

The Corporation of the Town of Milton COUNCIL AGENDA Confidential Session – Council Chambers – Town Hall May 29, 2023 at 6:00 p.m. Open Session to Follow at 7:00 p.m. in Council Chambers - Town Hall 150 Mary Street, Milton, ON L9T 6Z5

This meeting will be held as a hybrid meeting with Members of Council having the opportunity to participate in-person at Town Hall or electronically. At this time, members of the public are encouraged to continue to view the meeting by watching the live stream.

Should you wish to delegate to a Council meeting please complete the online delegation form at <u>https://forms.milton.ca/Community/Delegate-Request-Application</u> by 12:00 p.m. (noon) two business days before the meeting is to be held.

Pages

1. CONFIDENTIAL SESSION

Milton Council will convene into confidential session to discuss: 1) advice that is subject to solicitor-client privilege, including communications necessary for that purpose with respect to a contractor claim; 2) personal matters about an identifiable individual, including municipal or local board employees with respect to a discussion with the Town Auditor; 3) trade secret or scientific, technical, commercial, financial or labour relations information, supplied in confidence to the Town, which, if disclosed, could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of a person, group of persons, or organization with respect to digital access commercial modelling.

- 2. OPEN SESSION
- 3. MOMENT OF SILENT REFLECTION / O' CANADA / TRADITIONAL LAND ACKNOWLEDGEMENT
- 4. AGENDA ANNOUNCEMENTS / AMENDMENTS
- 5. DISCLOSURE OF PECUNIARY INTEREST & GENERAL NATURE THEREOF
- 6. CONSENT ITEMS
 - 6.1 Minutes of the Council meeting held on May 8, 2022

6.2 Implementation of All-Way Stop – Ferguson Drive and Hearst Boulevard **THAT** a by-law be enacted to amend by-law 1984-1, as amended, to implement an all way stop at the intersection of Ferguson Drive and Hearst Boulevard (Appendix I);

AND THAT Schedule 12 and Schedule 13 of the Uniform Traffic Control By-law be amended accordingly (Appendix II);

AND FURTHER THAT the appropriate by laws be presented to Council for approval.

6.3 Housekeeping Update to Road Occupancy, Fouling and Entrance Permit By-Law 035-2020 THAT DS-027-23, Housekeeping Update to By-Law 035-2020 (Town of Milton Road Occupancy, Fouling and Entrance Permit By-Law) be received for information:

AND THAT By-Law 035-2020 (Road Occupancy, Fouling and Entrance Permit By-law) be amended as outlined in this Report and Appendix I;

AND FURTHER THAT the appropriate updated by-laws be presented to and approved by Council.

- 6.4 Bill 97, the Helping Homebuyers, Protecting Tenants Act, 2023 **THAT** report DS-028-23 regarding Bill 97, the Helping Homebuyers, Protecting Tenants Act, be received for information.
- 7. DELEGATIONS
- 8. **PUBLIC MEETING**
- 9. PRESENTATIONS
 - 9.1 2022 Annual Report and Financial Statements
 - 9.2 Halton Regional Police Service - Information Presentation
- 10. **ITEMS FOR CONSIDERATION**
 - 10.1 Technical Report: Proposed Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment by Village Developments Inc. for lands in Ward 2 known as 485, 501 and 511 Ontario Street South (Town Files: 24T-20004/M, LOPA-04/20 & Z-07/20)

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- 14.7038-2023 Full Assumption of Subdivision 20M-1187 and Lift Reserve382BEING A BY-LAW TO ASSUME SUBDIVISION PLAN 20M-1187 –MATTAMY MACRI DIXON-CHURCH PHASE 4 AND BEING A BY-LAW10TO LIFT AND ASSUME AS PART OF THE PUBLIC HIGHWAYSYSTEM .3 METRE RESERVE KNOWN AS BLOCK 55 ON PLAN20M-1187
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- 14.9 040-2023 Uniform Traffic By-law 1984-1, Schedules 12 and 13 BEING A BY-LAW TO AMEND BY-LAW NO. 1984-1, AS AMENDED, BEING A BY-LAW TO REGULATE TRAFFIC AND PARKING ON HIGHWAYS UNDER THE JURISDICTION OF THE TOWN OF MILTON
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 BEING A BY-LAW OF THE TOWN OF MILTON TO ADOPT AN AMENDMENT TO
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- 15. ADJOURNMENT



The Corporation of the

Town of Milton

COUNCIL MINUTES

May 8, 2023, 7:00 p.m.

Members Present: Mayor Krantz, Councillor Ali, Councillor Best, Councillor Challinor, Councillor Malboeuf, Councillor Tesser Derksen, Councillor Ijaz, Councillor Marshall, Councillor Khalgi

The Council for the Corporation of the Town of Milton met in regular session at 7:00 p.m. This meeting was held as a hybrid meeting with Members of Council having the opportunity to participate in-person at Town Hall or electronically.

1. <u>MOMENT OF SILENT REFLECTION / O' CANADA / TRADITIONAL LAND</u> <u>ACKNOWLEDGEMENT</u>

2. AGENDA ANNOUNCEMENTS / AMENDMENTS

The Town Clerk advised that on Thursday, May 4, a revised agenda was posted to the Town of Milton's website with amendments to Staff Reports CORS-028-23, Purchasing Various. A revised confidential report CORS-029-23 was circulated to Council in advance of the meeting.

Town Clerk also advised that they received a delegation request after the registration deadline for this evening's meeting from Wendy Roberts of Sustainable Milton with respect to Staff Report ES-005-23 regarding 2023 Climate Action Plan. The Town Clerk noted that the request was received after the deadline. The Town Clerk advised that a motion to waive the rules to allow this delegations to speak will be required and a motion has been prepared and is with the Chair for Council's consideration.

3. DISCLOSURE OF PECUNIARY INTEREST & GENERAL NATURE THEREOF

None

4. CONSENT ITEMS

Res. 070-23

THAT Consent items 4.1 to 4.4 be approved.

Carried

- 4.1 Minutes of Council Workshop held on April 14, 2023
- 4.2 Minutes of Council meeting held on April 17, 2023
- 4.3 Minutes of Special Council meeting held on April 29, 2023
- 4.4 2022 Property Assessment Appeals and Assessment Base Management Activity Update

5. **DELEGATIONS**

Res. 071-23

THAT Council hear from Wendy Roberts of Sustainable Milton to speak with respect to Staff Report ES-005-23.

Carried

5.1 2023 Climate Action Plan

Wendy Roberts of Sustainable Milton addressed Council with respect to Staff Report ES-005-23.

6. PUBLIC MEETING

7. PRESENTATIONS

7.1 2023 Climate Action Plan

David Twigg, Director, Planning Policy & Urban Design, Development Services and Doug Sampano, Director, Facilities, Operations & Environment, Community Services, addressed Council with respect to Staff Report ES-005-23.

Res. 072-23

THAT the 2023 Climate Change Work Plan be approved.

Carried

8. ITEMS FOR CONSIDERATION

8.1 2023 Final Tax Levy By-law and Tax Policy Update

Res. 073-23

THAT the final tax rate by-law on today's agenda be considered for approval.

Carried

8.2 Capital and Operating Financial Statements – March 2023

Res. 074-23

THAT report CORS-025-23 covering the capital and operating financial statements as at March 31, 2023, be received for information.

Carried

8.3 Purchasing Various – May 8, 2023

Res. 075-23

THAT Council approve the budget amendments and related funding sources as outlined on Schedule A;

THAT the tender award for the Road Rehabilitation of High Point Drive (Regional Road 25 to Parkhill Drive) to Pacific Paving Limited in the total amount of \$2,176,820 (exclusive of HST) be approved as outlined on Schedule B.

THAT the tender award for the Pavement Line Marking Program to Almon Equipment Limited for up to a five-year contract in the estimated amount of \$1,647,635 (exclusive of HST) be approved as outlined on Schedule C.

THAT the proposal award for Consulting Services for the Housing and Non-Residential Needs Analysis Study to Watson & Associates Economists Ltd. in the total amount of \$159,995 (exclusive of HST) be approved as outlined on Schedule D.

THAT the contract extension to US Bank Canada for the administration of the Procurement Card Program for a five (5) term starting September 1, 2023 be approved as outlined in Schedule E.

THAT a contract increase for finalizing the MEV Scoped Characterization Report to WSP E&I Canada Limited (formerly Wood Canada Limited) in the amount of \$14,000 (exclusive of HST) be approved as outlined on Schedule F.

THAT a contract increase for finalizing the MEV Area Servicing Plan to WSP E&I Canada Limited (formerly Wood Canada Limited) in the amount of \$27,000 (exclusive of HST) be approved as outlined on Schedule F.

THAT a contract increase for Malone Given Parsons to provide strategic planning and growth management advice up to the upset limit of \$50,000 (exclusive of HST) be approved as outlined in Schedule G.

THAT the tender award for the 2022 Storm Sewer Rehabilitation to Capital Sewer Services Inc. in the base bid amount of \$427,194 (exclusive of HST) be approved as outlined in Schedule H.

THAT the award for the provisional item (Part C) for an open-cut sewer replacement in the total amount of \$311,973 (exclusive of HST) to Capital Sewer Services be approved as outlined in Schedule H.

THAT delegated authority to award the tender for the 2023 Bridge and Culvert Rehabilitation Program in the estimated amount of \$627,700 (exclusive of HST) be approved as outlined on Schedule I.

THAT the scope of the 2023 Bridge and Culvert Rehabilitation Program be expanded to include the replacement of two pedestrian bridges at David Thompson Park as outlined on Schedule I.

THAT delegated authority be provided for any further budget adjustments that may be required, upon contract tender close, to facilitate the timely replacement of the two pedestrian bridges at Dave Thompson Park as outlined on Schedule I.

THAT the contract increase for Canadian Pacific Railway for the at-grade crossing of Bronte Street in the total amount of \$277,474 (exclusive of HST) be approved as outlined on Schedule J.

THAT the Manager, Purchasing and Supply Chain Management be authorized to execute the contract(s), as outlined by the purchasing bylaw, and the Mayor and the Town Clerk be authorized to sign any required paperwork.

Carried

9. INTRODUCTION OF NOTICE OF MOTION

9.1 Adopt a Park / Road Program - Councillor Challinor II

This motion is to be considered at the May 29, 2023 Council meeting.

9.2 Stopping Harassment and Abuse by Local Leaders Act (Bill 5) Motion - Councillor Ali

This motion is to be considered at the May 29, 2023 Council meeting.

9.3 RCMP Musical Ride - Councillor Tesser Derksen

This motion is to be considered at the May 29, 2023 Council meeting.

10. REGIONAL COUNCIL UPDATE

11. STATEMENT BY MEMBERS

12. <u>CONFIDENTIAL SESSION</u>

Council did not convene into confidential session and made the following resolutions in open session:

13. OPEN SESSION

Res. 076-23

THAT the recommendations contained in Staff Report CORS-027-23 be approved.

Carried

Res. 077-23

THAT the recommendations contained in Staff Report CORS-029-23 be approved.

Carried

14. <u>BY-LAWS</u>

Res. 078-23

THAT By-law Numbers 029-2023, 030-2023, & 031-2023, be READ, PASSED AND NUMBERED;

AND THAT the Mayor and the Town Clerk be authorized to sign the said Bylaws, seal them with the seal of the Corporation and that they be engrossed in the By-law Book.

Carried

14.1 029-2023 2023 Final Tax Levy By-law & Policy

BEING A BY-LAW TO PROVIDE FOR THE LEVY AND THE COLLECTION OF RATES OF LEVIES REQUIRED FOR THE TOWN OF MILTON FOR THE YEAR 2023 AND TO PROVIDE FOR THE MAILING OF NOTICES DEMANDING PAYMENT OF TAXES FOR THE YEAR 2023

14.2 030-2023 General Signing By-law May 8, 2023

BEING A BY-LAW TO AUTHORIZE THE EXECUTION OF DOCUMENTS

Pursuant to: CORS-027-23 CL - May 8, 2023; and CORS-028-23 CL - May 8, 2023

14.3 031-2023 Confirm Proceedings By-law May 8, 2023

BEING A BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL OF THE CORPORATION OF THE TOWN OF MILTON AT ITS MEETING HELD MAY 8, 2023

15. <u>ADJOURNMENT</u>

There being no further business to discuss the Acting Chair adjourned the meeting at 7:55 p.m.

Gordon A. Krantz, Mayor

Meaghen Reid, Town Clerk



Report To:	Council
From:	Jill Hogan, Commissioner, Development Services
Date:	May 29, 2023
Report No:	DS-026-23
Subject:	Implementation of All-Way Stop - Ferguson Drive and Hearst Boulevard
	THAT a build when an actual to an and build with 1004 finance and ad
Recommendation:	THAT a by-law be enacted to amend by-law 1984-1, as amended, to implement an all way stop at the intersection of Ferguson Drive and Hearst Boulevard (Appendix I);
Recommendation:	to implement an all way stop at the intersection of Ferguson Drive

EXECUTIVE SUMMARY

This report recommends the implementation of an all-way stop at the intersection of Ferguson Drive and Hearst Boulevard.

The Development Services Department has received several requests to install an all-way stop at the intersection of Ferguson Drive and Hearst Boulevard in the past few years. Residents have expressed safety concerns with the amount of traffic and pedestrians at this intersection. The all way stops will assist in making Milton's roads safer for all road users in the community.

REPORT

Background

The intersection of Ferguson Drive and Hearst Boulevard is a four legged intersection located at the centre of several pedestrian generator destinations, such as schools, parks, and the library. There is a Pedestrian Crossover (PXO) at this intersection. Vehicles travelling along Ferguson Drive are required to stop at the Pedestrian Crossover when there is pedestrian crossing.



Background

Hearst Boulevard is a local road with a posted 50km/h speed limit and has an asphalt width of 10 metres, running east/west between Fourth Line and Winter Crescent. There are sidewalks existing on both sides of the road, and parking is permitted on north side of the road.

Ferguson Drive is a collector road with a posted speed limit of 50km/h and has an asphalt width of 13 metres, running north/south between Armstrong Boulevard and Louis St Laurent Avenue. In the future, Ferguson Drive will be extended south to intersect with Britannia Road. There are sidewalks, parking lanes, and bike lanes on both side of the road, and parking is permitted on both sides of Ferguson Drive. Vehicles travelling on Ferguson Drive are required to stop at the Pedestrian Crossover when there is pedestrian crossing.

Discussion

As a result of resident requests, the intersection of Ferguson Drive and Hearst Boulevard has been counted on 10 occasions between 2005 - 2021. During this time period, at no time were warrants fulfilled for an all-way stop.

In December 2021, the Ontario Ministry of Transportation updated their warrant criteria for all-way stops. An update of Ontario Traffic Manual (OTM) Book 5 was made at this time. The Town of Milton utilizes OTM warrants for all-way stops. As a result of this change, an updated Turning Movement Count was completed at this intersection.

All-way Stop Count Date: March 20, 2023

A manual turning movement count was completed at the intersection of Ferguson Drive and Hearst Boulevard during the a.m., off peak and p.m. peak periods to determine if an all way stop is warranted. The results are as follows:

Part "A" Vehicle volume from all approaches	113%
Part "B" Combined vehicle and pedestrian volume on minor streets	100%
Part "C" Minor Street Volume Split	30%

The warrants consider the overall vehicle volume entering the intersection during the peak traffic times, the combined vehicle and pedestrian volume on the minor street, as well as the minor street volume split. In order for an all-way stop to be warranted by volume, both Parts "A" and "B" must equal or exceed 100%, Part "C" must be equal or exceed 30%. Since Part "A" and Part "B" is higher or equal to 100% and Part "C" is equal to 30%, an all-way stop is warranted at the study intersection.



Discussion

Vehicles on Hearst Boulevard were observed stopping past the stop bar blocking the bike lanes on Ferguson Drive to clearly see oncoming traffic due to the parked vehicles as well as the curvature of the road. Periodically, vehicles travelling along Ferguson Drive stop for vehicles on Hearst Boulevard thinking it is an all-way stop. There is a large volume of high school students and younger school aged children accompanied by adults crossing at the study intersection during school peak hours.

A review of the collision history indicates that no reportable collisions have occurred within the last three years at this intersection.

48 hour speed studies were also completed on Ferguson Drive between Clark Boulevard and Meighen Way in summer 2022. The results are summarized below:

Ferguson Drive - Speed Summary - Posted Speed Limit 50 km/h			
Direction	48 Hour AADT (Annual Average Daily Traffic)	Average Speed (km/h)	85 th Percentile Speed (Km/h)
Northbound:	1,269 vehicles	49 km/h	58.17 km/h
Southbound:	1,027 vehicles	52 km/h	59.75 km/h
Combined:	2,296 vehicles	49 km/h	58.74 km/h

The 85th percentile speed is the speed at which 85% of the vehicles are travelling at or below. These speeds are deemed acceptable within a posted 50 km/h zone

As a result of Part "A", Part "B", and Part "C" of the warrant being fulfilled at the intersection of Ferguson Drive and Hearst Boulevard in 2023, staff recommends the installation of an all-way stop. The installation of an all-way stop will provide a protected crossing for the pedestrians and will regulate the right-of-way at the intersection. Along with the installation of the all-way stop, the PXO will be removed from the intersection.



Financial Impact

The cost to install the appropriate signage and pavement markings is approximately \$1,200 and is provided for within the 2023 Operating Budget.

Respectfully submitted,

Jill Hogan Commissioner, Development Services

For questions, please contact: Heide Schlegl, C.E.T., MITE, Dipl. M.M., Manager Traffic

Lily Huang, Traffic Technician

Attachments

Appendix I - Location Map Appendix II - Schedule 12 and 13 By-law Amendment

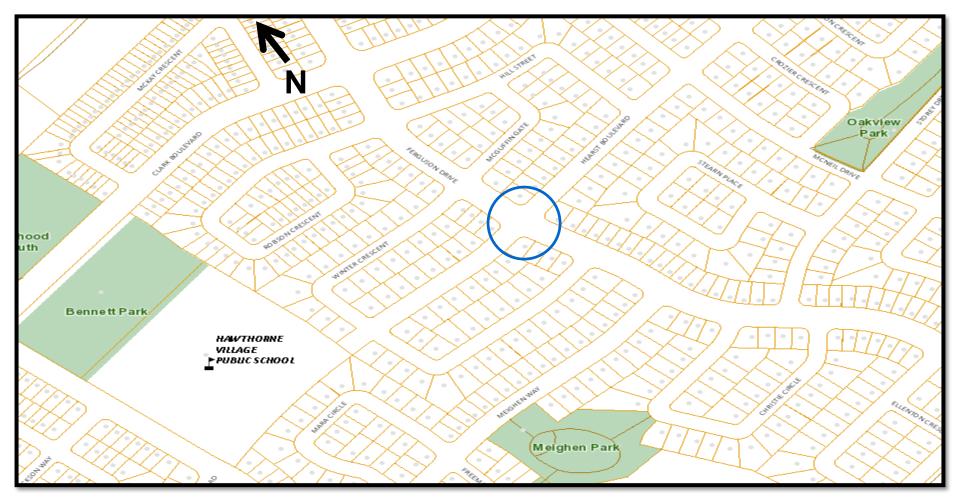
Approved by CAO Andrew M. Siltala Chief Administrative Officer

Recognition of Traditional Lands

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.

Phone:905-878-7252 Ext. 2506/ 2527

Ferguson Drive and Hearst Boulevard - All-way Stop





LEGEND

Proposed All-Way Stop



Appendix I

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Schedule 12 Through Highways - Stop To Be Deleted

Column 1	Column 2	Column 3
Highway(s)	Location From	Location To
Ferguson Drive	North Limit of Louis St. Laurent Avenue	South Limit of Clark Boulevard

Schedule 12 Through Highways – Stop To Be Added

Column 1 Highway(s)	Column 2 Location From	Column 3 Location To
Ferguson Drive	North Limit of Louis St. Laurent Avenue	South limit of Hearst Boulevard
Ferguson Drive	North limit of Hearst Boulevard	South Limit of Clark Boulevard

Schedule 13 Intersection - Stop Signs To Be Added

Column 1	Column 2	Column 3
Highway(s)	Direction of Travel	Stop On
	Northbound	Ferguson Drive
Ferguson Drive and Hearst	Southbound	Ferguson Drive
Boulevard	Eastbound	Hearst Boulevard
	Westbound	Hearst Boulevard



Report To:	Council
From:	Jill Hogan, Commissioner, Development Services
Date:	May 29, 2023
Report No:	DS-027-23
Subject:	Housekeeping Update to Road Occupancy, Fouling and Entrance Permit By-Law 035-2020
Recommendation:	THAT DS-027-23, Housekeeping Update to By-Law 035-2020 (Town of Milton Road Occupancy, Fouling and Entrance Permit By-Law) be received for information;
	AND THAT By-Law 035-2020 (Road Occupancy, Fouling and Entrance Permit By-law) be amended as outlined in this Report and Appendix I;

AND FURTHER THAT the appropriate updated by-laws be presented to and approved by Council.

EXECUTIVE SUMMARY

The purpose of this report is to seek Council approval for the housekeeping amendments to By-Law 035-2020, including the repealing and replacing of By-Law 035-2020. The report outlines the required updates to the Town of Milton Road Occupancy, Fouling, and Entrance Permit By-law (035-2020) to ensure enforceability, flexibility and clarity with respect to compliance timelines.

REPORT

Discussion

The Town of Milton Road Occupancy, Fouling, and Entrance Permit By-Law was last amended in 2020 (ref: DS-012-20).

Since these respective amendments, staff in consultation with the Town's solicitor identified additional amendments required to ensure clarity with respect to compliance details and associated timelines. The required housekeeping amendments are outlined below:



Discussion

The Town of Milton Road Occupancy, Fouling and Entrance Permit By-Law (035-2020):

Section 31 of the by-law currently reads as follows:

31. Where the Town has reason to believe that any Person is in contravention of this By-law, or any term or condition of a Permit, the Town, may issue a Work Order directing the Person or Persons to take such actions as are necessary to comply with this By-law or the Permit as the case may be, within ten (10) days of the service of the Order upon the Person or Persons listed in the Order.

Section 31 is to be updated as follows:

31. Where the Town has reason to believe that any Person is in contravention of this By-law, or any term or condition of a Permit, the Town, may issue a Work Order directing the Person or Persons to take such actions as are necessary to comply with this By-law or the Permit as the case may be, by the date set out in the Order.

The recommended change to Section 31 allows for the resident to conduct remedial work related to non-compliance in a time line that allows for professional consultation, retaining a suitable contractor or arranging the necessary resources to ensure compliance.

In addition the change above, there are several minor clerical amendments proposed, as identified in Appendix I to this report.

All other elements of by-law 035-2020 are to remain.

Financial Impact

There is no direct financial impact associated with the By-law amendments being recommended through this report. Permit fees referenced in the By-laws are charged in accordance with the Town's User Fee By-law.

Respectfully submitted,

Jill Hogan Commissioner, Development Services

For questions, please contact:

Diana Jiona Director, Infrastructure Phone: Ext. 2513



Attachments

Appendix I – Proposed Changes to By-Law 035-2020

Approved by CAO Andrew M. Siltala Chief Administrative Officer

Recognition of Traditional Lands

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. 035-2020

A BY-LAW TO REGULATE THE CONSTRUCTION, INSTALLATION, WIDENING, ALTERING OF ENTRANCES TO AND THE OCCUPATION OR FOULING OF ROAD ALLOWANCES UNDER THE JURISDICTION OF THE TOWN

WHEREAS Section 9 of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended, (the "Municipal Act, 2001") provides that a municipality has the capacity, rights, powers and privileges of a natural person;

AND WHEREAS Sections 11(2) & (3) of the *Municipal Act, 2001* permits a municipality to pass by-laws respecting the matters dealing with its public assets and highways;

AND WHEREAS Section 44(1) of the *Municipal Act, 2001*, provides that a municipality that has jurisdiction over a highway or bridge shall keep it in a state of repair that is reasonable in the circumstances, including the character and location of the highway or bridge;

NOW THEREFORE the Council of The Corporation of the Town of Milton hereby enacts as follows:

PART I DEFINITIONS

1. In this By-law:

- (1) "Abutting Property" means a property abutting a Road Allowance;
- (2) "Applicant" means any person who has applied for a Permit under this By-law;
- (3) "Curb Line" means the edge of the traveled portion of the Road Allowance which shall be the outer edge of the curb, or where no curb exists, the edge of asphalt or in the case of a gravel road, 0.5 m before the start of the foreslope of the ditch;
- (4) "Corporation" includes a company, corporation, cooperative, partnership, firm, sole proprietorship, association, society, organization, any other legal entity that is not an Individual;
- (5) "Director" means the Town's Director of Infrastructure, the holder of a successor position at the Town, or their designates;
- (6) "Derelict Vehicle" means a Vehicle that:

Page 1 of 15 of By-Law 035-2020

- (i) is not licensed or eligible to be licensed by virtue of a current valid Safety Standards Certificate having been issued for that vehicle;
- (ii) is in a state of disrepair by reason of missing doors, glass or body parts;
- (iii) is inoperative by reason of removed wheels battery motor transmission or other parts or equipment necessary for its operation; or
- (iv) otherwise appears inoperable or incapable of use as a means of lawful transportation.
- (7) "Election Sign" means any sign promoting, opposing or taking a position with respect to:

(i) Any candidate or political party in an election under the Canada *Elections Act*, the *Election Act (Ontario)*, or the *Municipal Elections Act,* 1996;

(ii) An issue associated with a person or political party in an election under the *Canada Elections Act*, the *Election Act (Ontario)*, or the *Municipal Elections Act*, 1996; or

(iii) A question, law or by-law submitted to the electors under the *Canada Elections Act*, the *Election Act (Ontario)*, or the *Municipal Elections Act, 1996*;

Such signs are subject to the applicable Town of Milton Election Sign By-law, as may be amended from time to time;

- (8) "Entrance" means any driveway, lane, ramp, private road, or any other structure or facility, used as a means of access to a Town Road Allowance, including any point at which a curb is interrupted or depressed to provide access from the traveled portion of a Town Road Allowance to an Abutting Property;
- (9) "Frontage" means, where the side lot lines are parallel, the distance measured along the front lot line between the side lot lines. Where the side lot lines are not parallel, the distance measured from a point on each side lot line that is located equal to the required front yard from the front lot line or the hypothetical intersection of the front lot line and the side lot line.
- (10) "Individual" means a natural person;
- (11) "Intersection" means the location where two or more Road Allowances converge;
- (12) "Material" includes, but is not be-limited to, earth, gravel, sand, ashes, snow,

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rocks, ice, signs, fences, hedges, trees, bushes, leaves, organic matter of any kind, waste, refuse, litter and rubbish;

- (13) "Owner" means any Person who is the registered or beneficial owner of a property or who leases, rents, occupies, maintains, manages, receives rent from or otherwise controls a property;
- (14) "Permit" means a permit issued by the Town pursuant to this By-law or under a repealed By-Law of the Town to which this By-Law is a successor;
- (15) "Permit Holder" means the Person to whom a Permit has been issued, or transferred to with the consent of the Director;
- (16) "Person" includes an Individual and a Corporation;
- (17) "Public Authority" includes the Town, Region of Halton, Halton District and Halton Catholic School Boards, the Crown in Right of Ontario, the Crown in Right of Canada or any of their ministries, agencies, boards or Crown corporations.
- (18) "Public Property" means property that is owned, leased or rented by a Public Authority.
- (19) "Private property" means property which is privately owned and is not Public Property;
- (20) "Restricted Entrance" means any Entrance that is approved and constructed for directionally controlled traffic;
- (21) "Road Allowance" includes all road allowances, highways, streets, roads, parkways, avenues, lanes, boulevards, squares, roundabouts, trails, paths, walkways, bridges, viaducts, trestles or other structure forming part of a highway, used by or intended for use by the general public for the passage of persons or vehicles;
- (22) "Road Occupancy" means:
 - (i) the use of the Town Road Allowance for any work and/or construction related activities;
 - (ii) the obstruction of a Town Road Allowance or hindrance of the passage of persons or vehicles;
 - (iii) the installation or construction of utilities or Services carried out within a Town Road Allowance;
 - (iv) the discharging, releasing, depositing, dumping or storage of any Material or substance within a Town Road Allowance, including without restriction, containers (bins or otherwise), Derelict Vehicles,

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equipment, or any other item or thing; or

- (v) any other alteration of a Town Road Allowance, including any alteration to grading, landscaping or trees;
- (23) "Services" means all servicing on any lands and easements owned or held by the Town, including, water, wastewater and storm water facilities, roads, structures, fencing, boulevard grading, sodding, tree planting, landscaping, walkways, driveways, street lights, erosion control work, street signs, traffic control devices;
- (24) "Town" means The Corporation of the Town of Milton;
- (25) "Town Road Allowance" means a Road Allowance under the jurisdiction of the Town;
- (26) "Town Standards" means those standards, requirements and specifications set out in the Town's Engineering and Parks Standards Manual and Right of Way Construction Standards Manual as may be amended from time to time and all other applicable policies and by-laws of the Town as may be amended from time to time, including without limitation, applicable zoning by-laws;
- (27) "Treasurer" means the Town's Treasurer, or their designate ;
- (28) "Urban Area" means those lands within the Urban Expansion Area Boundary as set out in the Town's Official Plan;
- (29) "Rural Area" means those lands outside the Urban Expansion Area Boundary as set out in the in force and effect Town's Official Plan. This area includes hamlets and rural settlement areas such as Moffat and Campbellville;
- (30) "Vehicle" includes a motor vehicle as defined in the Highway Traffic Act, a trailer, traction engine, farm tractor, road building machine, bicycle and any vehicle drawn, propelled or driven by any kind of power, including muscular power, but does not include a motorized snow vehicle, street car, cars of electric or steam railways running only upon rails or power-assisted bicycle.

PART II PROHIBITIONS

- 2. No person may construct, install, widen, or alter any Entrance without a Permit.
- 3. No person may, without a Permit, undertake a Road Occupancy, or do, allow, permit or cause to be done any of the following:
 - (a) foul a Town Road Allowance;
 - (b) excavate, damage, encumber or alter any Town Road Allowance, including any pavement, sod or curbing;
 - (c) obstruct or otherwise interfere with public travel or use of a Town Road Page 4 of 15 of By-Law 035-2020

Allowance;

- (d) obstruct or interfere with the functioning of any appurtenance to a Town Road Allowance;
- (e) deposit, store, park or plant any Material, Derelict Vehicle, <u>equipment</u>, item or thing, within a Town Road Allowance;
- (f) discharge, release, spill, leak, pour or spill, oils, chemicals or other substances onto a Town Road Allowance, whether directly or indirectly;
- (g) cause a public nuisance in or upon a Town Road Allowance by fire, vapour, dust, smoke, noise or any other means whatsoever;
- (h) throw, push, plow, dump or otherwise deposit snow or ice from Private Property onto Public Property or a Town Road Allowance;
- (i) construct or maintain a gate or door which opens or swings over a Town Road Allowance;
- walk, ride, drive, travel upon or otherwise disturb a newly constructed sidewalk or pavement within a Town Road Allowance before it has been opened for use by the public;
- (k) enter an area within a Town Road Allowance that has been closed to the public for construction, maintenance, emergency or other similar purposes,
- move or remove a barricade, street sign, traffic sign or traffic control devices, within a Town Road Allowance; and
- (m) post a notice, handbill, sticker, placard or advertisement in or upon a Town Road Allowance.
- 4. Any Person employing or using trucks, graders, loaders, construction vehicles or other vehicles in any operation which involves the passage of such vehicles to or from any property, whether for building purposes or otherwise, shall at once remove from the Town Road Allowance or from any other Public Property, all material which may fall from such trucks, graders, loaders or other vehicles or their or may otherwise be tracked onto a Town Road Allowance or Public Property.
- 5. Where a Permit has been issued, no person shall construct, install, widen or alter any Entrance, undertake any Road Occupancy or any other activity or thing prohibited by Section 3, except in accordance with the plans, specifications, documents, and any other information submitted to the Town and relied upon by the Town in issuing the Permit and in accordance with any applicable terms or conditions of the Permit.

