Station Areas.

Staff Comments

- Policy 5.2.21 of the Region of Durham's Official Plan – Envision Durham encourages area municipalities to consider the application of inclusionary zoning within their respective Protected Major Transit Station Areas.
- As the City of Oshawa does not currently have any inclusionary zoning policies in place, staff have no additional comments on this regulation.

**Ministry of
Municipal Affairs
and Housing**

**Ministère des
Affaires municipales
et du Logement**



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234-2025-2204

May 13, 2025

Dear Head of Council,

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

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

Building Code Act – Ministry of Municipal Affairs and Housing

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

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

Development Charges Act – Ministry of Municipal Affairs and Housing

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

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

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

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

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

Planning Act – Ministry of Municipal Affairs and Housing

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

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

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

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

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

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

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

Ministry of Infrastructure Act – Ministry of Infrastructure

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

Transit-Oriented Communities Act – Ministry of Infrastructure

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

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

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

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

Ministry of Transportation

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

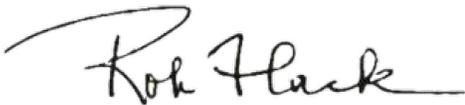
A proposed amendment to the *Metrolinx Act, 2006*, permits the Minister of Transportation to request certain information and data from municipalities or municipal agencies necessary to support the development of provincial transit projects or Transit-Oriented Communities projects.

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

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

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

Sincerely,



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

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