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- 6. An Entrance, if authorized by a Permit, shall be used to provide access to the Abutting Property for which the Permit was issued and shall not be used, constructed, installed, widened or altered for any other purpose.
- 7. No equipment, materials, goods, Vehicles, Derelict Vehicles or things shall be placed, stored, deposited within an Entrance.
- 8. No Person shall place or cause or allow to be placed an Election Sign within a Town Road Allowance that interferes with traffic, traffic sight lines, road service or maintenance.
- 9. A property in Milton's Urban Area with a principle residential use shall not have an Entrance on more than one lot line.

PART III EXCEPTIONS

- 10. Notwithstanding Sections 2 and 3, within registered plans of subdivision whose Road Allowances have not yet been assumed by the Town pursuant to section 31(4) of the *Municipal Act, 2001*, no Permit is required for:
 - (a) the construction of an Entrance; or
 - (b) conducting work and/or construction related activities;

provided the Entrance, and/or construction related activities are conducted in accordance with the drawings, plans and specifications approved by the Town in connection with the registration of the plan of subdivision;

- 11. Sections 2, 3 and 4 do not apply so as to prohibit the Town its agents contractors and employees, and Persons authorized by the Town in writing from altering, depositing material upon, or excavating, any Road Allowance within the Town, in the course of their normal operations, or in the course of Town authorized infrastructure related projects and improvements.
- 12. Sections 3(e) and 7 do not apply to a Vehicle, other than a Derelict Vehicle, that is parked in accordance with the Town's by-laws regulating parking.
- 13. Subject to Section 8, this By-law does not restrict the placement of an Election Sign, provided such signs are removed within 72 hours (3 days) immediately following 11:59 p.m. of the day of the election.

PART IV MAINTENANCE, REPAIR AND RELOCATION

- 14. Every Entrance located on a Town Road Allowance shall be maintained in good condition by the Owner at his or her own expense in accordance with Town Standards and shall be free and clear of all obstructions.
- 15. The Town may alter, construct or remove any Entrance, or Road Occupancy within a Town Road Allowance without notice, or compensation to any Person, including Page 6 of 15 of By-Law 035-2020

any Permit Holder or Owner. This right also extends to a third-party utility service, provided the work by the third party utility service is approved by the Town.

PART V APPLICATIONS FOR PERMITS

- 16. The following persons may apply to the Director for a Permit:
 - (a) the registered or beneficial Owner of an Abutting Property, may apply for a Permit to authorize an Entrance; or
 - (b) a Person may apply for a Permit to authorize a Road Occupancy.
- 17. Except as provided in Section 18, an application for a Permit shall:
 - (a) be in such form as approved by the Director;
 - (b) contain all such information and documents as may be required by the Director; and
 - (c) include the following non-refundable fees in accordance with the Town's User Fee By-law as amended:
 - i. an application fee;
 - ii. a minimum of one (1) inspection fee; and
 - iii. inspection fees for any additional inspections as may be deemed necessary by the Director.
 - (d) if required by the Director, a detailed estimate of costs for any proposed Entrance or Road Occupancy, including the costs of restoring the Town Road Allowance, which shall be subject to review and approval by the Director; and
 - (e) an executed agreement to indemnify and save harmless the Town from all actions, causes of action, suits, claims, demands and costs whatsoever arising by reason of the Applicant, his/her agents or employees and contractors doing, failing to do, or doing incorrectly or negligently anything the Applicant is required to do under the terms of the Permit or this By-law in such form as approved by the Director.
- 18. Where a Permit is required for an Entrance, and a complete application has been submitted for Site Plan Approval or Site Alteration in respect of the Abutting Property, the Applicant is exempt from the Permit application requirements set out in Subsections 17 (b) and (c).

PART VI PERMIT APPROVAL

- 19. Prior to the issuance of a Permit, the Applicant shall:
 - (a) complete all application requirements set out in Section 17;

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- (b) deposit with the Town financial security in the amount of 100% of the combined total of:
 - i. the cost estimate approved under Subsection 17 (d); and
 - ii. the estimated cost of any work to be performed by a Town contractor, including curb cuts and culverts.

any financial security deposited with the Town must be in a form acceptable to the Town's Treasurer;

- (c) provide any additional documents <u>of</u> or information requested by the Director;
- (d) obtain and provide the Director with proof of all permits, approvals and authorizations required for the Road Occupancy or Entrance, including any required by the Halton Region Conservation Authority, the Credit Valley Conservation Authority, the Grand River Conservation Authority, the Niagara Escarpment Commission, the Ministry of Transportation, the Ministry of Natural Resources and Forestry and the Ministry of the Environment, Conservation and Parks or any other Public Authority; and
- (e) demonstrate compliance with applicable Town Standards.
- 20. The Town of Milton's Official Plan, as amended from time to time, may dictate that access to certain Town Road Allowances and or Town Road Allowance classifications is not to be permitted and in such instance, notwithstanding any other provision in this By-law, no Permit shall be issued under this By-law.
- 21. After considering an application for a Permit, the Director may:
 - (a) issue a Permit, subject to such terms and conditions as the Director deems appropriate, provided that the Director is satisfied that Section 19 of this By-law has been complied with and the issuance of the Permit would not be contrary to Section 20; or
 - (b) decline to issue a Permit.
- 22. A Permit expires ninety (90) days after the date of issuance, if the work which is the subject of the Permit, has not commenced within that time. After the expiration of the ninety (90) day period, a new Permit including payment of the applicable fees must be obtained before proceeding with such work.
- 23. The work which is the subject of the Permit must be completed by the date set out in the Permit. If no date is set out in the Permit, work must be completed within (30) days of commencement of work.
- 24. Notwithstanding any other provisions of this By-Law, the Director may revoke, alter or amend a Permit after issuance if the Director has reason to believe it is in the public interest to do so.

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- 25. The Town will return any financial security to the Permit Holder, in accordance with the Town's financial policies when, the Entrance or Road Occupancy which are the subject of the Permit, are completed in conformity with the Town's Standards and to the satisfaction of the Director; any applicable warranties with respect to the work conducted under the Permit have expired; and all other terms and conditions of the Permit have been satisfied.
- 26. A Permit Holder may not assign or transfer a Permit without the consent of the Director.

PART VII PERMIT CONDITIONS

- 27. In addition to any terms or conditions imposed by the Director, the following conditions apply to all Permits:
 - (a) the Permit Holder shall be responsible for obtaining location and stakeout information for all utilities and Services prior to the commencement of construction and shall be responsible for any damage to existing utilities and Services within the Town Road Allowance when such damages arise out of the work undertaken by the Permit Holder;
 - (b) all costs associated with the constructing, installing, repairing, widening or altering a Town Road Allowance incurred as a consequence of any Permit issued, as determined by the Director, shall be the responsibility of the Permit Holder;
 - (c) all construction, installation, repair or other work performed in connection with a Permit shall meet all applicable Town Standards;
 - (d) the Permit Holder shall ensure that upon the earlier of
 - a. completion of the work authorized by the Permit; or
 - b. expiration of the Permit;

the Road Allowance shall be returned to a clean and unencumbered state and shall be fully rehabilitated to the satisfaction of the Director; and

- (e) all drains, catch basins, ditches, culverts and watercourses shall be installed, and maintained in accordance with Town's Standards and the requirements of the following agencies, as applicable: the Halton Region Conservation Authority, the Credit Valley Conservation Authority, the Grand River Conservation Authority, the Niagara Escarpment Commission, the Ministry of Transportation, the Ministry of Natural Resources and the Ministry of the Environment.
- 28. In addition to any terms or conditions imposed by the Director and the terms and conditions in Section 27, the following conditions apply to all Permits for Entrances:
 - (a) all Entrances shall extend sufficiently onto the Abutting Property to allow parking on the Abutting Property and not on the Road Allowance;

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- (b) all Entrances within the urban boundary must have a hard surface (consisting of such material as is approved by the Town, including asphalt, concrete, patterned concrete, interlocking brick, or paving stone);
- (c) the minimum distance at the Curb Line between Entrances on the same property Frontage shall be:
 - i. a minimum of 15 meters for Urban Area lots;
 - ii. a minimum of 30 meters for Rural Area lots; or
 - iii. at the discretion of the Director or delegate for commercial/industrial/institutional lots;
- (d) any Entrance to a commercial or industrial property shall conform to the Town's Site Plan Approval process;
- (e) ramping is not permitted in lieu of an Entrance; and
- (f) all Entrances shall have unobstructed visual sightlines for entry/exit to any part of the Road Allowance including sidewalks and/or bike trails

PART VIII ORDERS AND POWERS

- 29. The Director and Municipal Law Enforcement Officers appointed by the Town shall have all powers necessary to carry out the administration and enforcement of this By-law, including without limitation, issuing Orders. For clarity, where Part VIII of this By-Law provides that the Town may take any action or do anything:
 - (a) the action or thing may be taken or done at the direction of either the Director or a Municipal Law Enforcement Officer, unless this By-Law specifies otherwise;
 - (b) the Director or a Municipal Law Enforcement Officer may enlist such forces as deemed appropriate to undertake that action or thing, including without restriction, third party contractors, agents or suppliers of goods and services.
- 30. Where the Town has reason to believe that any Person is or will be in contravention of this By-law, or any term or condition of a Permit, the Town may issue a Stop Work Order directing the activities cease immediately upon service of the Order on the Person or Persons listed in the Order.
- 31. Where the Town has reason to believe that any Person is in contravention of this By-law, or any term or condition of a Permit, the Town, may issue a Work Order directing the Person or Persons to take such actions as are necessary to comply with this By-law or the Permit as the case may be, by the date set out in the order.-within ten (10) days of the service of the Order upon the Person or Persons listed in the Order.

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- 32. Where the Town has reason to believe that a contravention of this By-law or any term or condition of a Permit, which may result in the issuing of a Work Order, poses a risk to public health or safety, the Work Order may provide that the actions set out therein be taken immediately.
- 33. Any Person to whom an Order is issued pursuant to this By-law shall comply with the terms of such Order.
- 34. Where the Person or Persons to whom a Work Order is issued fails to perform the work required by the Order within the time stipulated in the Order, the Town may without further notice perform such work as it deems appropriate.
- 35. The Town may at any time without issuing an Order, and without notice or compensation to any Person:
 - (a) remove, repair or alter any Entrance or Road Occupancy for which a Permit has not been issued; or
 - (b) remove, repair, alter or take any other corrective action or work with respect to anything that has not been constructed, repaired, undertaken, stored, placed, planted or deposited in accordance with this By-law or a Permit issued under this By-law.
- 36. Where the Town undertakes any removal, repair, alteration, corrective action or work pursuant to Section 34 and 35:
 - (a) anything removed may be destroyed or disposed of without notice or compensation to any Person; and
 - (b) a Permit Holder, Owner and any other Person the Town reasonably determines is in contravention of this By-law or any term or condition of a Permit shall be jointly and severally responsible for all costs of the Town incurred in the exercise of the powers thereunder, including administrative costs and interest. Such costs, as determined by the Director, shall constitute a charge under the Municipal Act, 2001, S.O. 2001, c. 25 as amended, and may be added to the tax roll of Property held by the Permit Holder, Owner or other Person in the manner provided for therein.

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PART IX SERVICE

- 37. An Order may be served by any of the following means:
 - (a) delivered personally;
 - (b) posted on an Abutting Property;
 - (c) emailed to the last known email address of the Person to whom the Order is directed;
 - (d) deposited in the mailbox or mail slot of the Person to whom the Order is directed;
 - (e) sent by prepaid regular mail to the last known address of the Person to whom the Order is directed or
 - (f) sent by registered mail to the last known address of the Person to whom the Order is directed.
- 38. Where service is effected by:
 - (a) regular mail, it shall be deemed to be made on the fifth (5th) day after the date of mailing;
 - (b) registered mail, it shall be deemed to be made on the second (2nd) day after the date of mailing;
 - (c) any other means, it shall be deemed effective on the day the document served was delivered, posted, emailed or deposited;
 - (d) service by multiple means, it shall be deemed effective on earliest applicable date set out in Subsections (a)-(c).

PART X ENFORCEMENT

- 39. For the purpose of ensuring compliance with this By-law, a Municipal Law Enforcement Officer or a Police Officer may, at all reasonable times, enter upon and inspect any land, including without limitation Private Property, to determine whether or not the following are being complied with:
 - (a) this By-law;
 - (b) a direction or order made under this By-law; or
 - (c) a prohibition order made under s. 431 of the Municipal Act, 2001.
- 40. A Municipal Law Enforcement Officer or a Police Officer may, for the purposes of the inspection under Section 39:

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- (a) require the production for inspection of documents or things relevant to the inspection;
- (b) inspect and remove documents or things relevant to the inspection for the purpose of making copies or extracts;
- (c) require information in writing or otherwise as required by the officer from any person concerning a matter related to the inspection; or
- (d) alone or in conjunction with a person possessing special or expert knowledge, make examinations or take tests, samples or photographs necessary for the purposes of the inspection.
- 41. Any cost incurred by the Town in exercising its authority to inspect, including but not limited to the cost of any examination, test, sample or photograph necessary for the purposes of the inspection, shall be paid by the Owner of the property where the inspection takes place.
- 42. An Municipal Law Enforcement Officer or a Police Officer may undertake an inspection pursuant to an order issued by a provincial judge or justice of the peace under section 438 of the Municipal Act, 2001 where he or she has been prevented or is likely to be prevented from carrying out an inspection under Sections 39 and 40 of this By-law.
- 43. No person shall hinder or obstruct, or attempt to hinder or obstruct, a Municipal Law Enforcement Officer, or a Police Officer from carrying out inspections of land to ensure compliance with this By-law
- 44. Sections 39, 40 and 42, do not restrict the authority of the Director, Town Municipal Law Enforcement Officers, Town employees, agents, contractors and other Persons authorized by the Town from entering upon Town Road Allowances, including Entrances, at any time to conduct inspections or for any other Town purpose.

PART XI OFFENCES

- 45. Every Person who contravenes any provision of this By-law or an Order issued pursuant to this By-Law is guilty of an offence, and, upon conviction is liable to a fine in accordance with the penalty provisions of the By-Law.
- 46. Where a contravention of a provision of this By-law or an Order is committed on or continues for more than one day, the Person who commits it is liable to be convicted for a separate offence for each day on which it is committed or continued. For clarity, in the case of an Order, a contravention continues for every day or part of a day past the date set out in the Order by which the work must be complete or action taken, as the case may be.
- 47. Where a contravention of this By-law has occurred, the Owner or Permit Holder

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may be charged with and convicted of an offence for which any Person subject to this By-law may be charged and, on conviction, the Owner or Permit Holder is liable to pay the penalty prescribed for the offence.

- 48. An Owner or Permit Holder is not liable under Section 47 where the Owner or Permit Holder establish that:
 - (a) the contravention of this By-law was without the knowledge and consent of the Owner or Permit Holder, as the case may be;
 - (b) upon becoming aware of the contravention, the Owner or Permit Holder, as the case may be, took all reasonable steps to stop and rectify the contravention of this By- law; and
 - (c) in the case of a contravention of an Order, the Owner or Permit Holder was not named in the Order.

PART XII PENALTY

- 49. Every Person who is convicted of an offence contrary to this By-law is liable,
 - (a) on a first conviction to a fine of not more than \$10,000, in the case of an Individual, and to a fine of not more than \$50,000 in the case of a Corporation; and
 - (b) on any subsequent conviction, to a fine of not more than \$25,000 in the case of an Individual, and to a fine of not more than \$100,000 in the case of a Corporation.
- 50. Despite Section 49, a Person convicted of a continuing offense is liable to a fine of no less than Five Hundred Dollars (\$500) and no more than Ten Thousand Dollars (\$10,000) for each day or part of a day on which the offence occurs or continues.
- 51. Where a conviction is entered for contravention of the By-law, in addition to any other remedy or any penalty provided by law, the court in which the conviction has been entered, and any court of competent jurisdiction thereafter, may make an order prohibiting the continuation or repetition of the offence by the Person convicted.

PART XIII SEVERABILITY

52. When a court of competent jurisdiction declares any section or part of this Bylaw invalid, the remainder of this By-law shall continue in force unless the court makes an order to the contrary.

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PART XIV SHORT TITLE

53. This By-law may be cited as the Town of Milton Road Occupancy, Fouling and Entrance Permit By-law.

PART XV REPEAL

54. By-law No. 080-2019 and By-law No.115 – 2005, as amended are repealed upon the coming into force and effect of this By-law.

PART VI EFFECT

55. This By-law comes into force and effect on the day it is passed.

PASSED IN OPEN COUNCIL ON May 25th, 2020.

_____Mayor Gordon A. Krantz

Meaghen Reid

Deputy Clerk

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Report To:	Council
From:	Jill Hogan, Commissioner, Development Services
Date:	May 29, 2023
Report No:	DS-028-23
Subject:	Bill 97, the Helping Homebuyers, Protecting Tenants Act, 2023
Recommendation:	THAT report DS-028-23 regarding Bill 97, the Helping Homebuyers, Protecting Tenants Act, be received for information.

EXECUTIVE SUMMARY

The Province has introduced Bill 97, the Helping Homebuyers, Protecting Tenants Act, 2023 and proposed a new policy document titled the 'Provincial Planning Statement 2023' (PPS 2023). The proposed PPS 2023 would replace the 'A Place to Grow: Growth Plan for the Greater Golden Horseshoe' and the Provincial Policy Statement 2020 with one merged document.

The new policies in the proposed PPS 2023 would introduce the ability for municipalities to determine local population and employment targets and intensification targets based on minimum requirements provided by the Province. Proposed changes also creates the ability for municipalities to determine the timing and location of settlement area boundary expansions.

Through the proposed PPS 2023, the Town of Milton has been identified as a fast-growing municipality. As a result, the Town will be required to identify and focus growth and development into Strategic Growth Areas by identifying minimum density targets and the appropriate built form.

Overall, municipalities have been given flexibility for local determination of growth management matters. As the Town undertakes its official plan review and update the proposed changes to the Provincial land-use planning framework will be considered.

REPORT



Background

On April 6, 2023, the Province released Bill 97 the *Helping Homebuyers, Protecting Tenants Act, 2023* and a draft Provincial Planning Statement, 2023 (PPS 2023). The primary purpose of Bill 97 and proposed PPS 2023 is to facilitate the implementation of the provincial Housing Supply Action Plan, which seeks to encourage the construction of 1.5 million homes by 2031. The proposed PPS 2023 would replace the 'A Place to Grow: Growth Plan for the Greater Golden Horseshoe' and the Provincial Policy Statement 2020 with one merged document. Through Bill 97, changes to the *Planning Act* are also proposed (see Appendix 1).

Key changes to the land use planning framework would introduce the ability for municipalities to set population and employment targets and intensification targets based on minimum requirements provided by the Province. Proposed changes also creates the ability for municipalities to determine the timing and location of settlement areas expansions.

Bill 97 and the proposed PPS 2023 are available for comment on the Environmental Registry of Ontario (ERO 019-6813). Comments can be submitted until June 6, 2023. Expected implementation of the proposed PPS 2023 is fall 2023.

Discussion

Changes to the Provincial Policy Statement and Growth Plan

Bill 97, the *Helping Homebuyers, Protecting Tenants Act, 2023* proposes a series of fundamental changes to the Ontario Land Use Planning System. The Bill proposes to integrate selected policies from the Growth Plan and the Provincial Policy Statement into one document, creating an updated and re-titled Provincial Planning Statement and allowing for a subsequent repeal of the Growth Plan. There are many changes to the proposed PPS 2023, the following is a summary of key changes that will impact the Town of Milton. A summary of Growth Plan policies which have not been incorporated into the proposed PPS 2023 can be found in Appendix 2.

Growth Targets

The Growth Plan population and employment targets and supporting policies have not been inserted into the proposed PPS 2023. The draft PPS 2023 removes the Provincial Policy Statement references that required allocation of population and units by the uppertier municipality based on provincial plans. The Province has provided proposed PPS 2023 implementation guidance stating an expectation for municipalities to continue to use the 2051 forecasts provided by the province (at a minimum). Lower-tier municipalities



would be expected to meet or exceed the growth forecasts allocated to them by the uppertier. As updated forecasts are needed, municipalities would do their own forecasting of population and employment growth.

The draft PPS 2023 directs municipalities to make sufficient land available to accommodate an appropriate range and mix of land uses, to meet projected needs, for 'at least' 25 years. No longer are municipalities directed to be able to accommodate growth for a minimum of 15 years through intensification and redevelopment. Overall, the previous policy direction emphasis on intensification has been lessened with a new focus on complete communities.

The Planning Policy and Urban Design Department is currently undertaking a Residential and Non-residential Requirement Study. The study will establish new population and employment forecasts with the current 2051 forecasts as a minimum. This work will inform projected density targets, housing and employment mix and phasing of growth to 2051.

Housing and Intensification

The proposed PPS, 2023 removes the requirement for municipalities to establish minimum affordable housing targets. The proposed new policy directs planning authorities to "coordinate" land use planning and planning for housing with Service Managers (Halton Region) to address the full range of housing options including affordability needs. The definition for "affordable" has been removed from the proposed PPS 2023. A new term "additional needs housing" is proposed to be added to address housing "used by people who have specific needs beyond economic needs". Currently, the Halton Official Plan sets a target of 30% of new housing units produced annually be Affordable or Assisted Housing. The Town's Residential and Non-residential Requirement Study will also examine the full range of housing options, including affordability needs, and inform local policies.

The proposed PPS 2023, modifies the definition of housing options by inserting laneway housing, garden suites and rooming houses and by inserting references to housing arrangements such as farm worker housing and culturally appropriate housing. Currently, the Planning Act allows up to three residential units on a parcel of urban lands, for which municipalities could not require additional parking spaces. Bill 97 is proposing amendments to the Planning Act to expand this permission beyond urban lands. The Bill also modifies the changes introduced through Bill 23 to clarify that the prohibition on requiring more than one parking space per additional unit does not apply to the primary dwelling. To support the policy development, staff are leading the Additional Residential



Units study. The study examines opportunities and concerns such as health and safety, stormwater management, neighbourhood character and impacts on adjacent properties associated with multiple unit lots. The information from this study will inform the new official plan policies and zoning by-law.

Settlement Areas and Settlement Boundary Expansions

The proposed PPS 2023 does not incorporate the Growth Plan requirement that directs planning authorities to implement minimum intensification targets for development within the built-up area (i.e. 50% of all residential development occur within the delineated built boundary). The proposed PPS 2023 encourages growth to be located into strategic growth areas and encourages densities which optimize infrastructure. However, the requirement to avoid uneconomical expansions and minimize climate change impacts have been removed.

As proposed, municipalities will have the authority to undertake settlement area boundary expansions without undertaking a municipal comprehensive review at any time. Municipalities would need to consider servicing, phasing and impact to agricultural lands. Within new settlement areas planning authorities are 'encouraged' to plan for a minimum density target of 50 residents and jobs per gross hectare. Through the Residential and Non-residential Requirements Study, the Town will determine appropriate density and intensification targets to accommodate its projected population and housing requirement.

Strategic Growth Areas

The proposed PPS 2023 introduces a new defined term "Large and fast-growing municipalities". The Town of Milton is included in this definition. As a result, the Town will be required to identify and focus growth and development into Strategic Growth Areas by identifying minimum density targets and the appropriate built form. Examples of Strategic Growth Areas include Urban Growth Centres and Major Transit Station Areas. Municipalities will be able to reduce the size and change the location of an Urban Growth Centre through a new official plan or official plan amendment (s.26). The Town's Urban Growth Centre boundary was recently modified through Regional Official Plan Amendment 48 and Local Official Plan Amendment 70 to align with the Major Transit Station Areas is station Area boundary identified in the Milton Mobility Hub Study.



Employment and Employment Areas

The draft PPS 2023 proposed to change the definition of employment areas to focus on uses that cannot locate in mixed use areas including heavy industry, manufacturing and warehousing. The definition of employment areas will be amended to specifically exclude institutional, commercial, and retail and office that are not associated with a primary employment use. Historically, Milton's designated employment areas have included large floorplate commuter office space, some institutional uses such as post-secondary education and other commercial activities such as auto dealerships. The proposed changes could constrain Milton's economic competitiveness and limit opportunities to relocate incompatible uses from strategic growth areas. It could also lead to the fragmentation of Milton's land extensive employment areas as site specific changes will need to be made to accommodate existing uses that do not comply with the proposed policy and legislative change.

Intensification by means of compatible employment uses such as office and retail, is encouraged within compact mixed-use development in order to create complete communities. A proposed new policy would require municipalities to allow residential, employment, public service facilities and institutional uses on employment lands that are outside of employment areas. Currently, the Growth Plan requires redevelopment of employment lands outside employment areas to retain a similar number of jobs as existing. This is the policy that is currently applied in Milton's UGC/MTSA, for example. Therefore, the Town is able to require the inclusion of compatible employment uses in these areas. Broadly allowing residential uses on employment lands without such a policy provision requiring replacement employment uses could lead to displacement of existing employment uses and the creation of single use, not mixed use, areas.

Municipalities will be given the authority to remove lands from designated employment areas, if it has been determined that there is a need for the removal and the land is not required for employment over the long-term and the proposed uses would not negatively impact the overall viability of the employment area. The proposed policy does not specify that this process must be done at the time of a municipal comprehensive review. While the Town of Milton can consider an employment land conversion at any time, the proposed provincial policy has the potential to gradually erode Milton's land extensive employment base, especially where uses exist that are excluded from the new employment area definition.



Previously, Provincially Significant Employment Zones were introduced into the Growth Plan. Within the Town, one zone was identified. These zones will no longer exist. The Town can now determine the appropriate policy direction for these lands.

<u>Agriculture</u>

Municipalities are 'encouraged', not required, to use an agricultural system approach to support the agri-food network. Municipalities will not be required to use the provincial agricultural system mapping. This gives the Town of Milton the ability to refine the boundaries of the agricultural system based on local information - subject to the policies of the Niagara Escarpment Plan and the Greenbelt Plan. However, it also potentially could encourage private applications to remove viable farmlands from the agricultural system forcing the Town to continually defend against such applications. The added flexibility for local determination of the agricultural land base and the added scope for such matters to be litigated, raises the bar for a robust and defensible evidence based approach with associated and necessary study costs.

The draft PPS 2023 would permit a principle dwelling, as an agricultural use, associated with the agricultural operation in prime agricultural areas. It is proposed that, subordinate to the principle dwelling, up to two addition residential units may be permitted, subject to conditions. Further, within Prime Agricultural Areas, up to three new residential lots can be created on an existing lot or parcel subject to conditions including:

- Any additional dwellings are attached to or in close proximity to the principle dwelling;
- Any additional dwelling complies with the minimum distance separation formulae;
- Any additional dwelling is compatible with and not hinder the surrounding agricultural operations;
- Appropriate sewage and water services will be provided.

This policy has the potential to create fragmentation with the agricultural area - compromising the ability to effectively protect a continuous agricultural system.

In the PPS 2023 implementation guidance, the Province has stated that an amendment is being proposed to the Greenbelt Plan that would indicate that the previous policies in A Place to Grow and the Provincial Policy Statement would continue to apply in those cases where the Greenbelt Plan refers to them. This would ensure that there would be no change to how the Greenbelt Plan policies are implemented if the proposed Provincial Planning Statement comes into effect.



Within the Town of Milton the vast majority of the prime agricultural lands are located within the Greenbelt Plan Area. The policies of the Greenbelt Plan take precedence over the policies of the Provincial Policy Statement, except when otherwise stated. When the policies of the Greenbelt Plan address the same matters as policies in the Provincial Policy Statement, the more specific policies of the Greenbelt Plan are applicable. Within Prime Agricultural Areas, the Greenbelt Plan does not permit re-designation of land for non-agricultural uses. Within the Greenbelt Plan Prime Agricultural Areas lot creation is permitted for 'agricultural uses', where the severed and retained lots are intended for agricultural uses. The Greenbelt Plan definition of agricultural use does not include residential uses, except for accommodation for full-time farm labour. Therefore, new residential lot for principle or subordinate residences as identifies in the PPS 2023, would not be permitted in the Greenbelt Plan Area.

Natural Heritage

The natural heritage policies and related definitions remain under consideration by the Province. Once proposed policies and definitions are ready for review and input, they will be made available through a separate posting on the Environmental Registry of Ontario.

Next Steps

The new Provincial Policy Statement, 2023 is anticipated to come into force in fall 2023. Municipal Official Plans, zoning by-laws and land use planning decisions are expected to be consistent with the Provincial Planning Statement.

The proposed changes provide both upper-tier and local municipalities more autonomy to determine future growth targets and subsequent land needs. As the Town undertakes its official plan review and update the proposed changes to the Provincial framework will be considered. The Town's proposed policies are also informed by technical research, understanding local needs and follow current best practices.

Financial Impact

There are no financial impacts from this report

Respectfully submitted,

Jill Hogan Commissioner, Development Services



For questions, please contact: Gail Anderson, Senior Planner, Development Services Phone: Ext. 2332

Attachments

Appendix 1 – Planning Act Amendments

Appendix 2 – Repealed Growth Plan Requirements

Approved by CAO Andrew M. Siltala Chief Administrative Officer

Recognition of Traditional Lands

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.

Appendix 1: Planning Act Amendments

Through Bill 97, the following amendments to the *Planning Act* are proposed:

Fee Refund Provisions

• Delay the requirement for municipalities to refund zoning by-law and site plan application fees. The requirement will take effect on applications submitted on or after July 1, 2023.

Additional Residential Units

- Clarify that official plans can contain policies requiring more than one parking space be provided for the primary residential unit.
- Clarify that additional residential units are not limited to parcels of "urban" residential lands.

Employment Area Protections

• The definition of area of employment is replaced. The new definition includes manufacturing, warehousing and their associated retail or offices uses. The new definition excludes institutional uses and commercial, retail or office that are not associated with a manufacturing or warehousing use.

Appeals of Interim Control By-laws

- Enable the right to appeal the initial passing of an interim control by-law, in addition to the extension thereof.
- Reduce the requirement to give notice of the adoption of an interim control by-law to 20 days from 30, and set the appeal deadline 50 days after the date of passing of the by-law.

Minister's Zoning Orders

• Allow the use of a Minister's Zoning Order to exempt the application of the policy statements, provincial plans and official plan policies in order to establish a use permitted by the Minister's zoning order.

Ministerial Authority to Require Development Agreements

• Provide the Minister of Municipal Affairs and Housing with the authority to require landowners to enter development agreements in relation to lands that have been assigned to the Provincial Land and Development Facilitator.

Regulation-Making Authority for Site Plan Control for 10 Units or Less

- Create regulation-making authority to prescribe specific circumstances where site plan control could be used for residential developments of 10 units of less.
- The proposed regulations would permit the use of site plan for parcels of land:
 - Any part of which is located within 120 metres of a shoreline; and

- $\circ~$ Any part of which is located within 300 metres of a railway line.
- The changes are proposed to come into effect immediately on filing of the regulation.

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Appendix 2: Repealed Growth Plan Requirements

The following is a summary of key A Place to Grow - the Growth Plan for the Greater Golden Horseshoe policies which have not been incorporated into the proposed Provincial Planning Statement and will be repealed.

Managing Growth

The Growth Plan provided specific policy direction to support the successful development of Urban Growth Centres. While the term Urban Growth Centre remains, policy direction to support focusing investment, supporting transit and accommodating major employment centre and significant population in the Urban Growth Centre has been removed.

Climate Change

The Growth Plan directed municipalities to prepare for the impacts of climate change by mitigation and adaption to improve resilience and reduce greenhouse gas emissions. Numerous policies were specifically provided in two section of the Growth Plan - 4.2.9 A Culture of Conservation and 4.2.20 Climate Change. The majority of these policies will be repealed.

Stormwater Management

The Growth Plan directed municipalities to prepare stormwater master plans or equivalent for serviced settlement areas that are informed by watershed planning. More detailed direction on the content of the stormwater master plans was provided. The Growth Plan also set out stormwater management plan requirements for large-scale development proceeding by way of a secondary plan and plan of subdivision. These requirements have not been transferred into the proposed Provincial Planning Statement.

Water Resources Planning

Watershed planning was required under the Growth Plan. The proposed Provincial Planning Statement encourages watershed planning to inform infrastructure and environmental protection.



Recommendation:	THAT the draft audited Financial Statements for the Town of Milton and Boards be approved.
Subject:	2022 Annual Report and Financial Statements
Report No:	CORS-030-23
Date:	May 29, 2023
From:	Glen Cowan, Chief Financial Officer / Treasurer
Report To:	Council

EXECUTIVE SUMMARY

- The financial audit of the Town has been completed for the year ended December 31, 2022 and the results are presented in the attached financial report.
- Staff are pleased to report that the Town has received an unqualified audit opinion, meaning that in the auditor's opinion the statements are fairly and appropriately presented and in accordance with Public Sector Accounting Board (PSAB) standards.
- Following Council approval of the statements, the Town's auditor expects to issue their independent auditor's report on the statements for the Town and Boards.

REPORT

Background

The 2022 draft financial report is being presented to Council for approval. Representatives from the Town's auditor, Deloitte LLP, will be making a brief presentation to Council to highlight the audit findings for the year ended December 31, 2022 and will be available to answer any questions. Under Canadian Auditing Standards, the Auditors' Report can only be signed by Deloitte upon the approval of the financial statements by Town Council.

Discussion

The financial statements have been prepared in accordance with Canadian public sector accounting standards. The Public Sector Accounting Board of the Chartered Professional Accountants (CPA) Canada issues recommendations and reporting requirements that the Town is obligated to adhere to in preparation of the audited financial statements.



Under Canadian public sector accounting standards, municipal reporting requirements include the following:

- Consolidated Statement of Financial Position
- Consolidated Statement of Operations
- Consolidated Statement of Change in Net Financial Assets
- Consolidated Statement of Cash Flows
- Notes to the Consolidated Financial Statements

These statements and notes provide information on the cost of all Town activities, how they were financed, investing activities, as well as the assets and liabilities of the Town.

Included in the Town's annual report is a Financial Statement Discussion and Analysis (FSDA) section that explains in details key figures, changes and trends from the Town's financial statements. Highlights of the FSDA and statements include:

Consolidated Statement of Financial Position

The Town ended the year with a net financial asset position (financial assets less financial liabilities) of \$179.4 million, a 24.7% increase of \$35.5 million from the prior year. The increase in financial assets of \$65.4 million was partially offset by an increase in financial liabilities of \$29.9 million, which included an increase in deferred revenue balances of \$23.0 million and developer obligations of \$6.5 million.

Non-financial assets increased by \$25.5 million to \$1.18 billion, reflecting the Town's investment in new capital infrastructure and the value of new assets that were built by developers and assumed by the Town.

The Town ended the year with an accumulated surplus of \$1,357.2 million, an increase of 4.76% from the prior year. This change is largely related to the infrastructure assumed from or funded by development. It is critical for readers of the financial statements to understand that the term "accumulated surplus" cannot be construed as "cash or funds" available for spending, as the bulk of the value represents non-financial assets and reflects the Town's investment in infrastructure which is used to deliver programs and services. They are not assets which are surplus to operations and available to be liquidated.

Consolidated Statement of Operations

The total revenue reported for the year 2022 was \$201.4 million, an increase of \$27.6 million from 2021. Taxation revenue and an increase in the Town's equity in the income of Milton Hydro contributed to the revenue growth, as did an improvement in the Ontario Lottery and Gaming proceeds as well as User Fees that the Town receives as the restrictions that are associated with the pandemic were lifted.



Total expenses increased by \$3.5 million to \$139.7 million for the year. Several items contributed to this increase, including the restoration of services as restrictions were lifted and additional winter maintenance activities.

Consolidated Statement of Change in Net Financial Assets

Financial assets increased during 2022 by \$35.5 million. This change is primarily attributable to increases in the Town's investments.

Consolidated Statement of Cash Flows

The consolidated cash position of the municipality increased by \$3.7 million from \$66.9 million in 2021 to \$70.6 million in 2022. The Town's operating activities resulted in a \$117.0 million increase, which was partially offset by a cash outflow of \$51.6 million for capital activities, as well as the net impact of the Town's investing and financing activities of \$61.6 million.

Financial Impact

In addition to being a requirement under section 294.1 of the Municipal Act, 2001, the production of audited financial statements on an annual basis is an integral part of Town's financial management. The financial impacts of the transactions that occurred in 2022 as well as the Town's 2022 year end position are outlined in detail in the attached statements.

Through report CORS-010-23, Council approved the year end accounting entries and reserve transfers based on the estimated year end position. The resulting estimated surplus of \$0.45 million was transferred to the WSIB Reserve to bring the balance in that reserve closer to the target balance. Through the process of finalizing the 2022 financial statements, an adjustment was made to reverse \$3.5 million of accrued dividend revenue from Milton Hydro, as well as the offsetting transfer to reserve. Although timing of cash flow remains the same, revenue recognition for this dividend payment will be in 2023 as opposed to 2022, reflecting the timing of Milton Hydro Board approval of the payment.

Respectfully submitted,

Glen Cowan Chief Financial Officer / Treasurer

For questions, please contact: Alyona Malyavskaya

Phone: Ext. 2127



Attachments

The Corporation of the Town of Milton Financial Report for the Fiscal Year Ended December 31, 2022

Approved by CAO Andrew M. Siltala Chief Administrative Officer

Recognition of Traditional Lands

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.

The Corporation of the Town of Milton

Financial Report 2022

Town of Milton, Ontario, Canada For the Fiscal Year Ended December 31, 2022



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Land Acknowledgement

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.



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The Town of Milton has a **vision** for a future that strives for abundant economic opportunity for residents, educational opportunities for youth, and a community that leads in sustainability, diversity and inclusion.

The Town is a municipal organization that is adaptive and flexible, with an understanding of the importance of listening and collaborating with our local residents, businesses and partners in order to ensure that Milton remains a great place to work and raise a family.

Council-Staff Work Plan for 2020 - 2023

The **Council-Staff Work Plan** sets a road map for how the Town of Milton may continue to accommodate growth while ensuring the financial sustainability of the organization and the community. Together with staff, Members of Council have set **four goals**:



Under each of these goals, Council has established both general strategies and specific priorities for the current term. These priorities emphasize sound community and financial planning, increased employment, accelerated automation, strong community connections and recognition of employees as the foundation for exceptional service.

This plan holds Council and staff accountable for guiding Milton toward a prosperous future with residents, businesses and the environment front of mind.

A Place of Possibility

The town of Milton is a vibrant community.

We are planning a community with exceptional quality of life.

Milton is a town with a thriving business network that is on the cusp of being a leading economic engine within Ontario. We are working towards a future where there are abundant economic opportunities for our residents and educational opportunities for our youth.

We will be known as a community that is a leader when it comes to welcoming diversity, celebrating inclusion, and practicing financial and environmental sustainability. As we welcome more and more residents to Milton, The Town of Milton is committed to environmental stewardship for the generations to come though sustainability initiatives and mitigation of climate change impacts. We plan to minimize Milton's environmental footprint and work to ensure new and existing neighbourhoods are supported with infrastructure and community amenities.

We are a town that continues to focus on innovation and investing in customer service to support our current and future residents. Through our strategic partnerships, we will always work with other levels of government to advocate for Milton's fair share of investment to ensure we can always deliver the services that matter to our residents.

Above all, we are an organization that will always listen to our residents and businesses to ensure Milton is a vibrant, complete community that is a great place to live, to raise a family, to run a business, and to work.

Milton is A Place of Possibility.



Quick Facts



Land Area



137,870 Population (2022 estimate)



377 Population density per sq. km







Milton continues to be one of Canada's fastest growing mid-size municipalities. The Town has had record breaking growth from 2001-2022 of 338% and a total population forecast for 2031 of 238,000 - a further increase of 100,130 or 73%



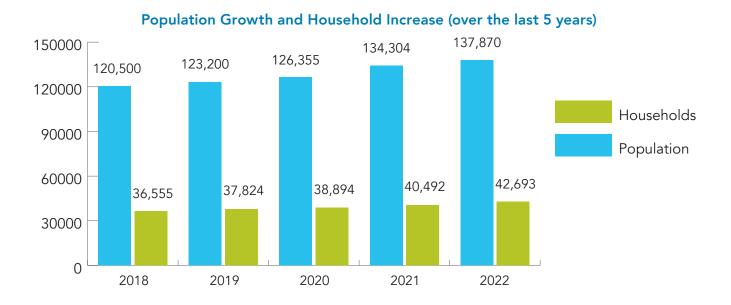
*Age of population (by age groups)

Capital and operating budgets by the numbers

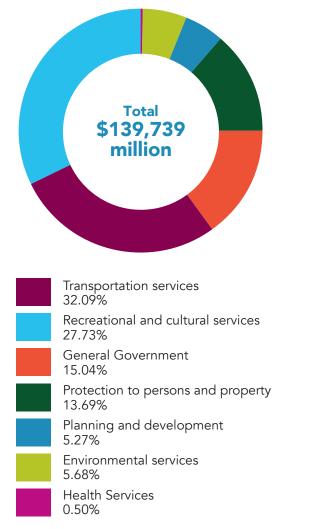




*Source: BMA Management Consulting Inc. Municipal Study 2022



2022 Expenses (actuals) (in million dollars)



2022 Residential Tax Breakdown



Mayor and Council

The Town's Council is comprised of the Mayor, four Regional Councillors and four Town Councillors, elected for four-year terms of office. Through the representation of wards, these members of Council are the governing body of the Town and have the following responsibilities:

- Represent the public and consider the well-being and interests of the municipality.
- Evaluate and approve policies and programs of the municipality.
- Determine which services the municipality provides.
- Ensure that administrative and controllership policies, practices and procedures are in place to implement the decisions of Council.
- Maintain the financial integrity of the municipality.



Gordon Krantz Mayor



Colin Best Regional Councillor Ward 1

Kristina Tesser Derksen

Town Councillor Ward 1



Rick Malboeuf Regional Councillor Ward 2



John Challinor II Town Councillor Ward 2



Sammy Ijaz Regional Councillor Ward 3



Adil Khalqi Town Councillor Ward 3



Sameera Ali Regional Councillor Ward 4



Sarah Marshall Town Councillor Ward 4

Council is the governing body responsible for representing public interest. Staff are responsible for administering Town programs and services. The Milton Public Library and Downtown Business Improvement Area are each managed by individual Boards.

Through service aligned departments, staff are responsible for administering the Town's programs and services.

Executive Services

- Office of the Mayor and CAO
- Strategic Initiatives and Economic Development

Corporate Services

- Financial Planning and Policy
- Development Finance
- Accounting
- Human Resources
- Information Technology
- Purchasing and Risk Management
- Taxation and Assessment
- Legislative and Legal Services
- Strategic Communications

• Parks and Facility Planning

Community Services

- Facility Design and Construction
- Transit Services
- Arts and Culture
- Facility Operations
- Environment
- Recreation Programs
- Parks, Roads and Fleet Operations
- Fire Services

- Policy Planning
- Development Review
- Building Services
- Infrastructure Management

Development Services

- Development Engineering
- Traffic

The Chief Administrative Officer (CAO) has overall responsibility for the Town's operating departments led by the Strategic Management Team (SMT). As leaders, the CAO and SMT are responsible for ensuring quality services are provided to the community and that the services provided are aligned with Council approved priorities. The CAO and SMT members also advise the Mayor and Town Council on matters of policy related to the civic administration of the Town of Milton. Divisional directors are responsible for the day-to-day operations of the departments.

The Town of Milton is proud to present its annual Financial Report, which details the Town's financial performance and highlights key accomplishments through 2022. The financial statements have been prepared in accordance with the Municipal Act, 2001, and are based on the reporting standards set by the Public Sector Accounting Board of the Chartered Professional Accountants of Canada.

Inflationary pressures were prevalent in the economy in 2022. However, the degree of impact to the Town's operating budget was lessened as existing unit rates were reflected in the cost of many contracts and agreements that were in effect for most of the year. Impacts will be experienced more broadly in 2023 as existing contracts are renewed and new procurement processes are undertaken.

The rate of inflation also led the Bank of Canada to increase the overnight borrowing rate from 0.25% to 4.25% in 2022, bringing it to the highest level since 2007. The overnight rate directly impacts the return received by the Town on funds in the bank and some short term investments. As such, additional revenues were realized in these areas during the year.

Overall the Town realized increasing revenues in 2022 which were, in part, attributable to the gradual lifting of restrictions that were associated with the pandemic. These revenues helped contribute to increases in both the Town's accumulated surplus (4.76% increase) as well as the Town's net financial assets (24.7% increase).

Growth within the community remains a key focus for Milton. Residential growth in 2022 realized an 11.6% increase in the number of units constructed relative to 2021, with a shift towards medium and high density units driving that increase. Progress also continued in the development of the secondary and tertiary plans that will lead to growth within the Trafalgar, Britannia, Agerton and Milton Education Village planning areas.

The accomplishments of 2022 are reflective of the collaborative and forward thinking approach that continues to shape Milton as a vibrant and connected community. The Town looks forward to further building on this foundation

Glen Cowan Chief Financial Officer & Treasurer

May 29,2023

The accompanying financial statements are prepared in accordance with the Canadian public sector accounting standards published by the Public Sector Accounting Board (PSAB) of the Chartered Professional Accountants Canada. The Financial Report is published to provide the Town's Council, staff, citizens and other readers with detailed information concerning the financial position and activities of the Corporation of the Town of Milton (the "Town") for the fiscal year ended December 31, 2022 There are four required financial statements:

- 1. Statement of Financial Position
- 2. Statement of Operations
- 3. Statement of Change in Net Financial Assets
- 4. Statement of Cash Flows.

These financial statements must provide information on the cost of all Town activities, how they were financed, investing activities, as well as the assets and liabilities of the Town.

Town of Milton Mandate

The Town of Milton is a municipality within the Province of Ontario, Canada. As described in the notes to the consolidated financial statements, the Town conducts its operations guided by the provisions of provincial statutes such as the Municipal Act and related legislation.

The consolidated financial statements include the Town as well as local boards that are accountable for the administration of their own financial affairs and resources but are owned or controlled by the Town with the exception of Milton Hydro Holdings Inc., which is accounted for on the modified equity basis of accounting. These entities and organizations include:

- 1. The Milton Public Library Board
- 2. The Board of Management of the Milton Downtown Business Improvement Area

The Town of Milton is a lower tier municipality within the Regional Municipality of Halton. The Town collects taxes and other revenues on behalf of the Region of Halton (an upper tier municipal government) and the school boards. The taxation, other revenues, expenses, assets and liabilities with respect to the operations of the Region of Halton and the school boards are not reflected in these consolidated financial statements.

As a lower tier municipality, the citizens and businesses of Milton rely on the Region of Halton to provide a number of services which include, but are not limited to, policing, waste and recycling collection, water and sewage treatment and social housing.

The Town of Milton provides the following municipal services under the mandate of The Municipal Act:

- General Government Mayor and Council, clerks, communications, financial planning and policy, accounting, information technology, property taxation, human resources, purchasing and risk management
- Protection to Persons and Property fire services, by-law enforcement, parking enforcement, licensing, animal and weed control and building services.
- Transportation Services roads construction and maintenance, transit and street lighting.
- Environmental Services storm water management and emergency spills.
- Recreation and Cultural Services community development, recreational programs, parks, recreational facilities, libraries and arts and cultural programs.
- Planning and Development planning policy, zoning, development review, building inspections and economic development.

Management Responsibility

The Town's management is responsible for both the accuracy of the presented data and the completeness and fairness of the presentation, including all disclosures.

The Town's management monitors and maintains a system of internal controls designed to provide reasonable assurance that assets are safeguarded, transactions are properly authorized and recorded in compliance with legislative and regulatory requirements, and reliable financial information is available on a timely basis for preparation of the consolidated financial statements.

Town Council meets with management and the external auditors to review the consolidated financial statements and to discuss any significant financial reporting or internal control matters prior to their approval of the consolidated financial statements.

The consolidated financial statements have been audited by Deloitte LLP, an independent external auditor appointed by the Town. The Independent Auditor's Report, which is included in the statements, provides an unqualified "clean" opinion on the Town's consolidated financial statements for the year ended December 31, 2022. The report also outlines the auditor's responsibilities and the scope of their examination.

An audit is conducted in accordance with Canadian generally accepted auditing standards. These standards require that the auditors comply with ethical requirements necessary to plan and perform the audit to obtain reasonable assurance that the consolidated financial statements are free from material misstatement.

An audit involves performing specific procedures chosen by the auditors to obtain audit evidence in order to verify the amounts and disclosures in the consolidated financial statements as well as to assess the risk of material misstatements. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the consolidated financial statements.

The budget is an important strategic planning and resource allocation process that is required by legislation and serves as the foundation for the Town's financial planning and control. Section 290 of the *Municipal Act, 2001* requires a municipality to adopt a budget including estimates of all sums required during the year for the purpose of the municipality. The process of budget compilation commences early in the year in an effort to ensure that the Town has an approved budget in place for the start of the new fiscal year. The Town's management prepares a proposed budget which is submitted to Town Council for review and approval, generally in December of each year. Citizens are involved in the budget process through surveys and public meetings.

Risk Management and Significant Financial Management Policies

The financial management and control of the Town is largely governed through by-laws and Council resolutions that prescribe purchasing, accounting, investment, budgeting, risk management, debt and reserve policies. Town Council has sole authority to allocate funds through the annual approval of the operating and capital budgets.

The annual operating budget is balanced with revenues equaling expenditures for the calendar year. The operating budget must include estimates of all sums required by the municipality including any debt payments and all forms and sources of revenue.

The Town strives to leverage non-tax sources of revenue to sustain its level of services to its citizens. The Town charges user fees to recover costs of services where it is appropriate to do so. A comprehensive review of the user fees is conducted every three to five years. There is also an annual update to ensure that the user fees are increasing at the appropriate yearly rate of inflation. The annual fee schedule is reviewed and approved by Town Council.

The Town's financial management policies regarding tangible capital assets ("TCAs") stipulate that said assets are recorded at cost and include all amounts that are directly attributable to acquisition, construction, development or betterment of the asset. The costs, less residual value, of the TCAs are amortized on a straight-line basis over their estimated useful lives. Works in progress are not amortized until the asset is available for productive use, at which time they are capitalized. The Town has a capitalization threshold for each individual asset class, such that individual TCAs of lesser value are expensed unless they are pooled, because collectively they have significant value or could not be operated separately.

The Town's key financial policies establish guidelines for debt, revenue sources and utilization of reserves and reserve funds, budget variance reporting and include the procurement by-law that establishes authorization limits. Each of these policies is intended to mitigate risk, safeguard the Town's assets and ensure that proper internal controls are in place.

2022 Economic Update

Employment Growth

The 2022 unemployment rate for Canada was 5.3% (7.5% in 2021) and 5.6% (8.1% in 2021) for Ontario¹. The unemployment rate in Halton Region was 5.5% (6.5% in 2021)². As the economy recovered from the pandemic in 2022 growth was stronger than expected, the economy was in excess demand and the unemployment rate was near historic lows³. For reference, the historical national unemployment average before the pandemic was 6.4% between 2016-2020¹.



Inflation

The Town uses a customized Municipal Price Index (MPI) to accurately reflect the inflationary pressures impacting the municipality, in accordance with the Government Finance Officers Association best practices.

Using the MPI increases accuracy when budgeting for the services and goods the Town needs to acquire, and takes into account the Town's significant level of investment in capital infrastructure spending.

For the 2022 budget, the MPI for the Town of Milton includes a 2.30% change in expenditures and a total pressure of 2.73% when revenues are considered.

Interest Rates/Borrowing

Throughout 2022 the Bank of Canada (BOC), along with other central banks pursued one of the most aggressive rate-hiking cycles in history in attempts to manage elevated inflation and future inflation expectations. Starting in March, 2022 the BOC increased the overnight rate from 0.25% to 4.25% as of December 31, 2022, bringing it to the highest level since 2007. The overnight rate directly impacts the return received by the Town on funds in the bank and some short term investments. Yields on longer dated bonds increased rapidly throughout 2022 before starting to decline, resulting in an inverted yield curve at the end of the year. For reference, the return on a 5 year Government of Canada bond averaged 2.78% in 2022 (2021 average: 0.95%) and 10 year Government of Canada yields averaged 2.77% in 2022 (2021 average: 1.36%)³.

This affects the Town in two key ways:

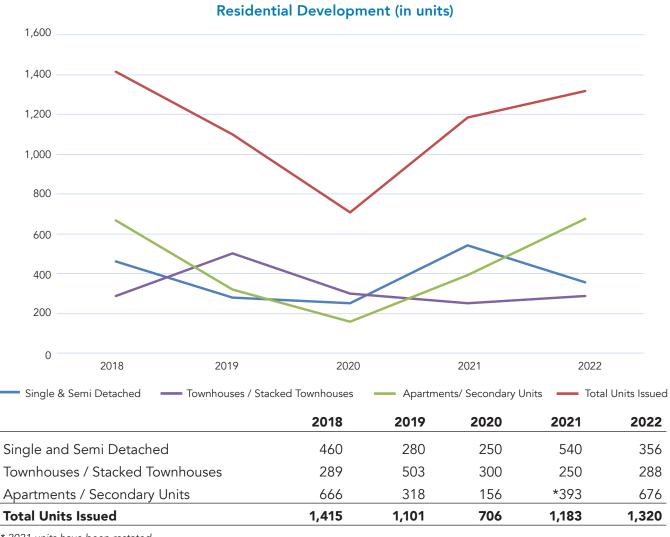
- 1. Higher rates increase borrowing costs for debt financed projects, impacting available funding to allocate towards capital projects.
- 2. Higher rates increase the amount of investment income, since the rate of return on surplus cash and investments is directly linked to interest rates.
- 1 Statistics Canada
- 2 Halton Region

3 Bank of Canada

2022 Significant Events Affecting Financial Statements

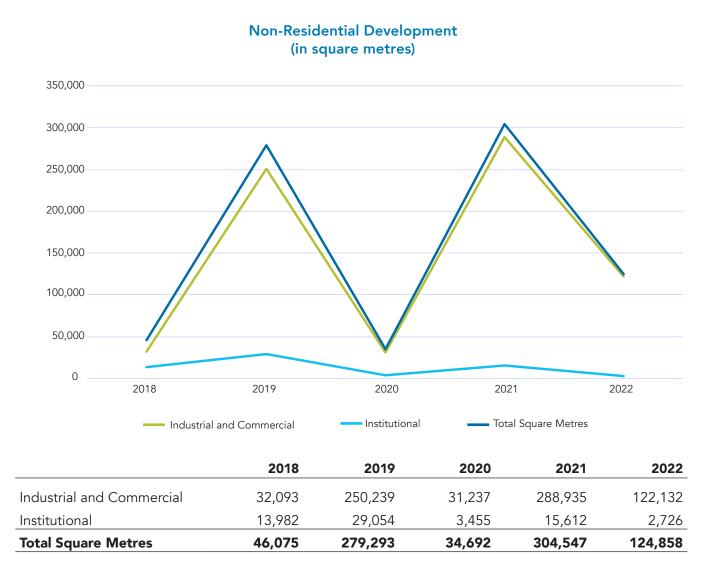
Growth and Building Activity

Residential growth increased to 1,320 units in 2022 relative to 1,183 units in 2021, noting that different trends were experienced in the residential sector depending on the housing type and density. The decrease of the low rise residential can be attributed to the shifting of developer's priorities due to market unpredictability, as well as a few significant developments not being registered in the calendar year as forecasted. As a result, the number of new single & semi-detached residential units created through building permits issued in 2022 was significantly lower than 2021; however, the townhome product increased slightly. The issuance of Apartment units and Secondary Units substantially increased in 2022 when compared to 2021. It is anticipated that we will see an increase in building permits for residential low rise and a continued upward trend for apartment units in 2023, as developments which were anticipated in 2022 will be coming online in 2023.



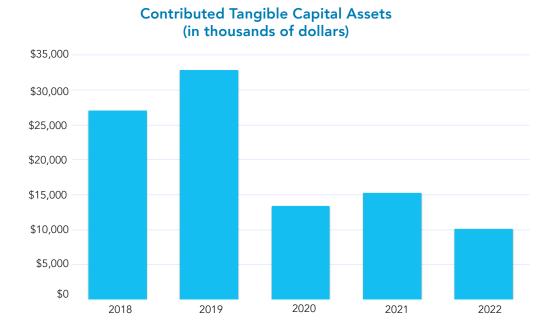
* 2021 units have been restated

Non-residential construction also experienced a decrease of permit issuance across the industrial and commercial types. A record number of conditional permits were issued in 2022 to aid in the progress of these projects while the details of the site plan applications were being addressed. It is expected that in 2023 the industrial, commercial, and Institutional construction types will see an increase as a result of site plan approval of various developments.

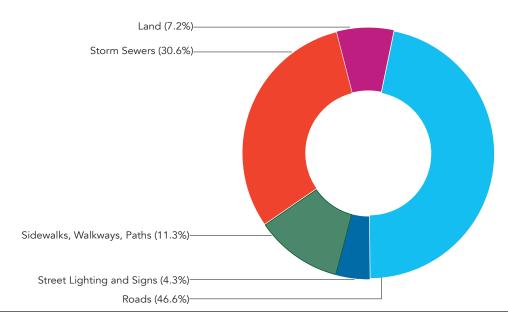


Contributed Tangible Capital Assets

Donated assets, excluding land, are recorded at the time the Town assumes responsibility for the maintenance of the municipal services such as roads, sidewalks and storm sewers. Land is recorded earlier in the process at the time of plan registration. Fluctuations in value of donated assets differ from year to year based on the number of plans registered, timing of subdivision assumptions and the infrastructure constructed in each subdivision in any given year. The following graph reflects the five year trend of developer contributed assets.



Breakdown of Contributed Tangible Capital Assets - 2022



Major Construction Projects in 2022

Bronte Street (Main to Steeles)

This project is for the reconstruction and widening of Bronte Street, between Main Street and Steeles Avenue. The widening has been phased over multiple years. Phase 1 was completed in 2019 and consisted of widening from Main Street to Victoria Street, and intersection improvements at Main Street and Bronte Street. Advance works to prepare for Phase 2 (Victoria to Steeles) were completed in 2020. Phase 2 works, for the section from Victoria Street to Steeles Avenue, includes the replacement of the 16 Mile Creek structure, the replacement of the at-grade crossing of the Canadian Pacific Railway tracks, burying of the Hydro lines for a portion of the west side of Bronte Street, and the removal of a 'jog" in the roadway. Construction of Phase 2 started in 2021 and is anticipated to be complete in late 2023. The total cost of this project is estimated at \$35.8 million.

Main St (JSP to 5th Line)/5th Line (Hwy 401 to Main St)

This project includes the widening of Main Street to four lanes from James Snow Parkway to Fifth Line, urbanization of Fifth Line, and intersection modifications at Fifth Line and Main Street. Construction is underway with anticipated completion in June 2023. Total project costs are estimated at \$26.9 million.

Asphalt Overlay Program

This is an annual program to rehabilitate the asphalt surface on roads before they deteriorate to the point where major reconstruction is required, and is an important component in maintaining the Town's road network. Included in the program is the replacement of portions of curb, sidewalk, and rebuilding catch basins and manholes. The total amount spent in 2022 was \$9.4 million.

Louis St Laurent (James Snow Parkway to Fifth Line)

Through staff report DS-025-21, Council approval was received to enter into an agreement with OPG Derry Green Lands to accelerate the construction of Louis St. Laurent Avenue from James Snow Parkway to Fifth Line, whereby construction would initially be undertaken and funded by OPG Derry Green Lands with future re-imbursement by the Town. Construction commenced in early 2022 and is completed to base asphalt. Project completion is anticipated by end of 2023/early 2024. The total estimated cost of this project is \$9.2 million.

COVID-19 Financial Implications

The pandemic continued to impact the Town during 2022. Provincially mandated facility closures early in the year, combined with a longer than anticipated recovery in service demand, resulted in revenue losses of \$4.3 million in the area of recreation. The revenue losses were fully mitigated with savings from adjustments made to both staffing levels and purchased goods and services, as well as the recognition of provincial funding from the COVID-19 Recovery Fund. Transit service also remained an area of ongoing financial pressure as ridership continues to recover. The Town budgeted for and experienced lost transit fare revenue of \$0.7 million in 2022, relative to pre-pandemic levels. The Town recognized \$0.5 million in provincial support from the Safe Restart Agreement – Transit stream which assisted in mitigating the pressure.

2022 Financial Highlights

The pandemic and its resulting implications have had a significant impact globally, nationally and within the community. During 2022, Provincial limitations placed on how services could be delivered were gradually removed, however supply chain challenges resulted in increased prices on fuel and majority of goods and services. The Town's net revenue improved from \$40.5 million last year to \$61.6 million in 2022.

Total revenue for 2022 is \$201.4 million compared to 2021 total revenue of \$173.8 million, an increase of \$27.6 million. This differential can be largely attributed to the lifting of Provincial restrictions, resulting in better revenue stream for Town facilities user fees as well as proceeds from Ontario Gaming and Lottery Corporation. Equity in Milton Hydro increased by \$10.9 million compared to 2021 due to gains on the sale of some of Milton Hydro Inc. assets.

In 2022, total expense increased by \$3.5 million from \$136.2 million last year to \$139.7 million.

\$11.2 million more expenses than last year were incurred due to reopening of facilities for rentals and programs offered in 2022. Offsetting this increase is a \$7.7 million transfer of land to Laurier University and Conestoga College for development of the Milton Education Village recorded in 2021.

The audited consolidated financial statements indicate that the Town's net financial position at December 31, 2022, as represented by the accumulated surplus, equals \$1,357.2 million. This amount has grown by 4.76% relative to 2021 year end. The large majority of the accumulated surplus, as well as the growth in it, is related to non-financial assets such as the Town's infrastructure, which is used to support service delivery. Growth in this asset base, much of which is initially constructed and/or funded by developers, will require sufficient annual funding in order to provide for the eventual rehabilitation and replacement of many of these assets if existing service levels are to be sustained.

The Town finished 2022 with debt principal outstanding of \$47.0 million, a large portion of which relates to the Town's local contribution towards the hospital expansion. The Town's debt capacity ratio of 5.05% is well within the guidelines set by both the Province and Town Council. Reserve balances increased to \$134.3 million from \$101.4 million.

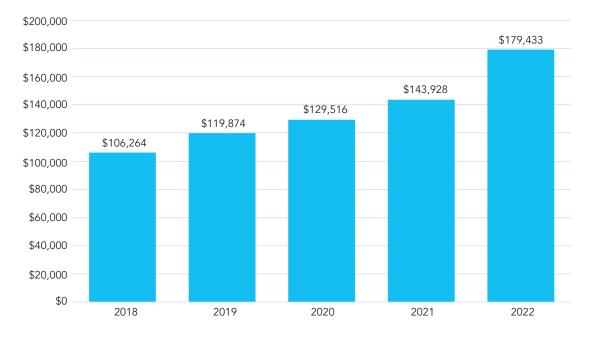
Consolidated Statement of Financial Position

Net Financial Assets (in thousands of dollars)

	2022	2021	Variance	% Change
Financial assets	\$ 352,053	\$ 286,683	\$ 65,370	22.8%
Financial liabilities	\$ 172,620	\$ 142,755	\$ 29,865	20.9%
Net financial assets	\$ 179,433	\$ 143,928	\$ 35,505	24.7%

The Town ended the year with a net financial asset position (financial assets less financial liabilities) of \$179.4 million, a 24.7% increase of \$35.5 million from the prior year. The increase in financial assets of \$65.4 million was dampened by an increase in financial liabilities of \$29.9 million. The largest contributors to the change in Financial Assets was an increase in investments of \$65.6 million. The increase in Financial Liability is mostly attributable to an increase in deferred revenue balances of \$23.0 million and developer obligations of \$6.5 million.

The following chart illustrates the five year trend in net financial assets.



Financial Assets

2022 increase in the Town's financial assets of \$65.4 million is mostly due to a \$65.6 million increase in investments held by the Town at the end of the fiscal year, as described in the following sections. Other changes in Financial Assets offsetting each other, are as follows: Other trade Accounts Receivable decreased by \$5.8 million; equity in Milton Hydro Holdings Inc. decreased by \$1.8 million; Cash and Cash equivalents increased by \$3.7 million; Taxes Receivable and Grants Receivable increased by \$1.8 million each.

Cash and Short-Term Investments

At the end of 2022, the year end cash equivalents balance was \$70.6 million. The \$3.7 million increase over the 2021 year end balance of \$66.9 million was due to timing of maturities and market conditions. The average yield on cash balances for 2022 was 2.53%, generating \$2.4 million in interest income.

During 2022 short term investments, securities with a holding period of one year or less, were purchased as the yields were favourable to savings and five and ten year provincial bonds while still providing liquidity options if the funds were required. The average yield on short term investments for 2022 was 2.50%, generating \$0.6 million in investment earnings. The lower overall short term return compared to the return on cash is related to short term GIC's that were purchased through 2021 at lower rates of return which have now matured in 2022. At the end of 2022 the Town held \$25.8 million in short term securities. From the end of 2021 short-term investments increased by \$4.8 million due to market conditions.

Long-Term Investments

Long-term investments, securities with a term greater than one year, held by the Town at year end totaled \$171.5 million, an increase of \$60.7 million from the previous year. The increase was related to timing of payments related to the capital program and market opportunities where it was advantageous to lock in long term investments and provide further diversification into Provincial, Municipal bonds and other major Canadian Banks. In 2022 the long term investment average rate of return was 2.65%, generating \$3.9 million in investment earnings.



Cash and Investments (in thousands of dollars)

Financial Liabilities

The major contributors to the increase of \$29.9 million in 2022 financial liabilities was an increase in Deferred Revenue of \$23.0 million, primarily attributable to the Development Charges that were collected in advance of their utilization for the construction of capital infrastructure.

Other items that increased financial liabilities included: Developer Obligations increased by \$6.6 million due to a new agreements with developers for construction of Road infrastructure; an increase in Long-term Debt balances of \$2.3 million, slightly mitigated by a decrease of \$2.9 million in Accounts Payable and accrued liabilities, due to the timing of the progress payments to subcontractors on the capital construction projects in 2021.

The chart below outlines the trend in financial liabilities over the previous five years:



Financial Liabilities (in thousands of dollars)

Debt

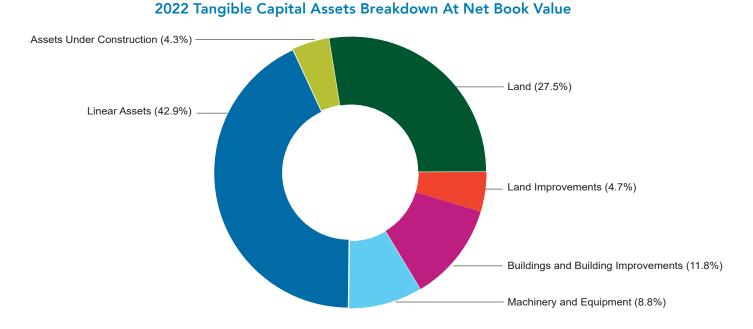
During 2022 the debenture obligations increased from \$44.6 million to \$47.0 million reflecting a new issuance of \$7.5 million and \$5.2 million in debenture repayments that occurred during the year.

Guidelines established through Ontario Regulation 403/02 allow for a maximum debt payment ratio of 25% of own source revenues, which in 2022 equaled \$25.1 million. Through Council direction, Milton has further restrictive guidelines of 15% and up to 20% with the inclusion of non-tax supported debt. The Town's current debt capacity ratio of 5.05% is well within the guidelines set by both the Province and Town Council.

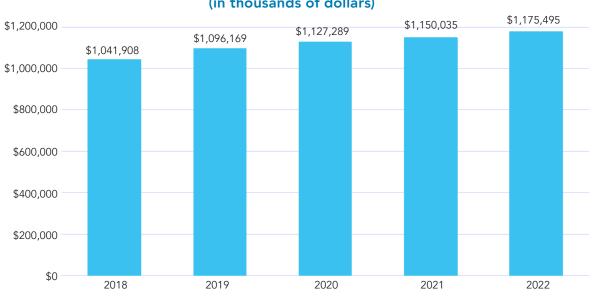
Non-Financial Assets

Non-financial assets, primarily consisting of tangible capital assets have continued to increase this year. The increase of \$25.5 million reflects the Town's investment in new capital infrastructure and the value of new assets that were built by developers and assumed by the Town. This growth in the Town's asset inventory is outpacing the annual amortization costs.

The pie chart below provides the breakdown of tangible capital assets by their type:



The chart below shows the tangible capital asset growth trend over the previous five years:



Tangible Capital Assets At Net Book Value (in thousands of dollars)

Tangible Capital Assets Comparative Summary (in thousands of dollars)

Asset Type	2022	%	2021	%	Change	% Change
Land	\$ 323,552	27.5%	\$ 314,338	27.3%	\$ 9,214	0.80%
Land improvements	54,806	4.7%	54,575	4.7%	231	0.02%
Buildings and building improvements	138,371	11.8%	142,346	12.4%	(3,975)	(0.35%)
Machinery and equipment	103,392	8.8%	107,644	9.4%	(4,252)	(0.37%)
Linear assets	504,414	42.9%	500,415	43.5%	3,999	0.35%
Assets under construction	50,960	4.3%	30,717	2.7%	20,243	1.76%
Total	\$ 1,175,495	100.0%	\$ 1,150,035	100.0%	\$ 25,460	2.21%

Accumulated Surplus

Overall, the Town ended the year with an accumulated surplus of \$1,357.2 million, an increase of 4.76% from the prior year balance of \$1,295.6 million. This change represents the annual excess of revenues over expenses for the year of \$61.6 million, and is largely related to the infrastructure assumed from or funded by development.

It is critical for readers of the financial statements to understand that the term "accumulated surplus" cannot be construed as "cash or funds" available for spending, as the bulk of the value represents non-financial assets and reflects the Town's investment in infrastructure which is used to deliver programs and services. They are not assets which are surplus to operations and available to be liquidated.

A detailed breakdown of accumulated surplus (in thousands) is presented in Note 11 "accumulated surplus" of the Consolidated Financial Statements. Summary information is included in the table below:

Accumulated Surplus Comparative Summary (in thousands of dollars)

	2022	2021	Change
Reserves	\$ 106,915	\$ 88,565	\$ 18,350
Reserve funds	27,402	12,863	14,539
Investment in tangible capital assets	1,175,495	1,150,035	25,460
Unexpended capital	47,976	33,983	13,994
Investment in Milton Hydro	60,477	62,253	(1,776)
Endowment fund	-	-	-
Unfunded liabilities	(61,068)	(52,145)	(8,924)
Total accumulated surplus	\$ 1,357,197	\$ 1,295,554	\$ 61,643

The reserve balances increased by \$18.4 million as contributions for future needs exceeded the current year's withdrawals. Included in the increase is the 2022 year end surplus of the \$0.45 million and was transferred to the WSIB reserve to bring the balance in that reserve closer to the target balance.

Reserve Funds increased by \$14.5 million in 2022 mostly due to a \$8.0 increase in Property Transaction Reserve Fund as a result of transferring proceeds from sale of land and consolidation of Parking obligatory reserve, as well as an increase of \$6.9 million in the Ontario Lottery and Gaming Corporation (OLG) reserve fund as transfers to fund capital projects were reduced due to uncertainty during the pandemic.

The unfunded liabilities balance is comprised of the principal outstanding on long-term debt that have been issued by the Town, estimates of future employee benefit costs and amounts owing to developers for infrastructure constructed on behalf of the Town. The \$8.9 million increase in unfunded liabilities is mostly related to the increase of the Developer Obligations as the Town has entered into additional agreements with Developers.

Consolidated Statement of Operations

The Consolidated Statement of Operations provides a summary of revenues and expenses for the fiscal year. The annual surplus reported on this statement represents the difference between the cost of providing the Town's services and the revenues recognized for the year on an accrual basis. Budget figures represent capital and operating budgets combined as outlined in Note 15 of the consolidated financial statements.

Revenues

2022 Budget to Actual Comparative Analysis (in thousands of dollars)

Revenues	Budget	Actual	Variance	% Variance
Taxation	\$ 83,293	\$ 83,283	\$ (10)	(0.0%)
User charges	23,614	16,929	(6,685)	(28.3%)
Government transfers:				
Federal	10,763	7,888	(2,875)	(26.7%)
Provincial	4,663	2,424	(2,239)	(48.0%)
Other municipalities	4,770	7,213	2,443	51.2%
Investment income	3,771	5,666	1,895	50.3%
Penalties and interest	3,020	2,952	(68)	(2.3%)
Developer contributions	86,596	31,808	(54,788)	(63.3%)
Developer contributed tangible capital assets	-	10,074	10,074	100.0%
Proceeds from Ontario Lottery Corporation	4,700	7,007	2,307	49.9%
Licences, permits, rents etc.	9,552	7,142	(2,410)	(25.2%)
Equity in income of Milton Hydro	1,500	14,727	13,227	881.8%
Donations	75	1,065	990	1320.0%
Other recoveries	27	866	839	100.0%
Miscellaneous	151	2,338	2,187	1448.3%
Total revenues	\$ 236,495	\$ 201,382	\$ (35,113)	(14.8%)

The variations in the budget and actual columns are primarily related to differences in assumptions used. Council-approved budgets are prepared in a manner that determines the annual cash levy requirements. The actuals reported on the audited consolidated financial statements are following PSAB requirements, and are predominantly fully accrued transactions. These differences in reporting methodologies will always generate significant variances when compared to each other. One example of a significant difference is the unbudgeted tangible capital asset activity such as developer contributed assets, which gave a positive variance of \$10.1 million.

Another contributing factor is the timing of capital expenses and revenues being incurred in a different year from the budget year. Developer contributions include development charges earned for the capital expenses incurred within the calendar year and does not include approved funding from the obligatory reserve funds for outstanding work. This timing difference caused an unfavourable fluctuation in developer contributions revenue of \$54.8 million.

As a result of the pandemic the Town of Milton continued experiencing revenue losses in 2022, as can be seen in less than anticipated user charges of \$6.7 million.

Equity in Milton Hydro Holdings Inc. have increased by \$13.2 million due to land sale that resulted in a gain on disposal and increased retained earnings in 2022.

Note 15, "Budget Data" provides a reconciliation between the statements and the operating and capital budgets previously approved by Town Council.

Revenues	2022	2021	Change	% Change
Taxation	\$ 83,283	\$ 76,995	\$ 6,288	8.2%
User charges	16,929	11,829	5,100	43.1%
Government transfers:				
Federal	7,888	6,096	1,792	29.4%
Provincial	2,424	4,501	(2,077)	(46.1%)
Other municipalities	7,213	4,761	2,452	51.5%
Investment income	5,666	3,788	1,878	49.6%
Penalties and interest	2,952	2,710	242	8.9%
Developer contributions	31,808	31,125	683	2.2%
Developer contributed assets	10,074	15,216	(5,142)	(33.8%)
Proceeds from Ontario Lottery Corporation	7,007	3,900	3,107	79.7%
Licences, permits, rents etc.	7,142	6,488	654	10.1%
Equity in income of Milton Hydro	14,727	3,791	10,936	288.5%
Donations	1,065	1,963	(898)	(45.7%)
Other recoveries	866	181	685	378.5%
Miscellaneous	2,338	420	1,918	456.7%
Total revenues	\$ 201,382	\$ 173,764	\$ 27,618	15.9%

Year Over Year Comparative Analysis (in thousands of dollars)

Total revenue reported for the year 2022 was \$201.4 million, an increase of \$27.6 million from last year's amount of \$173.8 million.

The increase in taxation revenue of \$6.3 million is consistent with the increased 2022 levy requirement approved by Council. The increase of \$5.1 million in User Charges revenue that the Town was able to collect relates to further lifting of Provincial Covid-19 restrictions during 2022. Additionally, the Town received \$3.1 million more revenue than last year from the Ontario Lottery and Gaming Corporation proceeds due to re-opening of Woodbine Mohawk Park and Racetrack.

The decrease in developer contributed assets of \$ 5.1 million is related to smaller number and value of assets received through subdivision assumptions in 2022. The Town receives assets from developers as part of their obligation under subdivision agreements, which are deemed to be donated assets because no cash changes hands. These assets are transferred into the ownership of the Town and must be recorded on the Town's Consolidated Statement of Financial Position as part of the tangible capital asset pool. At the same time, the value of the assets contributed must be recognized as revenue received by the Town on the Statement of Operations.

Equity in Milton Hydro Holdings Inc. have increased by \$10.9 million due to the land sale that was previously noted.

Further increasing total revenue are favorable variances in: Transfers from the Regional Municipality of Halton by \$2.5 million due to recovery of costs in joint capital projects; Investment income of \$1.9 million due to higher yields from Towns investments in 2022; and \$1.9 million increase in miscellaneous revenue due to gain on sale of parcels of Town lands.

Expenses

2022 Budget to Actual Comparative Analysis (in thousands of dollars)

Expenses	Budget	Actual	Variance	Less Capital Expenses	Amortization Variance	Operating Expenses Variance
General government	\$ 21,707	\$ 21,012	\$ 695	\$ (308)	\$ (206)	\$ 181
Protection services	21,415	19,137	2,278	18	(156)	2,140
Transportation services	43,958	44,846	(888)	3,230	(1,284)	1,058
Environmental services	3,417	7,942	(4,525)	4,537	(198)	(185)
Health Services	696	687	9	3	-	12
Recreational and cultural services	45,142	38,747	6,395	(66)	(888)	5,442
Planning and development	7,312	7,368	(56)	400	(7)	337
Total expenses	\$ 143,647	\$ 139,739	\$ 3,908	\$ 7,815	\$ (2,738)	\$ 8,985

The 2022 financial position of the Town results in actual expenditures of \$139.7 million. The variance between the budget and actual columns is in part related to tangible capital asset activity of \$7.8 million, which is comprised of losses on disposal \$2.6 million that were not included in the budget column and \$5.2 million of expenses that are included in capital budgets and cannot be capitalized, and therefore need to be expensed on the Statement of Operations. These expenses would include, for example, studies or work undertaken on behalf of others which may lend themselves better to the capital budget for transparency, funding or project administration purposes. Budgeted amortization estimate exceeded the actual amortization expense by \$2.7 million. Once the methodology differences related to tangible capital amounts are accounted for, the remaining variance equals to \$9.0 million in favourable variance.

Staff gapping during 2022 was the reason of costs savings in several areas, such as Protection to persons and property services, savings of \$2.1 million and transportation services savings of \$1.1 million.

Recreation and cultural services realized cost savings in the amount of \$5.4 million. Of this amount, \$4.4 million related to savings in staffing and service contracts resulting from Provincially mandated facility closures early in the year as well as a longer than anticipated recovery in service demand following the pandemic. A further \$1.0 savings in utilities is due to reductions in hydro consumption as a result of the installation of LED lighting and solar panels at various facilities.

Expenses	2022	2021	Change	% Change
General government	\$ 21,012	\$ 19,584	\$ 1,428	7.3%
Protection services	19,137	18,167	970	5.3%
Transportation services	44,846	40,848	3,998	9.8%
Environmental services	7,942	6,057	1,885	31.1%
Health Services	687	774	(87)	(11.2%)
Recreational and cultural services	38,747	43,630	(4,883)	(11.2%)
Planning and development	7,368	7,160	208	2.9%
Total expenses	\$ 139,739	\$ 136,220	\$ 3,519	2.6%

Year Over Year Comparative Analysis (in thousands of dollars)

The 2022 financial position of the Town results in a \$3.5 million or 2.6% increase in expenses over 2021.

Recreation and Cultural services has incurred \$4.9 million less in expenses compared to 2021. This favourable variance is attributable to higher than usual non-operating expenses in 2021, of which \$7.7 million is related to transfer of parcel of land to Laurier University and Conestoga College. Additionally, a change in accounting methodology for Endowment fund held with Community Foundation of Halton North had resulted in removal of \$2.4 million Endowment Fund asset from the Town's balance sheet and was recorded as donation expense in 2021. Operating expenses for Recreation and cultural service increased by \$5.2 million compared to 2021 due to gradual restoration of recreational services as Provincial Covid-19 restrictions were lifting.

Transportation services experienced an increase of \$4.0 million in expenses compared to last year. Increased costs of \$ 2.1 million for Roadways of which \$1.4 million is related to winter maintenance contracts and materials combined with the balance primarily relating to increased labour costs. Also contributing to this is additional staff position approved by Council in traffic operations, as well crossing guards staff returning to work with reopening of schools in 2022. Transit operating costs have increased by \$1.2 million compared to 2021 mostly due to the increased price of fuel and staffing costs. Amortization expense for assets supporting Transportation services increased by \$0.3 million due to amortization of new assets added in 2022. Increase in Parking enforcement costs in 2022 is accounting for \$0.3 million due to full restoration of parking enforcement services following Covid-19 parking relief.

Cost increases in General Government amounted to \$1.4 million compared to prior year, of which a \$0.7 million increase in IT services due to backfilling of vacant positions and an increase in service contracts; \$0.5 million is related to rise of fuel costs for Town fleet; \$0.3 million of labour and service contract costs for Municipal Elections held in 2022, offset by labour savings in various other departments due to staff vacancies.

An increase in cost for Environmental services of \$1.9 million is primarily attributable to transactions in capital projects that do not meet capital requirement and have to be expensed.

Protective Services experienced a cost increase of \$1.0 million compared to the last year, of which an increase in labour of \$0.9 million is attributable to new staff positions approved by Council for 2022 and \$0.1 in materials due to rise of the cost of fuel in 2022.



Five-Year Revenue to Expense Comparative Analysis (in thousands of dollars)

Consolidated Statement of Change in Net Financial Assets

The purpose of the Statement of Change in Net Financial Assets is to assist financial statement users in fully understanding the nature of the Town's financial activities in the period. The statement backs out all the non-financial activity from the statement of operations (e.g. amortization, gains/ losses, purchases and sale of assets). Thus, the financial impact on the surplus attributable to change in financial assets is an increase of \$35.5 million, compared to last year's increase of \$14.4 million. This is primarily attributable to increase in Town's Investments of \$65.6 million as described in earlier sections. The increase in financial liabilities such as deferred revenue of \$ 23.0 Million and Developer Obligations of \$ 6.6 million had lessened the increase in financial assets.

Consolidated Statement of Cash Flows

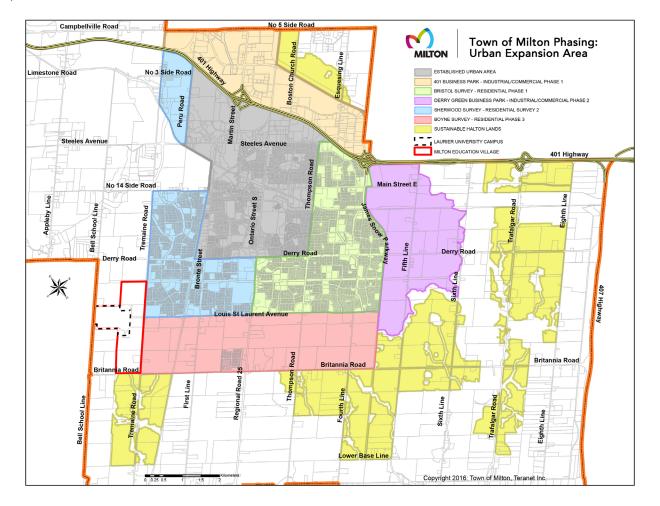
The Consolidated Statement of Cash Flows explains how the Town financed its activities and met its cash requirements. It also details items not involving cash such as annual amortization and developer contributed assets. This schedule reconciles the change in cash and cash equivalents from one year to another.

The consolidated cash position of the municipality increased by \$3.7 million from \$66.9 million in 2021 to \$70.6 million in 2022. Various operating activities increased the Town's cash position by \$116.9 million, which was offset by outflow of cash from capital activities \$51.6 million due to the acquisition of tangible capital assets. Investing activities, such as purchase of investments of \$65.6 million offset by Milton Hydro dividend of \$1.6 million further reduced cash position by \$64.0 million in 2022. \$2.3 million net cash brought in from financing activities in 2022 resulted from assuming new long-term debt of \$7.5 million, reduced by \$5.2 million in debt principle repayment.

All financial information contained within the 2022 Financial Report has been reviewed and approved by the Treasurer, with final approval of Council.

May 29, 2023

With a projected population of 316,900 by 2041, the Town of Milton has to strategically manage its growth in a fiscally responsible manner. The Town is currently moving towards completion of the Halton Urban Structure Plan (HUSP) lands as well as the initial development within the Sustainable Halton Lands, and the provincial decision through ROPA 49 has set growth targets and identified additional urban development lands that will accommodate growth to 2051. Intensification within the established urban area continues to progress as well. As such, preparation for growth through official plans, strategic plans, secondary plans and fiscal impact assessments remains of paramount importance to the Town.



Planning for Growth

Halton Urban Structure Plan

The Halton Urban Structure Plan ("HUSP") adopted by Regional Council in June of 1994, outlined and planned for development activities to accommodate growth of the Town of Milton in the following phases:

- Phase 1 (Bristol Survey)
- Phase 2 (Sherwood Survey)
- Phase 3 (Boyne Survey)
- Derry Green Corporate Business Park

As the Bristol and Sherwood Survey areas are approaching build-out, the Boyne Survey area will represent the Town's largest residential growth area in the next few years. Similarly, development in the Derry Green Corporate Business Park has begun and will bring on-stream approximately 800 hectares (2,000 acres) of developable non-residential lands, which will account for the majority of the Town's employment growth during that period.

Sustainable Halton

In December 2009, Regional Council approved Regional Official Plan Amendment 38 ("ROPA 38") which outlines where Halton Region will grow from 2021 – 2031. Otherwise known as Sustainable Halton, the planning for this next phase of growth has been prepared in response to provincial requirements including the Places to Grow Plan, the Greenbelt Plan and the Provincial Policy Statement.

Sustainable Halton lands in Milton generally extend the urban boundary to the south and east of the existing urban boundary and includes lands to the west for the proposed Milton Education Village. Through Sustainable Halton, it is expected that Milton's population will grow to an estimated total of 238,000 people and a total of 114,000 jobs

Trafalgar Corridor Secondary Plan Area, Agerton Employment Secondary Plan Area, and Britannia East/West Secondary Plan Area

Milton Town Council approved the Trafalgar Corridor Secondary Plan in March 2019 and the plan is currently being reviewed by the Town in response to developer-led appeals. Following the resolution of the appeals and as required through the Secondary Plan policy, the Town will seek Council endorsement of a detailed Tertiary Plan before development of the lands can commence. The Agerton Secondary Plan Concept Plan was also endorsed by Town Council in March 2019 and forwarded to Halton Region for background input into the Municipal Comprehensive Review (MCR) process. These Secondary Plans establish a planning framework and related policies that will result in complete, healthy and sustainable communities. In 2020, the Town initiated the secondary planning process for the Britannia Secondary Plan area that encompasses approximately 1,040 hectares immediately south of the Boyne Survey Secondary Plan area.

Milton Education Village

Milton's vision for the Milton Education Village (MEV), is a comprehensively-planned neighbourhood that integrates post-secondary education, residential, commercial and recreational uses in a 400 acre area alongside the Niagara Escarpment. In 2020, Council approved a secondary plan for the area and forwarded the plan and associated studies to Halton Region in support of the related Official Plan Amendment. In June 2021, with the Ontario government's support, the Town announced that a Wilfrid Laurier University and Conestoga College post-secondary education campus along with a Schlegel Villages long-term care facility would be developed within the MEV. Planning for the area continues and development of these specialized facilities is anticipated to commence in the coming years.

Established Urban Area

Milton's GO Station is identified as a Mobility Hub within the Halton Region Official Plan with guidance from Metrolinx's The Big Move Regional Transportation Plan. A Mobility Hub is a Major Transit Station Area designated by Metrolinx as regionally significant given the level of transit services planned for the area and the development potential around the station. It is identified as a strategic location for urban intensification and growth to promote a complete transit-supportive community that encourages active transportation. In 2020, the Town completed the Milton Mobility

Hub Study that presented a planning framework providing flexibility for alternative approaches as development of the area is likely to continue beyond a 30 year period. Medium and long term policy comprehensive processes and implementation measures for the Mobility Hub include a secondary plan and further policy provisions as part of the Town's new Official Plan.

Planning to 2051 and Beyond

Halton Region completed its Regional Official Plan Review (ROPR) process that examined and established a preferred urban expansion scenario among the four local municipalities to the year 2051 and beyond. In accordance with provincial policy, the ROPR process and resulting Official Plan update was considered to be a Municipal Comprehensive Review (MCR) process. In November 2022, the Minister of Municipal Affairs and Housing approved Regional Office Plan Amendment No. 49 (ROPA 49) with 45 modifications that result in the expansion of Milton's urban boundary to accommodate both population and employment growth through 2051.The decision supports the phasing of a concurrent and steady stream of development land in Milton, to ensure shovel-ready employment land an appropriate balance of residential intensification and new greenfield development to 2051.

Providing for Growth

Fiscal Impact Study

During 2021, an updated fiscal impact study was prepared that considered growth to 2041. The analysis suggested that financial pressure on the Town and its taxpayers will continue as existing shortfalls continue to be addressed and expansion of services continues to new urban areas. Management of growth and the Town's finances will need to remain a focus in order to progress towards financial sustainability.

The study projected an annual average tax rate pressure of 4.3% between 2021 and 2041. This includes an initial pressure averaging 5.5% for the first 10 years of the forecast due largely to additional investments towards the infrastructure deficit as well as the fire and transit service master plans. The fiscal impact study also assessed the Town's potential debt and reserve balances during the planning horizon. Based on the analysis undertaken it is expected that debt can be managed within the Town and Provincial limits, and reserves may strengthen to better position the Town for future rehabilitation and replacement needs as the growing asset base ages. These projections are contingent on the continuation of the Town's existing financial policies and strategies with respect to capital financing.

Asset Management Planning

An update to the Town's Corporate Asset Management (AMP) was prepared in 2021 which included the core assets of the Town, defined to be roads, bridges and other transportation assets as well as stormwater infrastructure.

The AMP leveraged and consolidated detailed condition assessment and lifecycle analysis identified through recent Town studies that were undertaken for each category of asset. As many of the over \$2 billion in transportation and stormwater assets are newer in Milton due to recent growth, the study indicated that many of the assets are in good or very good condition.

A lifecycle funding analysis projected an annual infrastructure funding deficit throughout the planning horizon. Current financial strategies of the Town are expected to ensure that the deficit will not increase as the Town grows, and continuation of a \$1.0 million incremental annual contribution to

infrastructure funding will remain critical to gradually reducing the funding gap. The funding gap may be further mitigated through a variety of financial and non-financial strategies including service level changes, increasing funding from other potential sources, and exploring methods to extend the useful life or reduce the cost of assets.

The next milestone identified in Ontario Regulation 588/17 is July 1, 2024 by which time municipalities must have in place an AMP that includes all municipal assets. Compliance with the legislation is especially important as it ensures that the Town continues to be eligible for grant funding programs such as the Canada Community-Building Fund or future provincial funding programs.

Annual Budget Process

The Town's 2023 budget and forecast is reflective of strategies that have been adopted as part of the Town's master and strategic planning exercise, and is consistent with the findings identified through the Town's long-term fiscal impact studies.

In 2023 specifically, the capital budget includes 132 projects worth \$63.4 million with a significant focus on roads including the maintenance of various roads throughout the Town, using asphalt overlay, expanded asphalt and surface treatment methods as well as stormwater rehabilitation. It also includes the planned construction of neighborhood park in the Boyne secondary area. Of the total program, 27.3% is required for projects related to growth in the community, 63.7% is required for the investment in the state of good repair to ensure the ongoing serviceability of existing assets and the balance of the capital program is associated with other non-growth, non-renewal projects.

The 2023 Operating budget involves a gross expenditure of \$184.3 million for the programs and services provided to the community. Of the total, 49.5% is funded through property taxation with the remainder from other sources such as user fees, service charges and other transfers.

Looking beyond 2023, the 9-year forecast projects a capital investment of \$1,205.4 million with 62.4% of expenditures relating to growth. The largest areas of investment will be the transportation and public facilities programs, accounting for 42.2% and 24.3% of the anticipated spend, respectively.

Service Delivery Review

The Town has been reviewing services and their delivery to identify potential changes to service delivery methods and/or service levels and recommend changes that will improve efficiency or effectiveness. Some of these include a Service Delivery Review Phase 1 – Community Services (2019), Transit Master Plan (2019 with an update scheduled for 2023), Service Delivery Review Phase 2 – Corporate Services (2020), Fire Master plan (2021) Customer Service Strategy (2021) and Digital Strategy (2022). Opportunities identified through these reviews will continue to be analyzed with implementation subject to Council approval prior to further proceeding.

Glen Cowan Chief Financial Officer & Treasurer

May 29, 2023



2022 Town of Milton Financial Report Consolidated Financial Statements

For the year ended December 31, 2022



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Management's Responsibility for the Consolidated Financial Statements

The accompanying consolidated financial statements of The Corporation of the Town of Milton (the "Town") are the responsibility of the Town's management and have been prepared in compliance with legislation, and in accordance with Canadian public sector accounting standards. A summary of the significant accounting policies are described in Note 1 to the consolidated financial statements. The preparation of consolidated financial statements involves the use of estimates based on management's judgment, particularly when transactions affecting the current accounting period cannot be finalized with certainty until future periods.

The Town's management maintains a system of internal controls designed to provide reasonable assurance that assets are safeguarded, transactions are properly authorized and recorded in compliance with legislative and regulatory requirements, and reliable financial information is available on a timely basis for preparation of the consolidated financial statements. These systems are monitored and evaluated by management.

Council meets with management and the external auditors to review the consolidated financial statements and discuss any significant financial reporting or internal control matters prior to their approval of the consolidated financial statements.

The consolidated financial statements have been audited by Deloitte LLP, independent external auditors appointed by the Town. The accompanying Independent Auditors' Report outlines their responsibilities, the scope of their examination and their opinion on the Town's consolidated financial statements.

All financial information contained within the 2022 Financial Report has been reviewed and approved by the Treasurer, with final approval of Council.

May 29, 2023

Deloitte.

Deloitte LLP 400 Applewood Crescent Suite 400 Vaughan ON L4K 0C3 Canada

Tel: 416-601-6150 Fax: 416-601-6151 www.deloitte.ca

To the Members of Council of the Corporation of the Town of Milton

Opinion

We have audited the consolidated financial statements of the Corporation of the Town of Milton (the "Town"), which comprise the consolidated statement of financial position as at December 31, 2022, and the consolidated statements of operations, change in net financial assets and cash flows for the year then ended, and notes to the financial statements, including a summary of significant accounting policies (collectively referred to as the "financial statements").

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the Town as at December 31, 2022, and the results of its operations, changes in net financial assets, and its cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards ("Canadian GAAS"). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are independent of the Town in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Other Information

Management is responsible for the other information. The other information comprises the information, other than the financial statements and our auditor's report thereon, in The Corporation of the Town of Milton - Financial Report 2022 (the "Financial Report").

Our opinion on the financial statements does not cover the other information and we do not express any form of assurance conclusion thereon. In connection with our audit of the financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit, or otherwise appears to be materially misstated. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

Responsibilities of Management and those charged with governance for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Town's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Town or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Town's financial reporting process.

Auditors' Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian GAAS will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with Canadian GAAS, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Town's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.

- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Town's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Town to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- Obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the Town to express an opinion on the financial statements. We are responsible for the direction, supervision and performance of the group audit. We remain solely responsible for our audit opinion.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

[Original signed Deloitte LLP]

Chartered Professional Accountants Licensed Public Accountants May 29, 2023

As at December 31, 2022 with comparative information for 2021 (in thousands of dollars)

	2022	2021
Financial assets:		
Cash and cash equivalents	\$ 70,562 \$	66,862
Accounts receivable (note 2)		
Taxes receivable	7,846	6,027
Grants receivable	1,885	104
Other	13,537	19,295
Investments (note 3)	197,319	131,765
Investment in Milton Hydro Holdings Inc. (note 4)	60,477	62,253
Other assets	427	377
Total financial assets	352,053	286,683
Liabilities:		
Accounts payable and accrued liabilities	18,932	21,793
Other liabilities	9,124	8,354
Deferred revenue (note 5)	83,143	60,130
Long-term debt (note 6)	46,976	44,638
Developer obligations (note 7)	10,912	4,314
WSIB, employee benefits and other liabilities (note 8)	3,533	3,526
Total liabilities	172,620	142,755
Net financial assets	179,433	143,928
Non-financial assets:		
Tangible capital assets (note 10)	1,175,495	1,150,035
Inventories of supplies	864	350
Prepaid expenses	1,405	1,241
Total non-financial assets	1,177,764	1,151,626
Commitments (note 17)	-,,	-, , •
Contingent liabilities and guarantees (note 18)		
Accumulated surplus (note 11)	\$ 1,357,197 \$	1,295,554

The Corporation of the Town of Milton Consolidated Statement of Operations

Year ended December 31, 2022 with comparative information for 2021 (in thousands of dollars)

	Bud (Note		2022	2021	
Revenues:					
Taxation (note 12)	\$8	3,293 \$	83,283 \$	76,995	
User charges	2	3,614	16,929	11,829	
Government transfers:					
Federal (note 13)	1	0,763	7,888	6,096	
Provincial (note 13)		4,663	2,424	4,501	
Other municipalities		4,770	7,213	4,761	
Investment income		3,771	5,666	3,788	
Penalties and interest		3,020	2,952	2,710	
Developer contributions	8	6,596	31,808	31,125	
Contributed tangible capital assets		-	10,074	15,216	
Proceeds from Ontario Lottery Corporation		4,700	7,007	3,900	
Licenses, permits and rents		9,552	7,142	6,488	
Equity in income of Milton Hydro Holding Inc. (note 4)		1,500	14,727	3,791	
Donations		75	1,065	1,963	
Other recoveries		27	866	181	
Miscellaneous		151	2,338	420	
Total revenues	23	6,495	201,382	173,764	
Expenses:					
General government	2	1,707	21,012	19,584	
Protection services	2	1,415	19,137	18,167	
Transportation services		3,958	44,846	40,848	
Environmental services		3,417	7,942	6,057	
Health services		696	687	774	
Recreation and cultural services	4	5,142	38,747	43,630	
Planning and development		7,312	7,368	7,160	
Total expenses	14	3,647	139,739	136,220	
Annual surplus	9	2,848	61,643	37,544	
Accumulated surplus, beginning of year		5,554	1,295,554	1,258,010	
Accumulated surplus, end of year (note 11)	\$ 1,38	8,402 \$	1,357,197 \$	1,295,554	

Year ended December 31, 2022 with comparative information for 2021 (in thousands of dollars)

		Budget		
	(Note 15)	2022	2021
Annual surplus	\$	92,848 \$	61,643 \$	37,544
Acquisition of tangible capital assets		(123,735)	(63,999)	(68,795)
Amortization		38,608	35,869	34,370
Loss on disposal of tangible capital assets		-	392	10,903
Proceeds on sale of tangible capital assets		-	2,278	776
		7,721	36,183	14,798
Change in inventories of supplies		-	(514)	193
Change in prepaid expenses		-	(164)	(579)
Change in net financial assets		7,721	35,505	14,412
Net financial assets, beginning of year		143,928	143,928	129,516
Net financial assets, end of year	\$	151,649 \$	179,433 \$	143,928

Year ended December 31, 2022 with comparative information for 2021 (in thousands of dollars)

Operating Activities: Annual surplus Items not involving cash:	\$ 61,643 \$	37,544
Items not involving cash:	\$ 61,643 \$	37,544
Amortization	35,869	34,370
Loss on disposal of tangible capital assets	392	10,903
Developer contributions of tangible capital assets	(10,074)	(15,216)
Change in WSIB, employee benefits and other liabilities	7	236
Equity in income of Milton Hydro Holdings Inc.	207	(3,791)
Change in non-cash assets and liabilities:		
Accounts receivable	2,158	(4,077)
Other assets	(50)	2,811
Accounts payable and accrued liabilities	(2,861)	2,139
Other liabilities	770	1,370
Deferred revenue	23,013	7,304
Developer obligations	6,598	916
Inventories of supplies	(514) (164)	193 (570)
Prepaid expenses		(579)
Net change in cash from operating activities	116,994	74,123
Capital Activities:		
Proceeds on sale of tangible capital assets	2,278	776
Cash used to acquire tangible capital assets	(53,925)	(53,579)
Net change in cash from capital activities	(51,647)	(52,803)
Investing Activities:		
Investments	(65,554)	(20,123)
Dividends from Milton Hydro Holdings Inc.	1,569	1,500
Net change in cash from investing activities	(63,985)	(18,623)
Financing Activities		
Debt issued and assumed	7,500	12,335
Debt principal repayment	(5,162)	(4,576)
Net change in cash from financing activities	2,338	7,759
Net change in cash	3,700	10,456
Cash and cash equivalents, beginning of year	66,862	56,406
Cash and cash equivalents, end of year	\$ 70,562 \$	66,862
Cash and cash equivalents consist of:		
Cash	70,451	66,571
Cash equivalents	111	291
	\$ 70,562 \$	66,862

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The Corporation of the Town of Milton is a municipality in the Province of Ontario, Canada. It conducts its operations guided by the provisions of provincial statutes such as the Municipal Act and related legislation. The Town provides municipal services such as fire, roads maintenance and construction, transit, planning, parks and recreation, library and other general government operations.

1. Significant accounting policies:

The consolidated financial statements of The Corporation of the Town of Milton (the "Town") are prepared by management in accordance with Canadian public sector accounting standards.

Significant accounting policies adopted by the Town are as follows:

(a) Basis of consolidation:

(i) Consolidated entities:

The consolidated financial statements reflect the assets, liabilities, revenues and expenses of the reporting entity. The reporting entity is comprised of all committees and local boards accountable for the administration of their financial affairs and resources to the Town and which are owned or controlled by the Town except for Milton Hydro Holdings Inc., which is accounted for on the modified equity basis of accounting.

These reporting entities include:

- The Milton Public Library Board
- The Board of Management of the Milton Downtown Business Improvement Area

Interdepartmental and inter-organizational transactions and balances between these entities and organizations have been eliminated.

(ii) Investment in Milton Hydro Holdings Inc.:

The Town's investment in Milton Hydro Holdings Inc. ("Milton Hydro"), a government business enterprise, is accounted for on a modified equity basis, consistent with Canadian public sector accounting standards. Under the modified equity basis, Milton Hydro's accounting policies are not adjusted to conform to those of the Town and inter-organizational transactions and balances are not eliminated. The Town recognizes its equity interest in the annual income or loss of Milton Hydro in its Consolidated Statement of Operations with a corresponding increase or decrease in its investment asset account. Any dividends that the Town may receive from Milton Hydro are reflected as reductions in the investment asset account.

(iii) Accounting for Region and School Board transactions:

The taxation revenue and development charges collected by the Town on behalf of the Region of Halton and the School Boards are not reflected in the Consolidated Statement of Operations.

1. Significant accounting policies: (continued)

(b) Basis of accounting:

The Town follows the accrual method of accounting for revenues and expenses. Revenues are normally recognized in the year in which they are earned and measurable. Expenses are recognized as they are incurred and measurable as a result of receipt of goods or services and/or the creation of a legal obligation to pay.

(c) Other income:

Other income is reported as revenue in the period earned.

(d) Government transfers:

Government transfers are recognized as revenue in the financial statements when the transfer is authorized, any eligibility criteria are met and a reasonable estimate of the amount can be made except when, and to the extent that, stipulations by the transferor give rise to an obligation that meet the definition of a liability. Government transfers that meet the definition of a liability are recognized as revenue as the liability is extinguished. Government transfers paid are recognized as a liability and an expense when the transfer is authorized and all eligibility criteria have been met by the recipient.

(e) Deferred revenue:

Deferred revenue represents development charges, provincial and federal grants and other fees which have been collected, but for which the related services or inspections have yet to be performed. These amounts will be recognized as revenues in the fiscal year the related services are performed.

(i) Obligatory reserve funds:

Funds received for specific purposes which are externally restricted by legislation, regulation, or agreement and are not available for general municipal purposes are accounted for as deferred revenue on the consolidated statement of financial position. The revenue is recognized in the consolidated statement of operations in the year in which it is used for the specified purposes.

(f) Investments:

Investments consist of bonds and debentures and are recorded at amortized cost. When there has been a loss in value that is other than a temporary decline in value, the respective investment is written down to recognize the loss. Discounts and premiums arising on the purchase of these investments are amortized over the term of the investments.

(g) Investment income:

Investment income is reported as revenue in the period earned. When required by the funding government or related act, investment income earned is added to the deferred revenue balance.

1. Significant accounting policies: (continued)

(h) Taxation revenue:

Property tax billings are prepared by the Town based on assessment rolls issued by the Municipal Property Assessment Corporation (MPAC). Tax rates are established by Town Council, incorporating amounts to be raised for local municipal services and service partners. The Town is also required to bill and collect education taxes on behalf of the Province of Ontario at rates determined by the Province as well as regional taxes at rates determined by the Region of Halton. The local municipal portion of property tax revenue is recognized subsequent to the passing of a property tax bylaw in the period in which the tax is levied.

The Town is entitled to collect interest and penalties on overdue taxes. These revenues are recorded in the period the interest and penalties are earned.

Assessments and related property taxes are subject to appeal. The Town evaluates the likelihood of having to repay taxes as a result of tax appeals or other changes and recognizes a liability if the amount can be reasonably estimated.

(i) Cash and cash equivalents:

Cash and cash equivalents include short-term investments with a term to maturity of 90 days or less at acquisition.

(j) Employee future benefits:

(i) Future period funding:

The Town provides certain employee benefits which will require funding in future periods. These benefits include benefits under the Workplace Safety and Insurance Board ("WSIB") Act, and extended health and dental benefits for a closed group of early retirees. An expense is recognized when a WSIB insurable event occurs.

An independent actuarial study to determine the costs of benefits under the Workplace Safety and Insurance Board Act and liabilities for future payments of extended health and dental benefits has been undertaken using management's best estimate of insurance and health care cost trends, long term inflation rates and discount rates.

(ii) Compensated vacation:

Compensated vacation expense is accrued for employees as entitlement to these payments is earned in accordance with the Town's benefit plans for vacation time. Under the same plan, unused banked overtime can accumulate and employees may become entitled to a cash payment upon termination of services. The cost of this banked overtime is accrued as the employee works the overtime.

1. Significant accounting policies: (continued)

(k) Pension agreements:

The costs of multi-employer defined benefit pension plan benefits, such as the Ontario Municipal Employees Retirement System ("OMERS") pensions, are the employer's contributions due to the plan in the period. OMERS has been accounted for as a defined contribution plan since it is a multi-employer plan.

(I) Contaminated sites:

Contamination is a result of contamination being introduced into air, soil, water or sediment of a chemical, organic or radioactive material or live organism that exceeds an environmental standard. The liability is estimated based upon information that is available when the financial statements are prepared. It is based upon the costs directly attributable to the remediation activities required using a present value measurement technique. The liability is recorded net of any expected recoveries. A liability for remediation of contaminated sites is recognized when all the following criteria are met:

- (i) an environmental standard exists
- (ii) contamination exceeds the environmental standard
- (iii) the Town is directly responsible or accepts responsibility
- (iv) it is expected that future economic benefits will be given up; and
- (v) a reasonable estimate of the amount can be made.

1. Significant accounting policies: (continued)

(m) Non-financial assets:

Non-financial assets are not available to discharge existing liabilities and are held for use in the provision of services. Tangible capital assets have useful lives extending beyond the current year and are not intended for sale in the ordinary course of operations.

(i) Tangible capital assets:

Tangible capital assets are recorded at cost which includes amounts that are directly attributable to acquisition, construction, development or betterment of the asset. The cost, less residual value, of the tangible capital assets, excluding land, are amortized on a straight line basis over their estimated useful lives as follows:

Assets	Useful Life - Years
Land improvements	10 - 50
Buildings and building improvements	15 - 50
Machinery and equipment	3 - 50
Linear assets	20 - 75

Amortization is charged in the year of acquisition and in the year of disposal. Amortization of the asset begins in the month of acquisition. Assets under construction are not amortized until the asset is available for productive use. The Town does not capitalize interest costs associated with the acquisition or construction of a tangible capital asset.

(ii) Contributions of tangible capital assets:

Tangible capital assets received as contributions are recorded at their fair value at the date of receipt and are also recorded as revenue.

(iii) Works of art and cultural and historic assets:

Works of art and cultural and historic assets are are recorded at cost and are amortized on a straight line basis over their estimated useful lives.

(iv) Inventories of supplies:

Inventories of supplies held for consumption are recorded at the lower of cost and replacement cost.

(n) Use of estimates:

The preparation of financial statements in conformity with Canadian public sector accounting standards requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities, and disclosure of contingent assets and liabilities at the date of the financial statements,

1. Significant accounting policies: (continued)

(n) Use of estimates (continued):

and the reported amounts of revenues and expenses during the period. Significant estimates include assumptions used in estimating provisions for accrued liabilities, allowance for doubtful accounts, and in performing actuarial valuations of employee future benefits, useful lives of tangeable capital assests and the valuation of assets contributed by developers.

Actual results could differ from these estimates.

2. Accounts receivable:

Taxes receivable of \$7,846 (2021 - \$6,027) reported on the Consolidated Statement of Financial Position include supplementary taxes of \$1,659 (2021 - \$1,646) recorded in 2022 as earned, but not due until 2023. Other accounts receivable are reported net of a valuation allowance of \$1,355 (2021 - \$1,325).

3. Investments:

Investments reported on the Consolidated Statement of Financial Position have cost and market values as follows:

	2022		
		Cost	Market Value
Short-term notes and deposits	\$	25,842 \$	25,743
Government and government guaranteed bonds		40,806	37,886
Municipal bonds		37,613	35,167
Financial institutions		93,058	92,249
Total investments, year end	\$	197,319 \$	191,045

	2021		
		Cost	Market Value
Short-term notes and deposits	\$	21,000 \$	21,000
Government and government guaranteed bonds		31,316	31,138
Municipal bonds		21,391	21,708
Financial institutions		58,059	58,174
Total investments, year end	\$	131,766 \$	132,020

4. Investment in Milton Hydro Holdings Inc.:

4. Investment in Milton Hydro Holdings Inc. (continued):

Milton Hydro Holdings Inc. ("Milton Hydro") and its wholly owned subsidiaries (collectively, the "Corporation") is owned and controlled by the Town and is accounted for on the modified equity basis in these consolidated financial statements. The Corporation serves as the electrical distribution utility for Milton's residents and businesses.

The following table provides condensed supplementary consolidated financial information for the Corporation and its subsidiaries as at and for the year ended December 31:

	2022	2021
Financial Position:		
Assets:		
Current	\$ 43,308 \$	30,828
Capital	131,869	129,072
Other non-current assets	6,694	6,596
Regulatory balances	15,269	13,075
Total assets	197,140	179,571
Liabilities:		
Current	28,473	42,633
Long term debt	58,758	32,114
Long term note payable to Town of Milton	-	14,934
Other non-current liabilities	44,189	35,689
Regulatory balances	5,243	6,882
Total liabilities	136,663	132,252
Equity:		
Share capital	17,549	17,549
Retained earnings	42,928	29,770
Total equity	60,477	47,319
Total liabilities and equity	197,140	179,571
Operations:		
Revenue (including other comprehensive income)	137,690	134,664
Expenses (including income tax provision)	126,797	134,734
Income net of taxes	10,893	(70)
Net movement in regulatory balances, net of tax	 3,834	3,861
Total comprehensive income	14,727	3,791
Dividend paid to Town of Milton	 (1,569)	(1,500)
Change in equity	13,158	2,291

Town of Milton investment represented by:

4. Investment in Milton Hydro Holdings Inc. (continued):

	2022	2021
Promissory note receivable from Milton Hydro	-	14,934
2,000 Common shares	17,549	17,549
Retained earnings, end of year	42,928	29,770
Total investment in Milton Hydro	\$ 60,477 \$	62,253

The following summarizes the Town's related party transactions with Milton Hydro for the year. All transactions are in the normal course of operations and are recorded at the exchange value based on normal commercial rates, or as agreed to by the parties.

Gross revenue earned by Milton Hydro from the Town was \$2,377 (2021 - \$4,384). Property taxes paid to the Town by Milton Hydro was \$112 (2021 - \$256).

In January 2022 the principal balance of a promissory note from Milton Hydro to the Town of Milton was fully paid off as the Town received a payment of \$14.9 million. The promissory note had previously involved interest payments at 7.25% payable in quarterly installments of \$271. Interest expense on the note payable recorded by Milton Hydro for the year was \$nil (2021 - \$1,083). The refinancing was made based on Milton Hydro's 2022 Budget and Business Plan and is part of a broader re-financing strategy that is expected to lead to growth in the total return to the shareholder in the long term.

5. Deferred revenue:

(a) Deferred revenue continuity:

The deferred revenue reported on the Consolidated Statement of Financial Position is comprised of the following:

	2022	2021
Obligatory reserve funds (note 5.b)	\$ 64,473 \$	42,781
Subdivision agreement fees	3,276	3,214
Property taxes prepaid	7,078	6,693
Development fees	2,702	1,555
Investment in the Arts Campaign naming rights	470	607
Naming Opportunities Deferred	3,381	4,187
Prepaid facility rentals and program registrations	974	367
Other	789	726
Total deferred revenue	\$ 83,143 \$	60,130

The Corporation of the Town of Milton Notes to Consolidated Financial Statements

Year ended December 31, 2022 (in thousands of dollars)

5. Deferred revenue (continued):

(a) Deferred revenue continuity (continued):

	2022	2021
Balance, beginning of year:		
Obligatory reserve funds (note 5.b)	\$ 42,781 \$	34,476
Subdivision agreement fees	3,214	3,497
Property taxes prepaid	6,693	6,424
Development fees	1,555	1,488
Investment in the Arts Campaign naming rights	607	744
Naming opportunities	4,187	5,754
Prepaid facility rentals and program registrations	367	39
Other	726	404
Total beginning balance	60,130	52,826
Receipts:		
Obligatory reserve funds	54,918	36,700
Interest earned on obligatory reserve funds	1,174	392
Subdivision agreement fees	2,689	1,745
Property taxes prepaid	7,078	6,693
Development fees	1,198	534
Naming opportunities	-	300
Prepaid facility rentals and program registrations	607	328
Other	1,272	536
Total receipts	68,936	47,228
Transfers to revenue:		
Obligatory reserve funds	(34,400)	(28,787)
Subdivision agreement fees	(2,627)	(2,028)
Property taxes prepaid	(6,693)	(6,424)
Development fees	(51)	(467)
Investment in the Arts Campaign naming rights	(137)	(137)
Naming opportunities	(806)	(1,867)
Other	(1,209)	(214)
Total transfers to revenue	(45,923)	(39,924)
Balance, end of year	\$ 83,143 \$	60,130

5. Deferred revenue (continued):

(b) Deferred revenue - obligatory reserve funds:

The balances in the obligatory reserve funds of the Town are summarized below:

5	2022	2021	Net Change
Building stabilization	\$ 13,829 \$	5,184	\$ 8,645
Cash in lieu of parking	343	334	9
Cash in lieu of parkland	20,792	13,138	7,654
Federal gas tax	5,406	7,267	(1,861)
Provincial gas tax	1,095	772	323
Provincial government transfers	432	85	347
Arts programming	11	6	5
Development charges	22,565	15,995	6,570
	\$ 64,473 \$	42,781	\$ 21,692

6. Long-term debt:

(a) Long-term debt continuity:

The balance of long-term debt reported on the Consolidated Statement of Financial Position is comprised of the following:

	2022	2021
Serial debt issued by Region of Halton, beginning of year	\$ 31,454 \$	23,393
Less: Principal repayment	(4,859)	(4,274)
Add: New debt issued	7,500	12,335
Total serial debt	34,095	31,454
Sinking fund debt, beginning of year	15,000	15,000
Less: Sinking fund assets	(2,119)	(1,816)
Total sinking fund debt	12,881	13,184
Net long-term debt, end of year	\$ 46,976 \$	44,638

The long-term liabilities issued in the name of the Town are within the annual limits set by the Ontario Regulation 403/02.

6. Long-term debt (continued):

(b) Future principal payments:

The total principal payments to be made on the outstanding net long-term debt, classified by the recovery source are as follows:

	O	perating	Development Charges	Obligatory Reserve Funds	Discretionary Reserve Funds	Total
2023	\$	3,816	\$ -	\$-	\$ 1,836 \$	5,652
2024		3,149	-	-	1,871	5,020
2025		3,093	-	-	1,909	5,002
2026		2,773	-	-	1,951	4,724
2027		2,832	-	-	1,996	4,828
2028 - 2032		10,384	-	-	1,513	11,897
2033 - onward		-	-	-	9,853	9,853
	\$	26,047	\$-	\$-	\$ 20,929 \$	46,976

Of the future principal repayment amounts presented from Discretionary Reserve Funds, approximately \$5,671 is expected to be funded from investment earnings that are generated on the sinking fund contributions that are made in advance of the maturity date. The investment earnings are managed by the Region of Halton and the actual return will be subject to market conditions. The Town will remain responsible for the entire sinking fund debt net of the final cumulative investment earnings amount.

(c) Total interest on long-term liabilities:

The total interest on long-term liabilities which are reported on the Consolidated Statement of Operations amounted to \$1,324 in 2022 (2021 - \$1,074). The long-term liabilities bear interest at rates ranging from 1.83% to 3.82%.

7. Developer obligations:

In addition to long-term debt, the Town recognizes obligations for future payments to developers as per legal agreements. The balance of developer obligation liabilities reported on the Consolidated Statement of Financial Position are comprised of the following:

	2022	2021
Subdivision agreements - parks	\$ 837 \$	261
Subdivision agreements - roads	5,882	256
Sustainable Halton Studies	4,193	3,797
Developer obligations, end of year	\$ 10,912 \$	4,314

Through subdivision agreements, developers have constructed parks infrastructure on behalf of the Town that is directly attributable to their particular developments. The infrastructure was constructed sooner than planned in the Town's capital forecast in order to facilitate the development of the subdivision.

Reimbursements to the developers are in accordance with the Town's capital budget approvals for the various projects.

Benefiting developers have entered into an agreement with the Town to finance various studies related to the Sustainable Halton urban expansion. Reimbursement to the developers will occur once the lands begin to develop and the costs are included in a Town-approved budget and business plan.

8. WSIB, employee benefits and other liabilities:

The employee benefit and other liabilities, reported on the Consolidated Statement of Financial Position, are comprised of the following:

	2022	2021
Future payments to WSIB	\$ 1,911 \$	1,767
Retiree benefits	800	818
Vacation pay and banked overtime	822	941
Total	\$ 3,533 \$	3,526

(a) Workplace safety and insurance obligations:

In common with other Schedule 2 employers, the Town funds its obligations to the Workplace Safety and Insurance Board ("WSIB") on a "pay-as-you-go" basis for employees under Schedule 2. An independent actuarial study of the workplace safety and insurance liabilities for future payments on WSIB claims has been undertaken. The most recent valuation of the workplace safety and insurance liabilities was completed as of December 31, 2020. The actuarial update was prepared for three consecutive years. The Estimated Average Remaining Service Life (EARSL) is 12.34 years, which is calculated using the Mean Term of the unescalated future payments for existing WSIB claims.

8. WSIB, employee benefits and other liabilities (continued):

(a) Workplace safety and insurance obligations (continued):

The significant actuarial assumptions adopted in estimating the Town's accrued benefits obligation are as follows:

Interest (gross discounted rate)	2.75% per annum
Administration costs	27.00% of compensation
Compensation costs (including loss of earnings, health care benefits, survivor benefits and non-economic loss awards)	Before allowance for mortality improvements 1.75% - 3.75% per annum
	After allowance for mortality improvements
	3.50% - 5.50% per annum

Information with respect to the Town's Workplace Safety and Insurance Board plan is as follows:

	2022	2021
Accrued WSIB obligation, beginning of year	\$ 1,968 \$	1,756
Benefit costs	264	257
Actuarial loss	-	78
Interest	55	52
Benefit payments	(198)	(175)
	2,089	1,968
Net unamortized actuarial loss	(178)	(201)
Accrued WSIB obligation, end of year	\$ 1,911 \$	1,767

The Town has established a WSIB reserve to mitigate the future impact of the WSIB obligations in the amount of \$4,789 (2021 - \$4,034).

In the current year, amortization of net actuarial loss of \$23 (2021 - \$9) has been included in the benefit expense on the Consolidated Statement of Operations.

8. WSIB, employee benefits and other liabilities (continued):

(b) Retiree benefits:

The Town provides dental and health care benefits between the time an employee retires under OMERS and the normal retirement age of 65 for employees hired prior to July 1, 1996. An independent actuarial study of the post-employment benefits has been undertaken. The most recent valuation of the employee future benefits was completed as of December 31, 2021 and first used for 2022 Financial Statements. Estimation of 2022 retiree benefits is based on extrapolation of data collected in 2021. The Estimated Average Remaining Service Life (EARSL) is 14 years.

The significant actuarial assumptions adopted in estimating the Town's accrued benefits obligations are following:

Interest (discount rate)	3.75% per annum
Dental benefits escalation	same as health benefits
Health benefits escalation	5.75% per annum in 2022
	decreasing by 0.33% per year to 3.75% in

2028 and 3.75% per annum thereafter

	2022	2021
Accrued benefits obligation, beginning of year	\$ 826 \$	809
Current benefit cost	26	36
Actuarial loss	(54)	-
Interest	28	29
Benefits paid	(69)	(48)
	757	826
Unamortized actuarial gain	43	(8)
Accrued benefits obligation, end of year	\$ 800 \$	818

In the current year amortization of the actuarial gains of \$3 (2021 - \$19) has been included in benefit expense on the Consolidated Statement of Operations.

9. Pension agreements:

The Town makes contributions to the Ontario Municipal Employees Retirement System ("OMERS"), which is a multi-employer plan, on behalf of 459 (2021- 500) members of its staff. The plan is a defined benefit plan which specifies the amount of the retirement benefit to be received by the employees based on the length of service and rates of pay.

Contributions of employees with a normal retirement age of 65 were being made at a rate of 9.0% for earnings up to the yearly maximum pensionable earnings of \$64.9 and at a rate of 14.6% for earnings greater than the yearly maximum pensionable earnings.

The Town's contribution to OMERS for 2022 was \$4,337 (2021 - \$4,156) for current service and is included as an expense on the Consolidated Statement of Operations. Employees' contribution to OMERS in 2022 was \$4,337 (2021 - \$4,156).

As OMERS is a multi-employer pension plan, any pension plan surpluses or deficits are a joint responsibility of all Ontario municipalities and their employees. The OMERS primary pension plan has a deficit of \$6.6 billion as of December 31, 2022 (2021 - \$3.1 billion).

There was no change in contribution rates in 2022. OMERS expects these contribution and policy changes to return the plan to a fully funded position by 2025, if not sooner.

10. Tangible Capital Assets:

Cost	Balance at, ecember 31, 2021	Additions (Transfers)	Disposals	Balance at, December 31, 2022
Land	\$ 314,338	\$ 10,119	6 (905)	\$ 323,552
Land improvements	83,877	3,896	(915)	86,858
Buildings and building improvements	186,068	351	(53)	186,366
Machinery and equipment	197,620	8,071	(4,137)	201,554
Linear assets	818,061	21,319	(5,590)	833,790
Assets under construction	30,717	20,243	-	50,960
Total	\$ 1,630,681	\$ 63,999	(11,600)	\$ 1,683,080

Accumulated amortization	alance at, cember 31, 2021	Amortization	Disposals	Balance at, December 31, 2022
Land	\$ -	\$-9	-	\$-
Land improvements	29,302	3,665	(915)	32,052
Building and building improvements	43,722	4,303	(30)	47,995
Machinery and equipment	89,976	12,245	(4,059)	98,162
Linear assets	317,646	15,656	(3,926)	329,376
Assets under construction	-	-	-	-
Total	\$ 480,646	\$ 35,869 \$	6 (8,930)	\$ 507,585

Net book value	December 31, 2021	December 31, 2022
Land	\$ 314,338	\$ 323,552
Land improvements	54,575	54,806
Buildings and building improvements	142,346	138,371
Machinery and equipment	107,644	103,392
Linear assets	500,415	504,414
Assets under construction	30,717	50,960
Total	\$ 1,150,035	\$ 1,175,495

10. Tangible Capital Assets (continued):

Cost	Balance at, ecember 31, 2020	Additions	Disposals	Balance at, December 31, 2021
Land	\$ 313,955 \$	8,058 \$	(7,675) \$	314,338
Land Improvements	78,797	5,105	(25)	83,877
Building and building improvements	185,535	709	(176)	186,068
Machinery and equipment	192,484	10,258	(5,122)	197,620
Linear assets	771,938	55,471	(9,348)	818,061
Assets under construction	41,523	(10,806)	-	30,717
Total	\$ 1,584,232 \$	68,795 \$	(22,346) \$	5 1,630,681

Accumulated amortization	alance at, cember 31, 2020	Amortization	Disposals	Balance at, December 31, 2021
Land	\$ -	\$-	\$-:	\$-
Land improvements	25,858	3,468	(24)	29,302
Buildings and building improvements	39,486	4,359	(123)	43,722
Machinery and equipment	82,348	12,081	(4,453)	89,976
Linear assets	309,251	14,462	(6,067)	317,646
Assets under construction	-	-	-	-
Total	\$ 456,943	\$ 34,370	\$ (10,667)	\$ 480,646

Net book value	Balance at, December 31, 2020	Balance at, December 31, 2021
Land	\$ 313,955	\$ 314,338
Land improvements	52,939	54,575
Buildings and building improvements	146,049	142,346
Machinery and equipment	110,136	107,644
Linear assets	462,687	500,415
Assets under construction	41,523	30,717
Total	\$ 1,127,289	\$ 1,150,035

(a) Assets under construction:

Assets under construction, having a value of \$50,960 (2021 - \$30,717), have not been amortized. Amortization of these assets will commence when the asset is put into service.

10. Tangible Capital Assets (continued):

(a) Assets under construction (continued):

Additions to assets under construction are reported net of assets whose construction is complete and have been put into service.

(b) Contributed tangible capital assets:

Contributed tangible capital assets have been recognized at fair value at the date of contribution. The value of contributed assets received during the year is \$10,074 (2021 - \$15,216) and is comprised of land and land improvements in the amount of \$732 (2021 - \$25,610) and linear assets in the amount of \$9,342 (2021 - \$5,424), as well as machinery and equipment \$Nil (2021 - \$23).

(c) Tangible capital assets recognized at nominal value:

In 2015 fiscal year, the Town has recorded the acquisition of one heritage house at a nominal value of one dollar.

(d) Works of art and historical assets:

The Town manages and controls various works of art and non-operational historical cultural assets located at Town sites and public display areas. The assets consist of cenotaphs and unique historical artifacts requiring preservation. These tangible capital assets are recorded at cost and are amortized on a straight line basis over their estimated useful lives.

11. Accumulated surplus:

Accumulated surplus consists of individual fund surplus and reserves and reserve funds as follows:

	2022	2021
Reserves set aside by Council:		
Aggregate permit fees	\$ 194 \$	125
Capital provision / growth	7,331	12,609
Computer replacement	3,684	3,220
Downtown Business Improvement Area	248	198
Election	28	627
Equipment replacement	7,102	9,085
Growth - Capital	10,207	9,828
Infrastructure renewal - Roads and Structures	35,719	13,694
Infrastructure Renewal - Stormwater	4,615	4,062
Infrastructure Renewal - Recreation, Facilities, Other	11,379	7,896
Insurance and Legal Matters	7,427	6,923
Library services	546	807
Library capital	1,431	1,107
Per unit development processing fee	1,197	1,340
Seniors fundraising	76	76
Studies and Other Non-Growth	451	2,992
Tax rate stabilization	8,428	8,019
Severe weather	2,063	1,923
WSIB	4,789	4,034
Total reserves	106,915	88,565

11. Accumulated surplus (continued):

	2022	2021
Reserve funds set aside for specific purpose by Council:		
Mayors legacy	96	94
Ontario Lottery Corporation proceeds	11,606	4,702
Post Period Capacity	(383)	-
Property transactions	16,083	8,067
Total reserve funds	27,402	12,863
Surplus:		
Invested in tangible capital assets	1,175,495	1,150,035
Unexpended Capital	47,976	33,983
Investment in Milton Hydro Holdings Inc.	60,477	62,253
Unfunded:		
Long-term debt	(46,976)	(44,638)
Employee future benefits	(2,711)	(2,586)
Developer obligations	(10,912)	(4,314)
Investment In the Arts Deferred Naming Donations	(469)	(607)
Total surplus	1,222,880	1,194,126
Total accumulated surplus	\$ 1,357,197	\$ 1,295,554

12. Taxation:

Taxation revenue reported on the Consolidated Statements of Operations is made up of the following:

	2022	2021
Municipal and school property taxes	\$ 230,824 \$	218,284
Payments-in-lieu of property and business taxes	1,992	1,944
Balance, end of year	232,816	220,228
Payments to Region and school boards	(149,533)	(143,233)
Net property taxes and payments in-lieu available for municipal purposes	\$ 83,283 \$	76,995

13. Government transfers:

The Government transfers reported on the Consolidated Statement of Operations are:

	2022	2021
Ontario grants:		
Audit and Accountability Fund	\$ 98 \$	-
COVID-19 Recovery Funding for Municipalities	86	1,502
Elderly Persons Centres Program	54	40
Gas Tax Funds for Public Transportation Program	1,018	999
Infectious Disease Emergency Leave	10	6
Investing in Canada Infrastructure - COVID-19 Resilience	266	20
Ministry of Transportation - fire calls on King's highways	99	110
Ontario Arts Council Programs	5	8
Ontario Seniors Community Grant Program	20	-
Ontario's After School Program	48	48
Public Library Operating Grant	52	52
Public Library Pay Equity Grant	3	3
Reconnect Festivals and Events	23	20
Safe Restart Program	501	1,585
Streamline Development Approval Fund	77	-
Summer Experience program	4	-
The Municipal Fire Protection Grant	-	32
TO2015 Sport Legacy Fund	60	76
Subtotal Provincial grants	2,424	4,501
Federal grants:		
Canada Arts Presentation Fund	126	-
Canada Community-Building Fund	5,536	4,811
Canada Community Revitalization Fund	32	-
Canada Healthy Communities Initiative	30	-
Canada Summer Jobs	52	34
CanExport Community Investments	40	-
Digital Service Squad Program	48	16
Investing in Canada Infrastructure - COVID-19 Resilience	980	80
Municipal Asset Management Program	-	50
Municipalities for Climate Innovation Program	58	43
Commemorating the National Day for Truth and Reconciliation	10	40
New Horizons for Seniors Program	24	47
TO2015 Sport Legacy Fund	24 797	1,015
Tourism Relief Fund	149	1,013
Young Canada Works	6	-
		- 6 006
Subtotal Federal grants	 7,888	6,096
Total transfers	\$ 10,312 \$	10,597

14. Segmented information:

Segmented information has been identified based on functional classification as categorized by the Financial Information Return. The classifications are as follows:

(a) General Government - Mayor and Council, Executive Services, Corporate Services:

The departments within General Government are responsible for the general management and control of the Corporation, including adopting by-laws, adopting administrative policy, levying taxes, and providing administrative, communication, technical, and financial services. They also ensure quality services are provided to the community and that the services provided are aligned with Council approved actions.

(b) Protection to Persons and Property - Fire Department, By-law Enforcement, Licensing, Animal and Weed Control, Building Services:

Protection is comprised of the Fire department, By-Law Enforcement, Licensing, Animal and Weed control, and Building Services. The Fire department is responsible to provide fire suppression services; fire prevention programs; training and education related to prevention; detection or extinguishment of fires and emergency rescue services. By-law enforcement, marriage and business licensing and animal and weed control are provided by the Office of the Town Clerk. The Building Services Division is responsible for permit processing and building inspections.

(c) Transportation Services - Engineering Services, Milton Transit:

The Engineering Services Department is responsible for operations, infrastructure management (roads, bridges and sewers), traffic control, parking control, and development engineering. Milton Transit provides a fixed route conventional and on-demand transit service as well as accessible transit.

(d) Health Services - Transfer to Halton Healthcare Services:

Revenues and expenses associated with the Town's contribution for the local share of the Milton District Hospital Expansion.

(e) Environmental Services - Storm Water Management:

Storm Water Management services are provided by the Engineering Services Department.

(f) Recreation and Cultural Services - Community Services, Library:

The Community Services Department is responsible for the development, provision and maintenance of facilities, parks and recreation and cultural programs and services. The Milton Public Library provides the community with materials, programs and services to support and encourage informal life-long learning.

(g) Planning and Development - Planning and Development, Economic Development, Downtown Business Improvement Area ("DBIA"):

The Planning and Development Department provides direction to Council and the community through land use policy formulation and implementation. The Economic Development Division assists businesses

14. Segmented information (continued):

(g) Planning and Development - Planning and Development, Economic Development, Downtown Business Improvement Area ("DBIA") (continued):

through technical processes associated with the relocation or set up of business. With the support of the Town, the DBIA board of management provides business promotion and improvement functions in downtown Milton.

For each reported segment, revenues and expenses represent both amounts that are directly attributable to the segment and amounts that are allocated on a reasonable basis. Certain allocation methodologies are employed in the preparation of segmented financial information. Taxation and payments-in-lieu of taxes are allocated to the segments based on the segment's budgeted net expenditure.

User charges and other revenue have been allocated to the segments based upon the segment that generated the revenue. Government transfers have been allocated to the segment based upon the purpose for which the transfer was made. Development charges earned and developer contributions received were allocated to the segment for which the charge was collected.

The accounting policies used in these segments are consistent with those followed in the preparation of the consolidated financial statements as disclosed in Note 1.

Milton	Statements
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14. Segmented information (continued):

2022

		Protection to	Totopoor		411-011	Recreation		
	government	persons and property	services	al services	services	and cultural services	development	Total
Revenues:								
Taxation	\$ 15,944	\$ 14,563	\$ 20,959	\$ 674 \$	584	\$ 24,751	\$ 5,808	\$ 83,283
User charges	2,208	408	1,248	8	'	9,860	3,197	16,929
Government transfers								
D Federal	17	•	5,451	109	'	2,125	186	7,888
D Provincial	96	197	1,519		'	513	66	2,424
Other municipalities		358	5,584	1,195	'	76		7,213
L Investment income	5,666	•	•	•	•			5,666
Penalties and interest	1,621	ı	1,257		'	74		2,952
Developer contributions	4	246	20,084	4,792	'	3,104	3,578	31,808
Contributed tangible capital assets	•		6,972	3,088	'	14		10,074
C Proceeds from Ontario Lottery Corporation	7,007		•		'			7,007
Licenses, permits and rents	594	6,034	112	•	'	379	23	7,142
Equity in income of Milton Hydro Holding Inc.	14,727				'			14,727
Donations	•	•	•		'	972	93	1,065
Other recoveries		'	596	257	'	13		866
Miscellaneous	8	26	2,274		ı	30		2,338
Total revenues	47,892	21,832	66,056	10,123	584	41,911	12,984	201,382
Expenses:								
Salaries, wages and employee benefits	13,171	15,535	6,288	261	'	16,939	5,838	58,032
Purchased goods	2,566	652	3,672	58	'	5,439	163	12,550
Purchased services	2,398	803	14,952	5,004	e	3,885	1,339	28,384
Financial expenses / (recovery)	160	58	2,964	4	684	726	23	4,619
Transfers to others		25			'	260		285
Amortization expense	2,717	2,064	16,970	2,615	I	11,498	ى ك	35,869
Total expenses	21,012	19,137	44,846	7,942	687	38,747	7,368	139,739
Annual surplus / (deficit)	\$ 26.880	\$ 2.695	\$ 21.210	\$ 2.181 \$	(103) \$	\$ 3.164	\$ 5.616	\$ 61.643

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14. Segmented information (continued):

2021

Forection to governmentProtection to propertyForection to propertyForection to governmentForection to governmentForection to governmentForection to governmentGeneralProtection to governmentForection to governmentGeneralTrandoForection to governmentForection to governmentForection to governmentGeneralForection to governmentForection to governmentForection to governmentGeneralServicesServicesServicesServicesServicesGeneralGeneralServicesServicesServicesServicesServicesServicesServicesServicesServicesServicesServicesServicesServicesServicesServicesServicesServices <th co<="" th=""><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></th>	<th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th>									
Central guernerpersons and persons andLandom <thlandom< th="">L</thlandom<>			Protection to	Turnerstower		441-011	Recreation			
Retenues: I,7,101 1,4,20 1,4,20 5 5,50 5 5,50 5 <		government	property	l ransportation services	al services	services	and cultural services	development	Total	
Transion 5 17.61 5 14.20 5 14.60 5 5 5 5.55 5 5.555 5 5.555 5 5.555 7 7 1	Revenues:									
User charges $1,450$ 75 721 5 $ 4,960$ $4,506$ Coordination 50 $ 4,766$ 56 $ 1,133$ 22 Feder $ 2,516$ 127 $1,160$ $ 2,238$ $2,06$ $ 2,238$ $2,06$ $ -$	Taxation				559			5,535	76,995	
Comment transfers Comment transfers Federal 50 - 4,766 95 - 1,133 22 Federal 2,516 127 1,610 - 22,86 20 Provincial - 382 3,735 585 15 44 - Other municipalities 1 1 1 1 2 4 - - Net/met/met 3,78 3,75 585 1,56 -	User charges	1,459	75	791	5	·	4,993	4,506	11,829	
Federal 50 - 4,706 95 - 1,133 22 Provincial 0.her municipalities - 382 3735 565 15 4 - - Provincial 0.her municipalities - 378 1 - 2 2 2 Investment income 3,788 - 1 1 -	Government transfers									
Provincial $2,516$ 127 $1,610$ $ 228$ 20 Other municipalities $ 3,325$ 555 555 555 555 $ -$		50		4,796	95		1,133	22	6,096	
Other municipalities . 382 3,735 565 15 44 . . Invalities .		2,516	127	1,610	•		228	20	4,501	
meatment income $3,784$ \cdot $1,035$ \cdot <td></td> <td>•</td> <td>382</td> <td>3,735</td> <td>585</td> <td>15</td> <td>44</td> <td>•</td> <td>4,761</td>		•	382	3,735	585	15	44	•	4,761	
enalties and interest 1,634 - 1,035 - 41 - Developer contributions 16 1,454 16,533 7,269 48 2,510 3,115 Developer contributions - - 3,937 3,528 - - - - Contributed angle capital assets - 3,731 5,617 95 - <	2	3,788	ı	•			'		3,788	
Developer contributions 196 1,454 16,533 7,269 48 2,510 3,15 Dometibuted tangle capita assets - - 3,337 3,528 - 7,751 - Dometibuted tangle capita assets - - 3,337 3,58 -	B Penalties and interest	1,634	I	1,035			41		2,710	
Contributed tangible capital assets . $3,90$. $7,751$. $7,751$. $7,751$. $7,751$. $7,751$. $7,751$. $7,751$. $7,751$. $7,751$. $7,751$. $7,751$. $7,751$. $7,751$. $7,751$. $7,751$. $7,751$ $7,751$ $7,751$ $7,751$ $7,751$ $7,751$ $7,751$ $7,751$ $7,751$ $7,751$ $7,751$ $7,751$ $7,751$ $7,751$ $7,751$ $7,751$ $7,751$ $7,751$ $7,752$ $7,125$ $7,125$ $7,125$ $7,125$ $7,125$ $7,125$ $7,112$ <	O Developer contributions	196	1,454	16,533	7,269	48	2,510	3,115	31,125	
Proceeds from Ontario Lottery Corporation $3,00$ $ -$ <	Contributed tangible capital assets			3,937	3,528		7,751	•	15,216	
Licenses, permits and rents 437 5617 95 $ 332$ 7 Equity in income of Miton Hydro Hoding Inc. 3.791 $ -$	Proceeds from Ontario Lottery Corporation	3,900	ı	•			'		3,900	
Hydro Holding Inc. $3,791$ $ -$ <td></td> <td>437</td> <td>5,617</td> <td>95</td> <td></td> <td></td> <td>332</td> <td>7</td> <td>6,488</td>		437	5,617	95			332	7	6,488	
- - - - - 1,911 52 - - - - - 22 - - 30 231 126 - - 22 - 33 - - 31 126 50,798 12,136 692 39,743 13,557 1 very 2,072 566 3,129 263 - - 4,208 14,61 1,659 908 12,919 3,129 263 - 4,208 1603 very) 333 6,2 3,47 5 715 8,544 1603 very) - 19,61 15,916 3,262 59 2,863 - - very) 333 6,2 3,547 5 715 8,544 1603 - very) 2,618 1,961 15,916 2,498 - 2,969 - - 1603 - - 1,603 - - 1,616 - - 1,603 - - -	Equity in income of Milton Hydro Holding Inc.	3,791					'		3,791	
- - - 64 95 - 22 - 30 231 126 - - 33 - 33 - - 33 - - 33 - - - 3 - - - 33 - - 33 - - 33 13,257 1 >yee benefits 12,902 14,651 5,337 263 13,136 5,411 1 1 - 1 - 1 1 - 1 <td< td=""><td>Donations</td><td></td><td></td><td></td><td></td><td>'</td><td>1,911</td><td>52</td><td>1,963</td></td<>	Donations					'	1,911	52	1,963	
30 231 126 - - 33 - 33 - 34,982 22,156 50,798 12,136 692 39,743 13,257 1 aver 34,982 22,156 50,798 12,136 692 39,743 13,257 1 aver 12,902 14,651 5,337 263 - 13,719 5,411 aver 2,072 566 3,129 29 - 4,208 118 very) 333 62 3,547 5 715 8,544 15 very) - 19 - - 1,603 - very) 2,618 1,961 15,916 2,498 - 1,603 aver 2,618 1,961 15,916 2,498 - 1,603 aver 2,618 1,961 15,916 2,498 - 1,603 aver 19,617 40,848 6,057 774 43,630 7,160 7,160 s 15,385 3,385 5,950 5 6,073 5 6,073 5,087 5,097 5,097 7,16 7,160 7,160 7,160 7,160 7,160 7,160 <td>Other recoveries</td> <td>•</td> <td></td> <td>64</td> <td>95</td> <td></td> <td>22</td> <td>•</td> <td>181</td>	Other recoveries	•		64	95		22	•	181	
34,982 22,156 50,738 12,136 692 39,743 13,257 1 yee benefits 12,902 14,651 5,337 263 - 13,719 5,411 yee benefits 2,072 566 3,129 263 - 4,208 118 yee benefits 2,072 566 3,129 29 - 4,208 118 yery 333 62 3,547 5 59 2,826 1,603 very 333 62 3,547 5 59 2,826 1,603 very 333 62 3,547 5 715 8,544 15 very 2,618 1,961 15,916 2,498 - 13,364 15 2,518 1,5916 2,498 6,057 7 13,363 7 13 5 15,348 6,078 6,057 774 43,630 7,160 7	Miscellaneous	30	231	126			33		420	
yee benefits 12,902 14,651 5,337 263 - 13,719 5,411 2,072 566 3,129 29 - 4,208 118 2,072 566 3,129 29 - 4,208 118 2,072 566 3,129 3,262 59 2,826 1,603 1,659 908 12,919 3,262 59 2,826 1,603 very) 333 62 3,547 5 715 8,544 15 2 19 - - 19 - 2,969 - 1,603 2,618 1,961 15,916 2,498 1,364 13 - 2,969 - - 2,969 - - 1,364 13 2,618 1,661 2,498 6,057 749 15 - - 2,969 - - 1,364 13 7,108 1,5,916 2,498 6,057 7,49 13 - - - 1,369 - - 1,369 -	Total revenues	34,982	22,156	50,798	12,136	692	39,743	13,257	173,764	
yee benefits $12,902$ $14,651$ $5,337$ 263 - $13,719$ $5,411$ $2,072$ 566 $3,129$ 29 - $4,208$ 118 $2,072$ 566 $3,129$ $3,262$ 59 $2,826$ 1603 $1,659$ 908 $12,919$ $3,262$ 59 $2,826$ $1,603$ $2 + 165$ $3,547$ 5 715 $8,544$ 15 15 $2,618$ $1,961$ $15,916$ $2,498$ $ 2,969$ $ 2,618$ $1,961$ $15,916$ $2,498$ $ 1,1,364$ 13 $2,618$ $18,167$ $40,848$ $6,057$ 774 $43,630$ $7,160$ 1 8 $15,398$ $3,9950$ $8,079$ $8,025$ $(3,871)$ $8,057$ $8,097$ 8	Expenses:									
2,072 566 3,129 29 - 4,208 118 1,659 908 12,919 3,262 59 2,826 1,603 . 1,659 908 12,919 3,262 59 2,826 1,603 . 19 - 19 - 19 - 2,969 - - 2,618 1,961 15,916 2,498 - - 2,969 - - 2,618 1,961 15,916 2,498 - - 11,364 13 3 19,584 18,167 40,848 6,057 774 43,630 7,160 1 \$ 15,398 3,989 3,950 6,079 \$ (3,877) \$ 6,097 \$ 6,077 \$ 6,077 \$ 6,077 \$ 6,097 \$ 6,097 \$ 6,097 \$ 6,097 \$ 6,097 \$ 6,097 \$ 6,097 \$ 6,097 \$ 6,097 \$ 6,097 \$ 6,097 \$ 6,097	Salaries, wages and employee benefits	12,902	14,651	5,337	263		13,719	5,411	52,283	
1,659 908 12,919 3,262 59 2,826 1,603 very) 333 62 3,547 5 715 8,544 15 - 19 - - 2,969 - 15 2,618 1,961 15,916 2,498 - 11,364 13 2,618 1,961 15,916 2,498 - 11,364 13 19,584 18,167 40,848 6,057 774 43,630 7,160 1 \$ 15,398 3,989 \$ 9,950 6,079 \$ (82) \$ (3,887) \$ 6,097 \$ 6,097 \$	Purchased goods	2,072	566	3,129	29		4,208	118	10,122	
very) 333 62 3,547 5 715 8,544 15 - 19 - - 2,969 - 2,618 1,961 15,916 2,498 - 11,364 13 19,584 18,167 40,848 6,057 774 43,630 7,160 1 \$ 15,398 3,989 \$ 9,950 \$ 6,079 \$ (3,87) \$ 6,097 \$	Purchased services	1,659	908	12,919	3,262	59	2,826	1,603	23,236	
- 19 - - 2,969 - 2,618 1,961 15,916 2,498 - 11,364 13 19,584 18,167 40,848 6,057 774 43,630 7,160 1 \$ 15,398 \$ 3,950 \$ 6,079 \$ (3,887) \$ 6,097 \$	Financial expenses / (recovery)	333	62	3,547	5	715	8,544	15	13,221	
2,618 1,961 15,916 2,498 - 11,364 13 19,584 18,167 40,848 6,057 774 43,630 7,160 1 \$ 15,398 \$ 3,989 \$ 9,950 6,079 \$ (82) \$ 6,097 \$	Transfers to others	•	19	•	•		2,969	•	2,988	
19,584 18,167 40,848 6,057 774 43,630 7,160 1 \$ 15,398 \$ 3,989 \$ 9,950 \$ 6,079 \$ (3,887) \$ 6,097 \$	Amortization expense	2,618	1,961	15,916	2,498		11,364	13	34,370	
\$ 15,398 \$ 3,989 \$ 9,950 \$ 6,079 \$ (82) \$ (3,887) \$ 6,097 \$	Total expenses	19,584	18,167	40,848	6,057	774	43,630	7,160	136,220	
	Annual surplus / (deficit)				6,079	(82)		\$ 6,097	37,544	

15. Budget data:

The budget data presented in these consolidated financial statements is based upon the 2022 budget approved by Council on December 6, 2021. The chart below reconciles the approved budget to the budget figures reported in these consolidated financial statements.

	Budget Amount
Revenue:	
Operating budget	\$ 164,585
Capital budget	123,735
Less:	
Interfund transfers	(40,213)
New debt financing	(6,385)
Reallocated revenues	(5,227)
Total revenue	236,495
Expenses:	
Operating budget	164,585
Capital budget	123,735
Amortization	38,608
Less:	
Acquisition of tangible capital assets	(123,735)
Interfund transfers	(45,745)
Reallocated expenses	(8,835)
Debt principal payments	(4,966)
Total expenses	143,647
Annual surplus	\$ 92,848

16. Expenses by Object

The consolidated statement of operations represents the expenses by function, the following note classifies those same expenses by object:

	Budget 2022	Actual 2022	Actual 2021
Salaries, wages and employee benefits	\$ 66,126	\$ 58,032	\$ 52,283
Purchased goods	13,340	12,550	10,122
Purchased services	23,070	28,384	23,236
Financial expenses / (recovery)	2,196	4,619	13,221
Transfers to others	307	285	2,988
Amortization expense	38,608	35,869	34,370
Total	\$ 143,647	\$ 139,739	\$ 136,220

17. Commitments:

The Town has outstanding contractual obligations of approximately \$32,542 for capital works and operating activities, out of which \$30,259 relates to various capital projects. The Town Council has authorized financing of these obligations.

18. Contingent liabilities and guarantees:

The Town has guaranteed debt of its wholly owned subsidiaries Milton Hydro Holdings Inc. and Milton Energy and Generation Solutions Inc. (MEGS) in the amount of \$5,100 (2021 - 15,600). No claim has been made under the guarantee.

The Town has been named as the defendant in certain legal actions, in which damages have been sought. Any losses arising from these actions are recorded in the year that the related litigation is settled or when likely amounts are measurable. Where the outcomes of actions are not determinable as at December 31, 2022, no provision is made in the consolidated financial statements.

19. Contractual rights:

Contractual rights are rights to economic resources arising from contracts or agreements that will result in revenues and assets in the future.

Town's contractual rights of \$74,479 arise because of the various types of contracts entered into, among which are agreements for assumption of assets under subdivision agreements of \$67,144, cost recovery of \$4,009, lease agreements of \$2,264, services agreements of \$116 and \$946 from agreements with developers.

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2022 Town of Milton Financial Report Milton Public Library Board

For the year ended December 31, 2022



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Deloitte.

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To the Members of Council of The Corporation of the Town of Milton

Opinion

We have audited the consolidated financial statements of The Corporation of the Town of Milton Public Library Board (the "Library Board"), which comprise the statement of financial position as at December 31, 2022, and the statements of operations, change in net financial assets and cash flows for the year then ended, and notes to the financial statements, including a summary of significant accounting policies (collectively referred to as the "financial statements").

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the Library Board as at December 31, 2022, and the results of its operations, changes in net financial assets, and its cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards ("Canadian GAAS"). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are independent of the Library Board in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Library Board's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Town or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Library Board's financial reporting process.

Auditors' Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian GAAS will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with Canadian GAAS, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Library Board's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Library Board's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Library Board to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

[Original signed Deloitte LLP]

Chartered Professional Accountants Licensed Public Accountants May 29, 2023 This page intentionally left blank

As at December 31, 2022 with comparative information for 2021		
	2022	2021
Financial assets:		
Due from the Town of Milton	\$ 3,442,546 \$	3,162,149
Liabilities:		
Accounts payable and accrued liabilities	304,528	116,105
Deferred revenue (note 2)	13,000	14,000
Net financial assets	3,125,018	3,032,044
Non-financial assets:		
Tangible capital assets (note 3)	3,010,743	3,105,696
Prepaid expenses	84,661	88,805
	3,095,404	3,194,501
Commitments (note 6)		
Accumulated surplus (note 4)	\$ 6,220,422 \$	6,226,545

Milton Public Library Board Statement of Operations

Year ended	December	31 2023	2 with c	omparative	information	for 202	1
rour chucu	Decounder	01, 202		ompulative	mormation		

Tear ended December 31, 2022 with comparative information for	Budget (Note 7)	2022	2021
Revenues:			
Transfer from the Town of Milton	\$ 5,308,486	\$ 5,308,486	\$ 5,039,861
Fines and penalties	145,501	81,574	45,400
User charges	53,307	22,258	8,359
Federal government transfers:			
Summer career placement grant	1,850	4,796	-
Canada Healthy Communities	-	30,000	-
Young Canada Works	-	5,614	-
National Day for Truth	-	9,995	-
New Horizons for Seniors	-	23,667	-
Provincial government transfers:			
Library pay equity program	3,275	3,275	3,275
Public library operating grant program	52,429	52,429	52,429
Municipal government transfers	18,919	18,919	17,096
Milton contributions - growth capital projects (note 5)	-	85,379	68,159
Miscellaneous	7,951	11,395	14,215
Total revenues	5,591,718	5,657,787	5,248,794
Expenses:			
Salaries, wages and employee benefits	3,887,403	3,680,162	3,411,386
Administrative	43,426	66,090	50,651
Financial	5,821	6,662	6,291
Purchased goods	322,984	348,423	316,674
Purchased services	847,397	821,090	762,111
Amortization	797,585	741,483	751,305
Total expenses	5,904,616	5,663,910	5,298,418
Annual surplus/(deficit)	(312,898)	(6,123)	(49,624)
Accumulated surplus, beginning of year	6,226,545	6,226,545	6,276,169
Accumulated surplus, end of year (note 4)	\$ 5,913,647	\$ 6,220,422	\$ 6,226,545

Milton Public Library Board Statement of Change in Net Financial Assets

	D 1 04				6 0001
Year ended	December 31,	, 2022 with	comparative	Information	tor 2021

	Budget (Note 7)	2022	2021
Annual surplus / (deficit)	\$ (312,898) \$	(6,123) \$	(49,624)
Acquisition of tangible capital assets	(551,470)	(646,530)	(552,567)
Amortization of tangible capital assets	797,585	741,483	751,305
	(66,783)	88,830	149,114
Change in prepaid expenses	-	4,144	(8,755)
Change in net financial assets	(66,783)	92,974	140,359
Net financial assets, beginning of year	3,032,044	3,032,044	2,891,685
Net financial assets, end of year	\$ 2,965,261 \$	3,125,018 \$	3,032,044

	2022	2021
Cash provided by (used in):		
Operating Activities:		
Annual surplus / (deficit)	\$ (6,123) \$	(49,624)
Items not involving cash:		
Amortization	741,483	751,305
Change in non-cash assets and liabilities:		
Accounts payable and accrued liabilities	188,423	(103,828)
Deferred revenue	(1,000)	14,000
Prepaid expenses	4,144	(8,755)
Net change in due from the Town of Milton from operating activities	926,927	603,098
Capital Activities:		
Cash used to acquire tangible capital assets	(646,530)	(552,567)
Financing Activities:		
Change in due from Town of Milton	(280,397)	(50,531)
Net change in cash and cash equivalents	-	-
Cash and cash equivalents, beginning of year	-	-
Cash and cash equivalents, end of year	\$ - \$	

1. Significant accounting policies:

The financial statements of the Milton Public Library Board (the "Library") are prepared in accordance with Canadian public sector accounting standards.

Significant accounting policies adopted by the Library are as follows:

(a) Basis of accounting:

The Library follows the accrual method of accounting for revenues and expenses. Revenues are recognized in the year in which they are earned and measurable. Expenses are recognized as they are incurred and measurable as a result of receipt of goods or services and/or the creation of a legal obligation to pay.

(b) Government transfers:

Government transfers are recognized as revenue in the financial statements when the transfer is authorized, any eligibility criteria are met and a reasonable estimate of the amount can be made except, when and to the extent that, stipulations by the transferor give rise to an obligation that meet the definition of a liability. Government transfers that meet the definition of a liability are recognized as revenue as the liability is extinguished.

(c) Other income:

Other income is reported as revenue in the period earned.

(d) Milton contributions - growth capital projects:

Development charges are collected by The Corporation of the Town of Milton to be used to support future development. Development charges are transferred to the Library and recognized as revenue in the Library's statement of operations when eligible Library owned tangible capital assets are purchased.

(e) Deferred revenue:

Deferred revenue includes provincial and federal grants which have been collected but for which the related services have yet to be performed. These amounts will be recognized as revenues in the fiscal year the services are performed.

1. Significant accounting policies (continued):

(f) Non-financial assets:

Non-financial assets are not available to discharge existing liabilities and are held for use in the provision of services. Tangible capital assets have useful lives extending beyond the current year and are not intended for sale in the ordinary course of operations.

(i) Tangible capital assets:

Tangible capital assets are recorded at cost which includes amounts that are directly attributable to acquisition, construction, development or betterment of the asset.

The cost, less residual value, of the tangible capital assets, excluding land, are amortized on a straight line basis over their estimated useful lives as follows:

Assets	Useful Life - Years
IT equipment	3 - 10
Office equipment	10 - 50
Collections	3 - 10

Amortization is charged in the year of acquisition and in the year of disposal. Amortization of the asset begins in the month of acquisition. Assets under construction are not amortized until the asset is available for productive use. The Library does not capitalize interest costs associated with the acquisition or construction of a tangible capital asset.

(ii) Contributions of tangible capital assets:

Tangible capital assets received as contributions are recorded at their fair value at the date of receipt and also are recorded as revenue. Where fair market value is not available the values are estimated.

(g) Use estimates:

The preparation of financial statements in conformity with Canadian public sector accounting standards requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities, and disclosure of contingent assets and liabilities at the date of the financial statements, and the reported amounts of revenues and expenses during the period. Significant estimates include assumptions used in estimating provisions for accrued liabilities and useful lives of tangible capital assets.

Actual results could differ from these estimates.

2. Deferred revenue:

The deferred revenue reported on the Statement of Financial Position is made of the deferred naming rights revenue:

	2022	2021
Deferred revenue	\$ 13,000 \$	14,000
Balance, beginning of year:		
Deferred revenue	\$ 14,000 \$	-
Receipts:		
Naming Rights Agreement	-	14,000
Transfers:		
Grant revenue earned	(1,000)	-
Balance, end of year	\$ 13,000 \$	14,000

3. Tangible capital assets:

	D	Balance at, ecember 31,		C	Balance at, December 31,
Cost		2021	Additions	Disposals	2022
IT equipment	\$	881,583 \$	246,568 \$	(336,117) \$	792,034
Office equipment		1,508,876	3,432	(5,225)	1,507,083
Collections		5,912,040	396,530	(346,203)	5,962,367
Total	\$	8,302,499 \$	646,530 \$	(687,545) \$	8,261,484

	D	Balance at, ecember 31,			Balance at, December 31,
Accumulated amortization		2021	Amortization	Disposals	2022
IT equipment	\$	589,560 \$	5 208,698 \$	(336,117) \$	6 462,141
Office equipment		586,303	85,180	(5,225)	666,258
Collections		4,020,940	447,605	(346,203)	4,122,342
Total	\$	5,196,803 \$	5 741,483 \$	(687,545) \$	5,250,741

Net book value	D	Balance at, ecember 31, 2021	C	Balance at, December 31, 2022	
IT equipment	\$	292,023	\$	329,893	
Office equipment		922,573		840,825	
Collections		1,891,100		1,840,025	
Total	\$	3,105,696	\$	3,010,743	

3. Tangible capital assets (continued):

	Balance at, ecember 31,		D	Balance at, ecember 31,
Cost	2020	Additions	Disposals	2021
IT equipment	\$ 816,927 \$	112,033 \$	(47,377) \$	881,583
Office equipment	1,481,063	45,141	(17,328)	1,508,876
Collections	5,612,331	395,393	(95,684)	5,912,040
Total	\$ 7,910,321 \$	552,567 \$	(160,389) \$	8,302,499

	Balance at, ecember 31,	•		Balance at, December 31,
Accumulated amortization	2020	Amortization	Disposals	2021
IT equipment	\$ 469,290	\$ 167,647 \$	(47,377) \$	589,560
Office equipment	513,535	90,096	(17,328)	586,303
Collections	3,623,062	493,562	(95,684)	4,020,940
Total	\$ 4,605,887	\$ 751,305 \$	(160,389) \$	5,196,803

Net book value	D	Balance at, ecember 31, 2020	C	Balance at, December 31, 2021
IT equipment	\$	347,637	\$	292,023
Office equipment		967,528		922,573
Collections		1,989,269		1,891,100
Total	\$	3,304,434	\$	3,105,696

3. Tangible capital assets (continued):

(a) Contributed capital assets:

The Library received no contributed tangible capital assets in 2022 or 2021.

(b) Tangible capital assets disclosed at nominal value:

There are no tangible capital assets recognized at a nominal value.

(c) Write-down of tangible capital assets:

The Library has not recorded write-downs of tangible capital assets during the year of 2022 or 2021 .

4. Accumulated surplus:

Accumulated surplus consists of individual fund surplus and reserves and reserve funds as follows:

	2022	2021
Surplus:		
Invested in tangible capital assets	\$ 3,010,743 \$	3,105,696
Reserves set aside by Library Board:		
Library Capital	1,430,604	1,107,305
Library Services	545,980	804,684
Library Other	1,233,095	1,208,860
Total reserves	3,209,679	3,120,849
Accumulated surplus	\$ 6,220,422 \$	6,226,545

The capital reserve is designated by the Board for the future purchase of Library owned tangible capital assets. The library capital reserve balance represents funds that have been allocated from the Town to the Library for the acquisition of Library assets. These funds do not include development charges that have been collected under the Town's by-law.

5. Milton contributions - growth capital projects:

The Town of Milton (the "Town') manages a development charge obligatory reserve fund for library services in the amount of \$7,537,958 (2021 - \$6,640,934) that is funded by contributions received from developers as stipulated by the Development Charges By-law and identified in the Development Charges Background Study.

The development charges will be spent on tangible capital assets to facilitate Library growth. Tangible capital asset purchases may be either Town or Library owned recognizing that the Town maintains title to Library facilities and furniture.

6. Commitments:

The Library entered into an agreement with the Town in 2016 and is committed to minimum annual payments for services as follows:

2023	\$ 3	73,699
2024	4	24,369
2025	4	54,541
2026	2	98,727
2027	1	18,457
2028 and thereafter	2	62,781
	\$ 1.9	32,574

7. Budget data:

The budget data presented in these financial statements is based upon the 2022 operating and capital budgets approved by Council on December 6, 2021. The chart below reconciles the approved budget to the budget figures reported in these financial statements.

	Budget Amount
Revenue:	
Operating budget	\$ 5,750,592
Capital budget	551,470
Municipal government transfers	18,919
Less:	
Interfund transfers	(720,389)
Other transfers	(8,874)
Total revenue	5,591,718
Expenses:	
Operating budget	5,750,592
Capital budget	551,470
Amortization	797,585
Less:	
Interfund transfers	(634,687)
Other transfers	(8,874)
Acquisition of tangible capital assets	(551,470)
Total expenses	5,904,616
Annual surplus	\$ (312,898)

8. Related party transactions:

In 2016, the Town of Milton entered into a lease agreement with the Milton Public Library for use of the Milton Centre for the Arts space at nominal value of \$1 dollar. The lease agreement is due for renewal in 2026.

In addition to the transactions noted, the Town also periodically provides support services at no cost. Should the Library be required to source these services independently, additional costs that could be material may be incurred. This page intentionally left blank



2022 Town of Milton Financial Report Board of Management of the Milton Downtown Business Improvement Area For the year ended December 31, 2022



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Deloitte.

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To the Members of Council of The Corporation of the Town of Milton

Opinion

We have audited the consolidated financial statements of the Downtown Business Improvement Area of the Corporation of the Town of Milton (the "BIA"), which comprise the statement of financial position as at December 31, 2022, and the statements of operations and change in net financial assets, and cash flows for the year then ended, and notes to the financial statements, including a summary of significant accounting policies (collectively referred to as the "financial statements").

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the BIA as at December 31, 2022, and the results of its operations and changes in net financial assets, and cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards ("Canadian GAAS"). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are independent of the BIA in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the BIA's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Town or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the BIA's financial reporting process.

Auditors' Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian GAAS will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with Canadian GAAS, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the BIA's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting
 and, based on the audit evidence obtained, whether a material uncertainty exists related to events
 or conditions that may cast significant doubt on the BIA's ability to continue as a going concern. If
 we conclude that a material uncertainty exists, we are required to draw attention in our auditor's
 report to the related disclosures in the financial statements or, if such disclosures are inadequate,
 to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of
 our auditor's report. However, future events or conditions may cause the BIA to cease to continue
 as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

[Original signed Deloitte LLP]

Chartered Professional Accountants Licensed Public Accountants May 29, 2023 Vaughan, Ontario This page intentionally left blank

Milton Downtown Business Improvement Area Statement of Financial Position

As at December 31, 2022 with comparative information for 2021		
	2022	2021
Financial assets:		
Due from the Town of Milton	\$ 279,575 \$	209,323
Liabilities:		
Accounts payable and accrued liabilities	31,952	11,971
Net financial assets	247,623	197,352
Non-financial assets:		
Tangible capital assets (note 2)	95,813	43,601
Prepaid expenses	218	434
	96,031	44,035
Commitments (note 5)		
Accumulated surplus (note 3)	\$ 343,654 \$	241,387

Milton Downtown Business Improvement Area Statement of Operations

Year ended December 31, 2022 with comparative information for	2021	Budget (Note 6)	2022	2021
Revenues:				
Taxation levied by Town	\$	241,796	\$ 242,599	\$ 233,136
User charges		22,500	22,193	8,110
Federal government transfers (note 4)		4,000	112,776	6,088
Provincial transfers (note 4)		-	22,563	20,497
Municipal government transfers		17,250	33,150	14,425
Miscellaneous		15,500	67,642	26,676
Total revenues		301,046	500,923	308,932
Expenses:				
Beautification and planters		63,300	93,996	46,657
General administration		49,345	48,487	42,136
Salaries and benefits		153,555	158,596	138,901
Trade promotion and special events		71,450	86,646	41,203
Amortization		11,758	10,931	6,735
Total expenses		349,408	398,656	275,632
Annual surplus/(deficit)		(48,362)	102,267	33,300
Accumulated surplus, beginning of year		241,387	241,387	208,087
Accumulated surplus, end of year (note 3)	\$	193,025	\$ 343,654	\$ 241,387

Milton Downtown Business Improvement Area Statement of Change in Net Financial Assets

Year ended December 31, 2022 with comparative inf	ormation for 2021			
		Budget (Note 6)	2022	2021
Annual surplus	\$	(39,132) \$	102,267 \$	33,300
Acquisition of tangible capital assets		-	(63,143)	(8,503)
Amortization of tangible capital assets		11,758	10,931	6,735
		(27,374)	50,055	31,532
Change in prepaid expenses		-	216	(434)
Change in net financial assets		(27,374)	50,271	31,098
Net financial assets, beginning of year		197,352	197,352	166,254
Net financial assets, end of year	\$	169,978 \$	247,623 \$	197,352

Milton Downtown Business Improvement Area Statement of Change in Due from the Town of Milton

Year ended December 31, 2022 with comparative information for 2021		
	2022	2021
Cash provided by (used in):		
Operating Activities:		
Annual surplus	\$ 102,267 \$	33,300
Items not involving cash:		
Amortization	10,931	6,735
Change in non-cash assets and other liabilities:		
Accounts payable and accrued liabilities	19,981	348
Prepaid expenses	216	(434)
Net change in cash from operating activities	133,395	39,949
Capital Activities:		
Cash used to acquire tangible capital assets	(63,143)	(8,503)
Financing Activities:	(, ,	
Change in Due from Town of Milton	(70,252)	(31,446)
Net change in cash and cash equivalents	-	-
Cash and cash equivalents, beginning of year	-	-
Cash and cash equivalents, end of year	\$ - \$	-

1. Significant accounting policies:

The financial statements of the Milton Downtown Business Improvement Area ("DBIA") are prepared by management in accordance with Canadian public sector accounting standards.

Significant accounting policies adopted by the DBIA are as follows:

(a) Basis of accounting:

The DBIA follows the accrual method of accounting for revenues and expenses. Revenues are recognized in the year in which they are earned and measurable. Expenses are recognized as they are incurred and measurable as a result of the receipt of goods or services and/or the creation of a legal obligation to pay.

(b) Government transfers:

Government transfers are recognized as revenue in the financial statements when the transfer is authorized, any eligibility criteria are met and a reasonable estimate of the amount can be made except, when and to the extent that, stipulations by the transferor give rise to an obligation that meet the definition of a liability. Government transfers that meet the definition of a liability are recognized as revenue as the liability is extinguished.

(c) Other income:

Other income is reported as revenue in the period earned.

(d) Non-financial assets:

Non-financial assets are not available to discharge existing liabilities and are held for use in the provision of services. They have useful lives extending beyond the current year and are not intended for sale in the ordinary course of operations.

Tangible capital assets are recorded at cost, which includes amounts that are directly attributable to acquisition, construction, development or betterment of the asset. The cost, less residual value, of the tangible capital assets are amortized on a straight line basis over their estimated useful lives as follows:

Assets	Useful Life - Years
Office equipment	3 - 15
Other equipment	5 - 10

1. Significant accounting policies (continued):

(d) Non-financial assets (continued):

Amortization is charged in the year of acquisition and in the year of disposal. Amortization of the asset begins in the month of acquisition.

The Town does not capitalize interest costs associated with the acquisition or construction of a tangible capital asset.

(e) Use of estimates:

The preparation of financial statements in conformity with Canadian public sector accounting standards requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities, and disclosure of contingent assets and liabilities at the date of the financial statements, and the reported amounts of revenues and expenses during the period. Actual results could differ from these estimates.

2. Tangible capital assets:

		2022					
	Office Equipment Other Equipm		Other Equipment	nent Total			
Cost							
Balance, beginning of year	\$	7,060	\$ 67,686 \$	74,746			
Additions		-	63,143	63,143			
Balance, end of year		7,060	130,829	137,889			
Accumulated amortization							
Balance, beginning of year		4,563	26,582	31,145			
Amortization		210	10,721	10,931			
Balance, end of year		4,773	37,303	42,076			
Net book value, end of year	\$	2,287	\$ 93,526 \$	95,813			

2. Tangible capital assets (continued):

	2021					
	Office Equipment Other Equipment		r Equipment	Total		
Cost						
Balance, beginning of year	\$	9,924	\$	56,319 \$	66,243	
Additions		-		8,503	8,503	
Balance, end of year		9,924		64,822	74,746	
Accumulated amortization						
Balance, beginning of year		5,610		18,800	24,410	
Amortization		210		6,525	6,735	
Balance, end of year		5,820		25,325	31,145	
Net book value, end of year	\$	4,104	\$	39,497 \$	43,601	

(a) Contributed capital assets:

The DBIA received no contributed tangible capital assets in 2022 or 2021.

(b) Tangible capital assets disclosed at nominal value:

There are no tangible capital assets recognized at a nominal value.

(c) Write-down of tangible capital assets:

The DBIA has not recorded write-downs of tangible capital assets during the year of 2022 or 2021 .

3. Accumulated surplus:

Accumulated surplus consists of individual fund surplus and reserves and reserve funds as follows:

	2022	2021
Surplus		
Invested in tangible capital assets	\$ 95,813 \$	43,601
Reserves		
Downtown Business Improvement Area	247,841	197,786
Accumulated surplus	\$ 343,654 \$	241,387

The reserve fund is designated by the Board to finance improvements in the Downtown Business Improvement Area.

3. Accumulated surplus (continued):

The change in the reserve fund balance is as follows:

	2022	2021
Annual surplus	\$ 102,267 \$	33,300
Less: Current year tangible capital assets additions	(63,143)	(8,503)
Add: Amortization expense	10,931	6,735
	50,055	31,532
Fund balance at beginning of year	197,786	166,254
Fund balance, end of year	\$ 247,841 \$	197,786

4. Government transfers:

The Provincial Government transfer reported on the Statement of Operations is the Reconnect Festival and Event Program in the amount of \$22,563 (2021 - \$ 20,497). The Federal Government transfers reported on the Statement of Operations in the amount of \$112,776 (2021 - \$6,088) consist of Tourism Relief Fund \$73,000 (2021 - \$ nil), Community Revitalization Fund \$32,067 (2021 - \$nil) and the Summer Career Placement Grant \$7,709 (2021 - \$6,088).

5. Commitments:

The Board of Management of the Milton Downtown Business Improvement Area has entered into a five year lease agreement in 2018 which expires on September 30, 2023 and is committed to lease payments payable for 2023 of \$10,566.

6. Budget data:

The budget data presented in these financial statements is based upon the 2022 budget approved by Council on December 6, 2021.

7. Related party transactions:

During the year the Town has provided DBIA ground maintenance services for \$21,419 of which \$3,000 were recovered from Milton Downtown Business Area. In addition to the transactions noted, the Town also periodically provides support services at no cost. Should the DBIA be required to source these services independently, additional costs that could be material may be incurred.

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2022 Town of Milton Financial Report Multi-Year Comparison of Financial **Statements**



For the year ended December 31, 2022

	2022	2021	2020	2019	2018
Cash and cash equivalents	\$ 70,562	\$ 66,862	\$ 56,406	\$ 76,737	\$ 76,363
Accounts receivable					
Taxes receivable	7,846	6,027	9,477	6,523	8,136
Grants receivable	1,885	104	352	292	983
Other	13,537	19,295	11,520	14,441	10,570
Investments	197,319	131,765	111,642	108,489	103,349
Investment in Milton Hydro Holdings Inc.	60,477	62,253	59,962	61,220	60,178
Other Assets	427	377	3,188	2,735	2,476
Total financial assets	352,053	286,683	252,547	270,437	262,055
Non-financial assets	1,177,764	1,151,626	1,128,494	1,097,678	1,043,048
otal assets	1,529,816	1,438,309	1,381,041	1,368,115	1,305,103
Accounts payable and accrued liabilities	18,932	21,793	19,654	23,533	17,452
Other liabilities	9,124	8,354	6,984	6,419	7,324
Deferred revenue	83,143	60,130	52,826	72,298	83,399
Long-term debentures	46,976	44,638	36,879	42,532	42,711
Developer obligations	10,912	4,314	3,398	2,613	2,046
Employee benefits and other liabilities	3,533	3,526	3,290	3,168	2,859
otal liabilities	172,620	142,755	123,031	150,563	155,791
Accumulated surplus	\$ 1,357,197	\$ 1,295,554	\$ 1,258,010	\$ 1,217,552	\$ 1,149,312

	2022	2021	2020	2019	2018
Sources of revenue:					
Taxation	\$ 83,283	\$ 76,995	\$ 72,732	\$ 67,289	\$ 60,976
User charges	16,929	11,829	10,233	19,347	18,607
Government transfers:					
Federal	7,888	6,096	6,448	3,990	5,126
Provincial	2,424	4,501	4,985	4,412	2,899
Other municipalities	7,213	4,761	4,900	6,422	4,385
Investment income	5,666	3,788	4,202	4,854	3,959
Penalties and interest	2,952	2,710	2,225	3,105	2,434
Developer contributions	31,808	31,125	34,580	36,328	35,660
Contributed tangible capital assets	10,074	15,216	13,370	32,847	27,032
Proceeds from Ontario Lottery Corporation	7,007	3,900	1,551	7,984	6,484
License, permits, rents etc.	7,142	6,488	6,193	6,415	6,568
Equity in income of Milton Hydro	14,727	3,791	242	2,542	4,457
Donations	1,065	1,963	899	893	876
Other Recoveries	866	181	62	347	449
Miscellaneous	2,338	420	135	370	7,328
Total revenue	201,382	173,764	162,757	197,145	187,240
Expenses by function:					
General government	21,012	19,584	20,659	19,900	18,045
Protection to persons and property	19,137	18,167	17,447	16,230	15,672
Transportation services	44,846	40,848	37,116	42,043	36,252
Environmental services	7,942	6,057	6,480	3,418	3,232
Health Services	687	774	1,861	1,767	812
Recreational and cultural services	38,747	43,630	31,893	38,316	36,302
Planning and development	7,368	7,160	6,843	7,231	7,778
Total expenses	139,739	136,220	122,299	128,905	118,093
Annual surplus	61,643	37,544	40,458	68,240	69,147
Accumulated surplus, beginning of year	1,295,554	1,258,010	1,217,552	1,149,312	1,080,165
Accumulated surplus, end of year	\$ 1,357,197	\$ 1,295,554	\$ 1,258,010	\$ 1,217,552	\$ 1,149,312

	2022	2021	2020	2019	2018
Annual surplus	\$ 61,643	\$ 37,544	\$ 40,458	\$ 68,240	\$ 69,147
Acquisition of tangible capital assets	(63,999)	(68,795)	(69,672)	(88,303)	(78,787)
Amortization of tangible capital assets	35,869	34,370	33,644	30,378	29,095
Loss on disposal of tangible capital assets	392	10,903	4,857	3,445	(5,020)
Proceeds on sale of tangible capital assets	2,278	776	51	219	6,344
	36,183	14,798	9,338	13,979	20,779
Change in supplies of inventory	(514)	193	262	(133)	(216)
Change in prepaid expenses	(164)	(579)	42	(236)	42
Change in net financial assets	35,505	14,412	9,642	13,610	20,605
Net financial assets, beginning of year	143,928	129,516	119,874	106,264	85,659
Net financial assets, end of year	\$ 179,433	\$ 143,928	\$ 129,516	\$ 119,874	\$ 106,264

Analysis of Expenses by Object

	2022	2021	2020	2019	2018
Salaries, wages and employee benefits	\$ 58,032	\$ 52,283	\$ 49,091	\$ 52,803	\$ 50,372
Purchased goods	12,550	10,122	9,544	12,082	11,103
Purchased services	28,384	23,236	22,301	27,134	23,836
Financial expenses	4,619	13,221	7,469	5,685	3,630
External transfers	285	2,988	250	823	57
Amortization expense	35,869	34,370	33,644	30,378	29,095
Total expenses	\$ 139,739	\$ 136,220	\$ 122,299	\$ 128,905	\$ 118,093

	2022	2021	2020	2019	2018
Land	\$ 323,552	\$ 314,338	\$ 313,955	\$ 313,457	\$ 288,834
Land improvements	54,806	54,575	52,939	53,336	48,398
Buildings and building improvements	138,371	142,346	146,049	148,611	123,423
Machinery and equipment	103,392	107,644	110,136	107,388	93,914
Linear assets	504,414	500,415	462,687	453,762	444,177
Assets under construction	50,960	30,717	41,523	19,615	43,162
Total assets	\$ 1,175,495	\$ 1,150,035	\$ 1,127,289	\$ 1,096,169	\$ 1,041,908

	2022	2021	2020	2019	2018
eserves set aside by Council:			1		
Aggregate permit fees	\$ 194	\$ 125	\$ 367	\$ 483	\$ 452
Capital provision/growth	7,331	12,609	12,167	13,387	13,820
Capital works	-	-	-	7,703	5,492
Computer replacement	3,684	3,220	5,492	1,245	993
Downtown Business Improvement Area	248	198	166	107	87
Election	28	627	504	314	12
Equipment replacement	7,102	9,085	8,152	7,835	7,534
Growth related resources	-	-	-	2,068	2,130
Growth capital - other	10,207	9,828	7,588	-	
Infrastructure renewal reserve - roads and structures	35,719	13,694	11,776	4,964	2,99
Infrastructure renewal - stormwater	4,615	4,062	2,748	-	
Infrastructure renewal - recreation, facilities, other	11,379	7,896	7,037	-	
Insurance	-	-	1,573	1,413	1,28
Insurance legal matters	7,427	6,923	1,439	1,341	1,04
Library services	546	807	859	2,204	2,18
Library capital	1,431	1,107	1,767	674	53
Municipal building component	-	-	-	7,973	6,98
Municipal building replacement	-	-	-	435	29
Per unit development processing fee	1,197	1,340	1,224	1,468	1,70
Seniors fundraising	76	76	76	76	7
Studies and other non-growth capital	451	2,992	2,082	-	
Tax rate stabilization	8,428	8,019	8,160	4,190	2,28
Training	-	-	-	461	35
Transit and transportation	-	-	-	1,786	1,39
Severe weather	2,063	1,923	1,467	1,468	1,468
Working funds	-	-	-	1,064	1,064
WSIB	4,789	4,034	2,867	1,212	1,340
otal reserves	\$ 106,915	\$ 88,565	\$ 77,511	\$ 63,871	\$ 55,658

	2022	2021	2020	2019	2018
Reserve funds set aside for specific purpose by Council:					
Cash in lieu of storm water management	\$ -	\$ -	\$ -	\$ 46	\$ 46
Investment in the Arts Campaign	-	-	-	609	(194)
Mayor's legacy	96	94	92	91	88
Milton District Hospital	-	-	310	371	431
Post Period Capacity	(383)	-	-	-	-
Ontario Lottery Corporation proceeds	11,606	4,702	7,496	9,045	7,108
Perpetual maintenance	-	-	-	605	591
Property transactions	16,083	8,067	7,260	11,496	11,583
Sports field development	-	-	-	44	34
Total reserve funds	\$ 27,402	\$ 12,863	\$ 15,158	\$ 22,307	\$ 19,687

	2022	2021	2020	2019	2018
Surplus:					
Invested in tangible capital assets	\$ 1,175,495	\$ 1,150,035	\$ 1,127,289	\$ 1,096,169	\$ 1,041,908
Unexpended capital	47,976	33,983	19,151	20,374	16,853
Investment in Milton Hydro	60,477	62,253	59,962	61,220	60,178
Endowment fund	-	-	2,406	2,043	2,035
Unfunded:					
Long term debentures	(46,976)	(44,638)	(36,879)	(42,532)	(42,711)
Employee future benefits	(2,711)	(2,586)	(2,446)	(2,406)	(2,250)
Developer obligations	(10,912)	(4,314)	(3,398)	(2,613)	(2,046)
Investment in the Arts deferred donations	(469)	(607)	(744)	(881)	-
Total surplus	\$ 1,222,880	\$ 1,194,126	\$ 1,165,341	\$ 1,131,374	\$ 1,073,967
Total accumulated surplus	\$ 1,357,197	\$ 1,295,554	\$ 1,258,010	\$ 1,217,552	\$ 1,149,312

	2022	2021	2020	2019	2018
Weighted assessment by property class					
Residential	22,730,282	22,096,688	21,316,998	19,533,502	17,936,196
Multi-residential	305,380	302,876	316,308	303,639	291,591
Farmland	79,540	77,826	80,693	77,348	77,439
Managed forests	10,563	10,424	10,585	9,741	8,746
Commercial	4,738,171	4,644,238	4,334,385	4,083,573	3,618,015
Industrial	1,319,149	1,371,262	1,589,913	1,521,036	1,527,625
Pipelines	116,781	115,568	114,190	111,212	109,737
Total weighted assessment	29,299,865	28,618,882	27,763,071	25,640,051	23,569,349
Commercial and industrial as % of total weighted assessment	21%	21%	21%	22%	22%
Total tax levied and collected					
Property tax levied	83,406	77,234	73,233	67,028	60,509
Taxes billed on behalf of Region of Halton	83,670	80,088	77,314	73,105	70,056
Taxes billed on behalf of school boards	68,346	67,101	67,198	64,425	62,701
Total tax levied	235,422	224,423	217,745	204,558	193,266
Total tax collected	233,603	227,872	214,791	206,171	191,543
Taxes Receivable as % of tax levied	3.33%	2.69%	4.35%	3.19%	4.21%

	2022	2021	2020	2019	2018
Taxation rates by property class – General	and Urban Surd	:harge			
Residential					
Town of Milton	0.271966%	0.257867%	0.248124%	0.248082%	0.242228%
Region of Halton	0.278490%	0.272466%	0.267578%	0.276694%	0.287039%
School boards	0.153000%	0.153000%	0.153000%	0.161000%	0.170000%
	0.703456%	0.683333%	0.668702%	0.685776%	0.699267%
Multi-residential					
Town of Milton	0.543932%	0.515735%	0.496248%	0.496164%	0.484456%
Region of Halton	0.556980%	0.544930%	0.535156%	0.553388%	0.574078%
School boards	0.153000%	0.153000%	0.153000%	0.161000%	0.170000%
	1.253912%	1.213665%	1.184404%	1.210552%	1.228534%
Farmlands					
Town of Milton	0.054393%	0.051573%	0.049625%	0.049616%	0.048446%
Region of Halton	0.055698%	0.054493%	0.053516%	0.055338%	0.057408%
School boards	0.038250%	0.038250%	0.038250%	0.040250%	0.042500%
	0.148341%	0.144316%	0.141391%	0.145204%	0.148354%
Managed forests					
Town of Milton	0.067992%	0.064467%	0.062031%	0.062021%	0.060557%
Region of Halton	0.069622%	0.068116%	0.066895%	0.069174%	0.071762%
School boards	0.038250%	0.038250%	0.038250%	0.040250%	0.042500%
	0.175864%	0.170833%	0.167176%	0.171445%	0.174819%
Commercial					
Town of Milton	0.396118%	0.375584%	0.361393%	0.361331%	0.352805%
Region of Halton	0.405620%	0.396844%	0.389728%	0.403005%	0.418072%
School boards	0.770552%	0.770552%	0.770552%	0.804055%	0.838216%
	1.572290%	1.542980%	1.521673%	1.568391%	1.609093%
Commercial - vacant units/excess land					
Percentage of full rate	100%	100%	100%	78%	70%

	2022	2021	2020	2019	2018
Industrial					
Town of Milton	0.568599%	0.539124%	0.518753%	0.585449%	0.571634%
Region of Halton	0.582239%	0.569643%	0.559425%	0.652969%	0.677383%
School boards	0.880000%	0.880000%	1.098184%	1.167241%	1.244198%
	2.030838%	1.988766%	2.176362%	2.405659%	2.493215%
Industrial - vacant land/excess lar	nd				
Percentage of full rate	100%	100%	75%	73%	65%
Pipeline					
Town of Milton	0.288746%	0.273778%	0.263433%	0.263389%	0.257173%
Region of Halton	0.295673%	0.289276%	0.284088%	0.293767%	0.304749%
School boards	0.880000%	0.880000%	0.980000%	1.030000%	1.090000%
	1.464419%	1.443055%	1.527521%	1.587156%	1.651922%
Taxation rates by property class - Residential	- General				
Taxation rates by property class Residential Town of Milton	- General 0.271966%	0.257867%	0.248124%	0.248082%	0.242228%
Taxation rates by property class Residential Town of Milton Region of Halton	- General 0.271966% 0.278490%	0.257867% 0.272466%	0.248124% 0.267578%	0.248082% 0.276694%	0.242228% 0.287039%
Taxation rates by property class Residential Town of Milton	- General 0.271966% 0.278490% 0.153000%	0.257867% 0.272466% 0.153000%	0.248124% 0.267578% 0.153000%	0.248082% 0.276694% 0.161000%	0.242228% 0.287039% 0.170000%
Taxation rates by property class Residential Town of Milton Region of Halton School Boards	- General 0.271966% 0.278490%	0.257867% 0.272466%	0.248124% 0.267578%	0.248082% 0.276694%	0.242228% 0.287039% 0.170000%
Taxation rates by property class Residential Town of Milton Region of Halton School Boards Multi-residential	- General 0.271966% 0.278490% 0.153000% 0.703456%	0.257867% 0.272466% 0.153000% 0.683333%	0.248124% 0.267578% 0.153000% 0.668702%	0.248082% 0.276694% 0.161000% 0.685776%	0.242228% 0.287039% 0.170000% 0.699267%
Taxation rates by property class Residential Town of Milton Region of Halton School Boards Multi-residential Town of Milton	- General 0.271966% 0.278490% 0.153000% 0.703456% 0.543932%	0.257867% 0.272466% 0.153000% 0.683333% 0.515735%	0.248124% 0.267578% 0.153000% 0.668702% 0.496248%	0.248082% 0.276694% 0.161000% 0.685776% 0.496164%	0.242228% 0.287039% 0.170000% 0.699267% 0.484456%
Taxation rates by property class Residential Town of Milton Region of Halton School Boards Multi-residential Town of Milton Region of Halton	- General 0.271966% 0.278490% 0.153000% 0.703456% 0.543932% 0.556980%	0.257867% 0.272466% 0.153000% 0.683333% 0.515735% 0.544930%	0.248124% 0.267578% 0.153000% 0.668702% 0.496248% 0.535156%	0.248082% 0.276694% 0.161000% 0.685776% 0.496164% 0.553388%	0.242228% 0.287039% 0.170000% 0.699267% 0.484456% 0.574078%
Taxation rates by property class Residential Town of Milton Region of Halton School Boards Multi-residential Town of Milton	- General 0.271966% 0.278490% 0.153000% 0.703456% 0.556980% 0.153000%	0.257867% 0.272466% 0.153000% 0.683333% 0.515735% 0.544930% 0.153000%	0.248124% 0.267578% 0.153000% 0.668702% 0.496248% 0.535156% 0.153000%	0.248082% 0.276694% 0.161000% 0.685776% 0.496164% 0.553388% 0.161000%	0.242228% 0.287039% 0.170000% 0.699267% 0.484456% 0.574078% 0.170000%
Taxation rates by property class - Residential Town of Milton Region of Halton School Boards Multi-residential Town of Milton Region of Halton School boards	- General 0.271966% 0.278490% 0.153000% 0.703456% 0.543932% 0.556980%	0.257867% 0.272466% 0.153000% 0.683333% 0.515735% 0.544930%	0.248124% 0.267578% 0.153000% 0.668702% 0.496248% 0.535156%	0.248082% 0.276694% 0.161000% 0.685776% 0.496164% 0.553388%	0.242228% 0.287039% 0.170000% 0.699267% 0.484456% 0.574078% 0.170000%
Taxation rates by property class - Residential Town of Milton Region of Halton School Boards Multi-residential Town of Milton Region of Halton School boards Farmlands	- General 0.271966% 0.278490% 0.153000% 0.703456% 0.543932% 0.556980% 0.153000% 1.253912%	0.257867% 0.272466% 0.153000% 0.683333% 0.515735% 0.544930% 0.153000% 1.213665%	0.248124% 0.267578% 0.153000% 0.668702% 0.496248% 0.535156% 0.153000% 1.184404%	0.248082% 0.276694% 0.161000% 0.685776% 0.496164% 0.553388% 0.161000% 1.210552%	0.242228% 0.287039% 0.170000% 0.699267% 0.484456% 0.574078% 0.170000% 1.228534%
Taxation rates by property class - Residential Town of Milton Region of Halton School Boards Multi-residential Town of Milton Region of Halton School boards Farmlands Town of Milton	- General 0.271966% 0.278490% 0.153000% 0.703456% 0.556980% 0.153000% 1.253912% 0.054393%	0.257867% 0.272466% 0.153000% 0.683333% 0.515735% 0.544930% 0.153000% 1.213665% 0.051573%	0.248124% 0.267578% 0.153000% 0.668702% 0.496248% 0.535156% 0.153000% 1.184404% 0.049625%	0.248082% 0.276694% 0.161000% 0.685776% 0.496164% 0.553388% 0.161000% 1.210552% 0.049616%	0.242228% 0.287039% 0.170000% 0.699267% 0.484456% 0.574078% 0.170000% 1.228534% 0.048446%
Taxation rates by property class - Residential Town of Milton Region of Halton School Boards Multi-residential Town of Milton Region of Halton School boards Farmlands	- General 0.271966% 0.278490% 0.153000% 0.703456% 0.543932% 0.556980% 0.153000% 1.253912%	0.257867% 0.272466% 0.153000% 0.683333% 0.515735% 0.544930% 0.153000% 1.213665%	0.248124% 0.267578% 0.153000% 0.668702% 0.496248% 0.535156% 0.153000% 1.184404%	0.248082% 0.276694% 0.161000% 0.685776% 0.496164% 0.553388% 0.161000% 1.210552%	0.242228% 0.287039%

	2022	2021	2020	2019	2018
Managed Forests					
Town of Milton	0.067992%	0.064467%	0.062031%	0.062021%	0.060557%
Region of Halton	0.069622%	0.068116%	0.066895%	0.069174%	0.071762%
School boards	0.038250%	0.038250%	0.038250%	0.040250%	0.042500%
	0.175864%	0.170833%	0.167176%	0.171445%	0.174819%
Commercial					
Town of Milton	0.396118%	0.375584%	0.361393%	0.361331%	0.352805%
Region of Halton	0.405620%	0.396844%	0.389728%	0.403005%	0.418072%
School boards	0.770552%	0.770552%	0.770552%	0.804055%	0.838216%
	1.572290%	1.542980%	1.521673%	1.568391%	1.609093%
Commercial - vacant units/excess land					
Percentage of full rate	100%	100%	100%	78%	70%
Industrial					
Town of Milton	0.568599%	0.539124%	0.518753%	0.585449%	0.571634%
Region of Halton	0.582239%	0.569643%	0.559425%	0.652969%	0.677383%
School boards	0.880000%	0.880000%	1.098184%	1.167241%	1.244198%
	2.030838%	1.988766%	2.176362%	2.405659%	2.493215%
Industrial - vacant land/excess land					
Percentage of full rate	100%	100%	75%	73%	65%
Pipeline					
Town of Milton	0.288746%	0.273778%	0.263433%	0.263389%	0.257173%
Region of Halton	0.295673%	0.289276%	0.284088%	0.293767%	0.304749%
School boards	0.880000%	0.880000%	0.980000%	1.030000%	1.090000%
	1.464419%	1.443055%	1.527521%	1.587156%	1.651922%

Long-Term Debt and Other Statistics

	2022	2021	2020	2019	2018
Transfers from other levels of government					
Federal	\$ 7,887,811	\$ 6,095,929	\$ 6,495,575	\$ 3,990,368	\$ 5,126,228
Provincial	2,424,070	4,501,084	4,985,317	4,412,448	2,899,019
Total transfers	\$ 10,311,881	\$ 10,597,013	\$ 11,480,892	\$ 8,402,817	\$ 8,025,247
Long-term debt:					
Debt supported by property taxes	\$ 26,046,969	\$ 21,684,476	\$ 11,328,317	\$ 13,664,487	\$ 10,437,376
Debt supported by development charges	0	195,967	993,126	2,378,415	3,713,650
Debt supported by reserves and reserve funds	20,928,713	22,757,235	24,558,025	26,489,369	28,619,337
Debt supported by user fees	-	-	-	-	-
Total long-term debt	\$ 46,975,682	\$ 44,637,677	\$ 36,879,467	\$ 42,532,271	\$ 42,770,363
Long-term debt by function:					
General government	\$ 269,088	\$ 554,954	\$ 834,473	\$ 1,364,736	\$ 2,085,811
Fire	1,081,926	1,419,869	1,890,629	2,422,612	1,305,367
Roadways	18,806,057	14,758,070	5,525,473	6,717,193	6,483,544
Parks	4,236,320	3,248,260	1,464,697	1,681,768	1,349,546
Storm water	178,553	236,098	292,689	348,359	403,109
Health services	20,928,713	22,734,517	24,513,164	26,165,924	28,004,433
Recreation facilities	1,334,375	1,526,802	2,181,130	3,356,468	2,561,878
Cultural services		-	-	280,210	548,885
Library	140,650	159,107	177,213	195,000	27,790
Total long-term debt	\$ 46,975,682	\$ 44,637,677	\$ 36,879,467	\$ 42,532,271	\$ 42,770,363
Total long-term debt per capita	340.72	332.36	291.87	345.23	354.94
Total long-term debt per household	1,100.31	1,102.38	948.20	1,124.48	1,170.03
Annual debt repayment limit*	25,061,991	21,372,010	17,742,653	20,681,378	26,359,885
Actual annual debt repayment	6,341,265	5,650,799	6,858,561	6,895,082	7,782,418
Actual debt repayment as % of own source revenues	5.05%	5,630,799	6.97%	6.25%	7,782,418

* As determined by the Province of Ontario, calculated as 25% of current year actual net revenue.

Municipal Statistics

	2022	2021	2020	2019	2018
Population	137,870	134,304	126,355	123,200	120,500
Area	36,538	36,538	36,538	36,538	36,538
Households	42,693	40,492	38,894	37,824	36,555
Average household income*	\$ 137,141	\$ 137,789	\$ 135,698	\$ 133,325	\$ 128,664
Halton Region unemployment rate**	5.50%	6.50%	9.20%	5.30%	4.0%
Town of Milton budgeted labour force:					
Full time funded positions	460	439	430	424	428
Part time funded positions	779	775	774	764	750
Seasonal funded positions	312	312	312	296	290
Total funded positions	1,551	1,526	1,516	1,484	1,468
Infrastructure					
Lane kilometres of paved roads***	1,257	1,242	1,226	1,201	1,175
Unpaved Roads	5	5	5	7	7
Total kilometres of stormwater (urban and rural)***	965	960	953	939	936
Recreation					
Total kilometres of trails	45	44	44	42	40
Total hours of recreations programs***	3,952,032	1,004,073	2,035,361	5,408,421	4,754,370

* BMA Management Consulting Inc. Municipal Study
 ** Halton Region Annual Economic Review. http://www.halton.ca.
 *** 2018-2019 data has been revised.

Municipal Statistics

	2022	2021	2020	2019	2018
New construction procurement:					
Number of new construction contracts awarded	23	18	18	19	19
Total value of new construction contracts awarded	\$ 18,190,237	\$ 51,225,636	\$ 27,536,935	\$ 24,575,275	\$ 15,046,989
Square metres of new construction:					
Residential properties	125,815	158,584	108,704	142,154	146,961
Multi-residential properties	38,640	18,477	-	18,534	54,714
All other property classes*	124,858	304,547	34,692	279,293	46,075
Total square metres	289,313	481,609	143,396	439,981	247,750
Residential permits issued (excluding secondary units): Single and Semi Detached Townhouses/ Stacked	356 288	540 250	250 300	280 503	460 289
Townhouses					
Apartments**	4	1	-	4	3
Total building permits issued	648	791	550	788	752
Value of building permits issued:					
Residential properties	249,445,679	291,581,462	\$ 178,441,220	\$ 230,046,990	\$ 271,635,228
Multi-residential properties	148,050,000	28,700,000	-	48,860,400	129,200,000
All other property classes	89,601,737	289,135,300	27,599,872	234,384,094	76,107,851
Total value of building permits issued	\$ 487,097,416	\$ 609,416,762	\$ 206,041,092	\$ 513,291,484	\$ 476,943,079

* 2018-2019 data has been revised.

** 2018-2021 permits have been revised to exclude secondary units

List of 2022 Principal Corporate Tax Accounts

Business Name

Lowe's Companies Canada ULC

The Canada Life Assurance Company

SunLife Assurance Company of Canada

Hoop Realty Incorporated 857529 Ontario Incorporated

690346 Ontario Incorporated

DC Equities Incorporated

Cox Automotive Canada

Milton Industrial Centre GP Incorporated

Milton Industrial Centre GP 2 Incorporated

List of 2022 Principal Employers

Business Name	Industry Subsector
DSV Canada - Global Transport & Logistics	Transportation and logistics
Karmax Heavy Stamping	Motor vehicle metal stamping
Modatek Systems	Motor vehicle manufacturing
Gordon Food Service	General-line food merchant wholesalers, admin offices and distribution
Maplehurst Correctional Complex	Correctional facility
Milton District Hospital	Community hospital
Allendale Long-Term Care Home	Nursing home
Uline Canada Corporation	Warehouse facility
Community Living North Halton	Non-profit organization
Lowes	Home improvement retail



Direct any inquiries regarding this document to:

The Corporation of the Town of Milton Finance Division

> Town Hall 150 Mary Street Milton ON, L9T 6Z5 905-878-7252

> > milton.ca

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Report To:	Council
From:	Jill Hogan, Commissioner, Development Services
Date:	May 29, 2023
Report No:	DS-030-23
Subject:	Technical Report: Proposed Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment by Village Developments Inc. for lands in Ward 2 known as 485, 501 and 511 Ontario Street South (Town Files: 24T-20004/M, LOPA-04/20 & Z- 07/20).
Recommendation:	THAT Town of Milton Council support the granting of Draft Plan Approval by the Commissioner of Development Services for the proposed plan of subdivision (Town File: 24T-20004/M);
	AND THAT applications to the Town of Milton Official Plan and Zoning By-law 016-2014, as amended, to facilitate the development of a mid-rise residential apartment building BE APPROVED;
	AND THAT staff be authorized to bring forward Official Plan Amendment No. 73 in accordance with the draft Official Plan Amendment attached as Appendix 2;
	AND THAT staff be authorized to bring forward an amending Zoning By-law with a holding in accordance with the draft By-law attached as Appendix 3;
	AND THAT the Commissioner of Development services forward this report to the Provincial Ministers of Health, Education, Transportation and Infrastructure and Metrolinx with a request to review and plan for future Milton District Hospital, school, and transportation expansions;
	AND FURTHER THAT the Commissioner of Development Services forward a copy of this Report and Decision to the Region of Halton for their information.

EXECUTIVE SUMMARY

The purpose of the proposed applications is to facilitate the development of a six (6) storey apartment building with 296 purpose built rental residential dwelling units. The proposed plan of subdivision, if approved, will create a block for the proposed residential development as well as the natural heritage system at the rear of the site. The Official Plan



EXECUTIVE SUMMARY

Amendment seeks to permit an increased density to 267 units per net hectare for the proposed development. The Zoning By-law Amendment seeks to rezone the lands to permit an apartment building, and further establish zone standards including building setbacks, lot coverage, building height and minimum number of parking spaces for visitors.

Conclusions and Recommendations

Staff is satisfied that the Plan of Subdivision attached as Appendix 1, subject to the requested conditions of Draft Plan Approval, the Local Official Plan Amendment attached as Appendix 2, and the site-specific Zoning By-law Amendment attached as Appendix 3, will conform to Provincial, Regional and Town planning policies and Conservation Halton regulations, and further achieves acceptable engineering and design standards. Planning staff is also satisfied that the proposed Official Plan Amendment and Zoning By-law Amendment are consistent with the land use policies of the Provincial Policy Statement and conforms to the Regional Official Plan. Therefore, staff recommends approval of the Official Plan Amendment and Zoning By-law Amendment, and the draft approval of the Plan of Subdivision as presented through this report.

REPORT

Background

Owner: Village Developments Inc. 7686 Appleby Line, Milton ON L9T 2Y1

Applicant: Michael Bissett, Bousfields Inc., 3 Church Street, Toronto ON M5E 1M2

Location: The subject lands are located in Ward 2 and municipally known as 485, 501 and 511 Ontario Street South, on the east side of Ontario Street, north of Laurier Avenue (see Figure 1 - Location Map).

Site Description: The subject lands are approximately 1.5 hectares in size with approximately 111 metres of frontage on Ontario Street South as identified on the Location map in Figure 1. The lands are currently comprised of three low density residential lots, which each contain a single detached dwelling to be demolished.

To the north of the subject lands is a medium density townhouse development. The lands across Ontario Street to the west are residential, with existing, established low-density residential dwelling units. Immediately to the east of the property is a watercourse and natural heritage features, followed by established, low-density residential dwellings. Immediately south of the property are lands comprised of commercial uses, including retail, medical clinic and office uses.

Proposal: The application seeks to facilitate the development of a six-storey apartment building consisting of 296 purpose built rental apartment units comprised of 1 bedroom, 1



bedroom plus den, 2 bedroom and 3 bedroom units to accommodate a variety of housing needs. Figure 2 shows a concept plan for the proposed development. The development proposes 64 parking spaces at grade with 373 spaces underground, resulting in a parking rate of 1.0 space per residential unit and 0.25 visitor spaces per residential unit. A parking justification report was submitted and reviewed by staff who are in support of the proposed reduction in resident parking spaces, subject to a holding provision to ensure that the proposed Transportation Demand Management (TDM) measures are implemented on site. The proposed visitor parking space rate meets the requirements of the Town's Zoning By-law.

The plan of subdivision proposes to create a block for the development of the proposed apartment building, as well as a Natural Heritage System (NHS) block that will contain the identified NHS features as well as the associated buffers, which will be conveyed to the Town for the long-term protection of the features.

The Official Plan Amendment seeks to permit a six-storey building with a maximum density of 267 units per net hectare. The subject lands are designated as Residential Area within the Town's Official Plan. In this designation, high density residential uses are permitted to a maximum height of eight storeys with a maximum density of 150 units per net hectare. The proposed density is higher than initially proposed, but this is due to the development block now being smaller to accommodate the proposed Low Impact Development (LID) feature east of the apartment building, as well as increasing the NHS block to the rear of the site to incorporate all natural features and hazards as well as the associated buffers. The building itself includes one less unit than the initial proposal.

The Zoning By-law Amendment seeks to rezone the subject lands from the current Residential Low Density (RLD) zone to a site specific Residential High Density with a holding (RHD*336-H79) zone to permit the apartment use, and further identify site-specific provisions to facilitate the development. These site-specific provisions relate to the number of units, setbacks to existing property lines, lot coverage and parking requirements. The holding zone will be applied to the developable portion of the lands and not lifted until such time as the applicant is able to demonstrate that all proposed TDM measures outlined in the parking justification study are able to be met on site.

Planning Policy: The subject lands are designated as Urban Area in the Regional Official Plan. The Regional Official Plan includes a number of objectives that speak to providing a range of identifiable, inter-connected and complete communities of various sizes, types and characters for residence, work and leisure, and further encourages all levels of government to stimulate rental market housing construction within the Region to meet those needs.

The Regional Official Plan requires that all new development within the Urban Area be connected to Halton's municipal water and wastewater system. It is noted that the subject lands are within the Urban Boundary, and as a result, the Region's Allocation Program does not apply to the proposed development.



The subject lands are located within the Urban Area of the Town of Milton. Official Plan Amendment No. 31 (OPA 31) is an amendment to the Town's Official Plan, which was adopted by the Town of Milton on June 14, 2010 and approved by Halton Region with modifications on November 22, 2018. On Schedule B, Urban Area Land Use Plan of OPA 31, the lands are designated as Residential Area with the Natural Heritage System overlay present at the rear of the site. The Residential Area policies of the Official Plan permit a full range of residential uses and densities, including high density apartment residential uses with a density range of 86 to 150 units per net hectare and a maximum height of eight storeys. Through this application, the applicant proposes a density of 267 units per net hectare to accommodate the proposed 296 rental apartment units contained within the proposed 6-storey apartment building.

The subject lands are located within the "Intensification Area" identified on Schedule K in the Town's Official Plan, with the east side of Ontario Street, where the subject lands are located, further identified as an "Intensification Corridor." Intensification Corridors are defined as "*Intensification Areas identified along major roads, arterials or higher order transit corridors that have the potential to provide a focus for high density mixed use development consistent with planned transit service levels.*" One of the general objectives associated with the Intensification Areas is to promote higher densities than surrounding areas and to provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods.

Intensification is encouraged to take the form of medium and high density residential uses, generally guided by the following policies:

a) The character of adjacent established residential neighbourhoods shall be respected in terms of height, massing and setbacks

The Residential Area designation permits high density residential uses up to a maximum height of eight storeys, whereas the apartment building is proposed to be six storeys in height. The site is located immediately adjacent to an existing medium density townhouse development as well as an existing commercial development, and the existing low density neighbourhoods are buffered by a large natural heritage system block to the east and a large regional right-of-way (Regional Road 25) to the west.

b) Buildings shall be stepped back, terraced or setback to maintain an appropriate transition and relationship between different built forms

The mid-rise apartment building is proposed to be terraced at the fifth and sixth floors. It is proposed to be setback in line with the existing streetscape associated with the adjacent medium density development, and maintains and adequate building setback to adjacent uses.

c) Rear or side yards abutting existing residential development shall be designed to include fencing and landscaping and other design features to mitigate noise, light and visual impacts

To the rear of the proposed apartment building is a large Natural Heritage System block that is to be conveyed to the Town. A chain-link fence is required to separate the development block and the Natural Heritage System, which contains a watercourse, floodplain and erosion hazards. Landscaping and natural vegetation are proposed along the property lines adjacent to the existing residential and commercial uses. Through the subsequent Site Plan Approval process, landscaping and fencing will be reviewed in further detail.

d) The development shall not cause traffic hazards or an unacceptable level of congestion on surrounding roads

A Traffic Impact Study and Parking Justification Impact Study were submitted as part of the application and deemed to be sufficient in addressing traffic and parking considerations, by both Regional and Town transportation staff. Ontario Street is a major arterial road, which is expected to carry the largest volumes of traffic through Town. Future improvements continue to be made and are planned for the future along Ontario Street as Milton continues to grow.

e) The site shall be easily accessible by public transit

Ontario Street is serviced by Milton public transit (bus) with bus stops within walking distance of the site. The site is also within close proximity to the Milton GO Station which provides public transit service to the Greater Toronto Area.

f) Site design shall take advantage of natural topography and vegetation to minimize the impacts of building height on adjacent land uses

The developable portion of the lands are located immediately adjacent to Ontario Street, maintaining an adequate setback to the slope hazard and river valley. The height is proposed to be six storeys whereas eight storeys is permitted as of right for high density uses. Landscaping is proposed along the lot lines, which will be reviewed in further detail through the subsequent Site Plan Approval process. Additionally, the NHS area to the rear of the site will be conveyed to the Town and maintained in a natural state for the long-term protection of the natural features. This will also provide a sufficient buffer to the existing neighbourhood to the rear of the site.

g) Surface parking shall be discouraged

Surface parking is proposed for visitor parking only. Resident spaces will be provided in underground parking areas.

h) Impacts on adjacent properties resulting from grading, drainage, service area locations, access and parking shall be minimized.

The site design proposes one access point to Ontario Street to minimize the amount of vehicles leaving and entering the site at one time. Transportation Demand Management measures, including providing both short term and long term secure bicycle parking spaces, and information packages advising of transit and active transportation opportunities in the area are required. Engineering plans, including site grading, drainage,



stormwater management and functional servicing have been provided and reviewed by engineering staff and have been deemed to be satisfactory. Additional detailed design information relating to the civil engineering plans for the site will be required through a subsequent Site Plan Application.

Staff have reviewed the application and supporting documentation and is of the opinion that the proposed development is consistent with the Provincial Policy Statement, and conforms to the Growth Plan, the Halton Region Official Plan, and the Town of Milton Official Plan. The proposed Official Plan Amendment is appropriate for the development of the lands as proposed and it has been adequately demonstrated that the Amendment being sought meets the intent of the policies contained within the Town's Official Plan and provides for a much needed housing type to serve the residents of Milton.

Official Plan Amendment No. 73 and Special Policy Area 49 on Schedule I1 are attached to this report as Appendix 2.

Zoning By-law 016-2014, as amended:

The subject lands are currently zoned Residential Low Density (RLD) and Natural Heritage System (NHS), which do not permit the development as proposed. Approval of the Zoning By-law Amendment is required to facilitate the development of the proposed apartment building, identify the area to be used as an LID to address drainage concerns on site, and to refine the extent of the Natural Heritage System based on floodplain analysis and top of bank staking.

The lands on Block 1 are proposed to be zoned Site Specific Residential High Density with a Holding (RHD*336-H79). The development block will be comprised of one sixstorey apartment building containing 296 rental apartment units. In addition to rezoning the lands to permit the use, site specific provisions to facilitate the development as proposed will be applied to the lands. These provisions relate to setbacks, height, residential parking rate, bicycle parking rate, privacy screens for ground level units and lot coverage,

In addition to the site specific provisions, a Holding will be applied to the lands to ensure the Transportation Demand Management (TDM) measures are implemented on the lands. The TDM measures include:

- The provision of a minimum of 90 long-term secure bicycle parking spaces plus 18 short-term visitor bicycle parking spaces. The long-term bicycle parking areas must be locked and have access permitted to residents only. The bicycle parking facilities must comply with the City of Toronto Bicycle Parking Guidelines. The bicycle parking spaces must be shown on the plans including the details of the lockers/racks;
- The Owner agrees to charge for parking as a separate cost to occupants. All units are to be unbundled from parking spaces. The purchase/rental agreement between



the occupant and the property owner must be provided noting the cost of a parking space and the ability for occupants to opt in or out of having a parking space;

- The Owner agrees to provide active uses at-grade along street frontages via sidewalk connectivity; and
- The provision of information packages to tenants alerting them to transit and active transportation opportunities in the area.

In addition to the above, a small portion of Block 1 east of the proposed apartment building will also be zoned Site Specific Natural Heritage System (NHS*338). This is to accommodate a proposed LID which will assist with infiltration and drainage. The LID is to be located wholly on the developer's lands and the ongoing maintenance of this feature will be the responsibility of the property owner. A portion of the area the LID is located within is the 15m buffer associated with the adjacent slope valley. No development other than the LID is permitted within the lands zoned NHS*338.

The lands on Block 2 will be zoned Natural Heritage System (NHS).

The proposed site-specific Zoning By-Law Amendment and Schedule A are attached to this report as Appendix 3.

Should the application be approved, the applicant is required to obtain Site Plan Approval for the proposed apartment building prior to the issuance of Building Permits. Site Plan Approval will review the detailed design of the site, addressing matters such as building design and elevations, lot grading and drainage, lighting and landscaping.

Discussion

Public Consultation and Review Process: A Notice of Complete Application advising of the proposed development was provided in accordance with Town policies on June 4, 2020.

A virtual public information session was hosted by the applicant on October 27, 2020. Twenty-seven households attended the session, including Town Planning Staff and one Councillor. An overview of the proposed development was provided and the public was given the opportunity to ask questions of the developer and consultants directed.

Notice for the Statutory Public Meeting held on January 18, 2021, was provided pursuant to the requirements of the *Planning Act* and Town policies on December 19, 2020, through written notice to all properties within 200 metres of the subject lands, as well as an ad in the Milton Canadian Champion. A number of residents spoke in opposition to the proposed development and letters of objection were also received from residents within the vicinity of the development, citing concerns including height, privacy, traffic and parking. A discussion of the issues raised by the public is included in this report.

Agency Consultation: The proposed Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment as well as all supporting documentation has been



Discussion

circulated to internal and external commenting agencies for review and comment. Halton Region, Conservation Halton, Town Departments and School Boards have offered no objection to the applications and requested standards conditions of Draft Plan Approval be applied. The agencies and Town departments will continue to work with the applicants through the detailed draft plan approval process as well as the Site Plan Approval process prior to the development of the site.

Summary of Issues:

Principle of Land Use and Amendments Sought:

The principle of land use and uses permitted on this site are determined through the Town's Official Plan. In the case of this particular development, as previously noted, the lands are designated Residential Area, and are also located within an Intensification Area, and located on an Intensification Corridor (Ontario Street). The Intensification Corridor expects residential intensification to take place, and is an ideal place to do so, within close proximity to public transit and commercial uses. The proposed development meets the policies of the Town's Official Plan and provides for a dwelling type (purpose built rental apartment units) that will assist in addressing a current gap in Milton's housing stock. The amendments sought through the Local Official Plan Amendment and Zoning By-law Amendment are considered suitable for the purpose of supporting the proposed development as depicted on the concept plan.

Transition to Adjacent Uses, Building Height, and Privacy:

Concerns have been raised regarding high density development in the form of a six-storey apartment building adjacent to residential development. It is noted that high density residential adjacent to existing medium density residential and within the vicinity of low density residential development is considered to be compatible. Consideration has been, and will continue to be, considered as it relates to the built form and urban design through ongoing development approvals (i.e. Site Plan Approval). To the north of the proposed development is an existing medium density townhouse development. Fencing and landscaping will provide a transition to the 3-storey townhouses, and it is separated from the proposed building by the driveway and parking spaces. To the south of the proposed development is commercial development, which again will be buffered by fencing and landscaping, and will provide convenient amenities to future residents of the building. The two existing low density neighbourhoods are located to the west and east of the proposed site. To the west, the building is set back significantly from the rear yards on Valleyview Crescent by the large Ontario Street Right-of-Way. To the east, the building is setback significantly from the rear yards on Gowland Crescent by the large natural heritage system which will be conveyed to the Town.



Discussion

Property Values:

The value of a property is dependent on a number of factors including the size and type of property, market trends, location, etc., and is not limited to the impact of surrounding land uses. As a result, case law has demonstrated that property value is not considered to be a planning issue.

Traffic Impacts:

An increase in traffic as a result of the proposed development is expected as the lands are currently used for three single detached dwellings, and intensification of the site is proposed. Additionally, Ontario Street is a major arterial road that is built to accommodate large volumes of traffic, including additional traffic from other development areas in Milton, regardless of this development.

A Traffic Impact Study has been submitted and reviewed by both Regional and Town Engineering Staff, which includes forecasted traffic volumes associated with the proposed development, as well as existing and proposed development within the vicinity. Staff are satisfied that Ontario Street can accommodate the proposed traffic volumes anticipated from this site.

As noted above, a Parking Justification Study was also submitted and reviewed by Town Engineering Staff, which found the parking rates proposed to be sufficient. Among the conclusions identified in the report, it is noted that the resident parking spaces will be unbundled, which means that residents of the apartment building will be required to purchase/rent parking spaces separate from their unit. This means that residents will be aware of the parking spaces available to them at the time of leasing their units, and should a parking space not be required by the resident, will be available to other tenants in the building.

Noise and Noise Attenuation along Ontario Street:

A petition was circulated to Town Staff and Councillors regarding a noise wall along the exterior lot lines of the properties backing on to Ontario Street from Valleyview Crescent. It is noted that a noise wall to address noise from Ontario Street traffic is beyond the scope of the proposed development. As noted above, Ontario Street is a major arterial road that is expected to accommodate large volumes of through Town.

Conclusion: Staff is satisfied that the Plan of Subdivision as shown in Appendix 1, subject to the required conditions of Draft Plan Approval, Local Official Plan Amendment No. 73 and Special Policy Area 49 attached as Appendix 2, and the site-specific Zoning By-law Amendment and associated provisions attached as Appendix 3, will conform to Provincial, Regional and Town land use planning policy and achieves acceptable engineering and design standards. The proposed development will offer purpose built rental apartment dwelling units that will assist in accommodating housing needs and filling a gap in Milton's



Discussion

current housing stock. Therefore, staff recommends approval of the Official Plan and Zoning By-law Amendments as well as the granting of Draft Plan Approval by the Commissioner of Development Services for the proposed Plan of Subdivision.

Financial Impact

None arising from this report.

Respectfully submitted,

Jill Hogan Commissioner, Development Services

For questions, please contact:	Mollie Kuchma, MSc, MPA,	Phone: Ext. 2312
	MCIP, RPP, Senior Planner	

Attachments

Figure 1 - Location Map Figure 2 - Site Concept Plan Figure 3 - Proposed Elevation Appendix 1 - Draft Plan of Subdivision Appendix 2 - Official Plan Amendment & Schedule I1 Appendix 3 - Zoning By-Law Amendment & Schedule A Appendix 4 - Public Comments

Approved by CAO Andrew M. Siltala Chief Administrative Officer

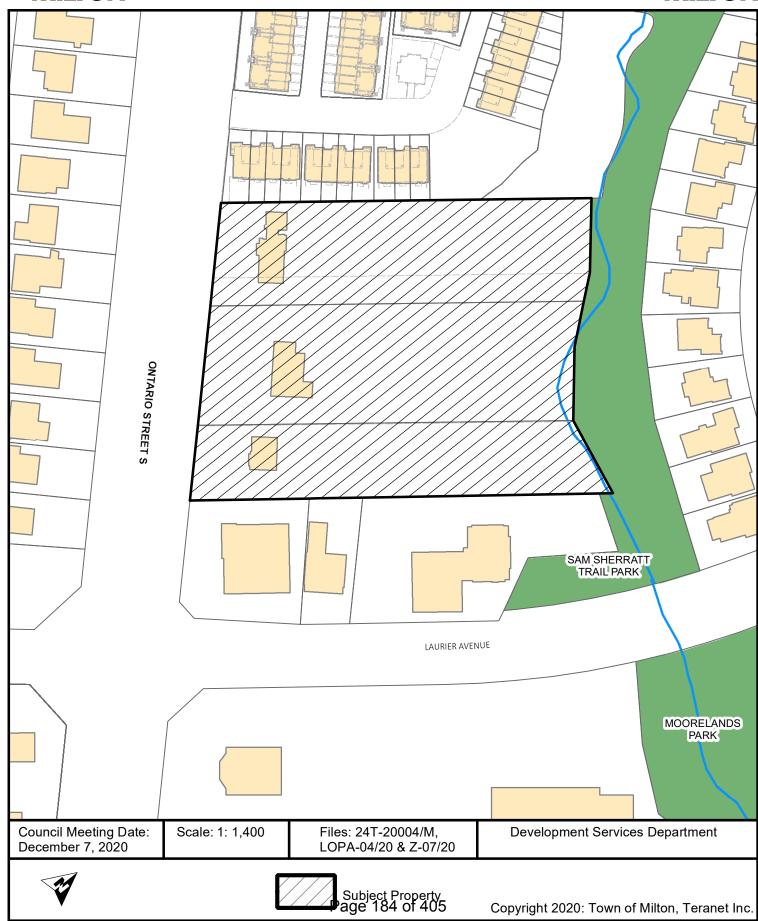
Recognition of Traditional Lands

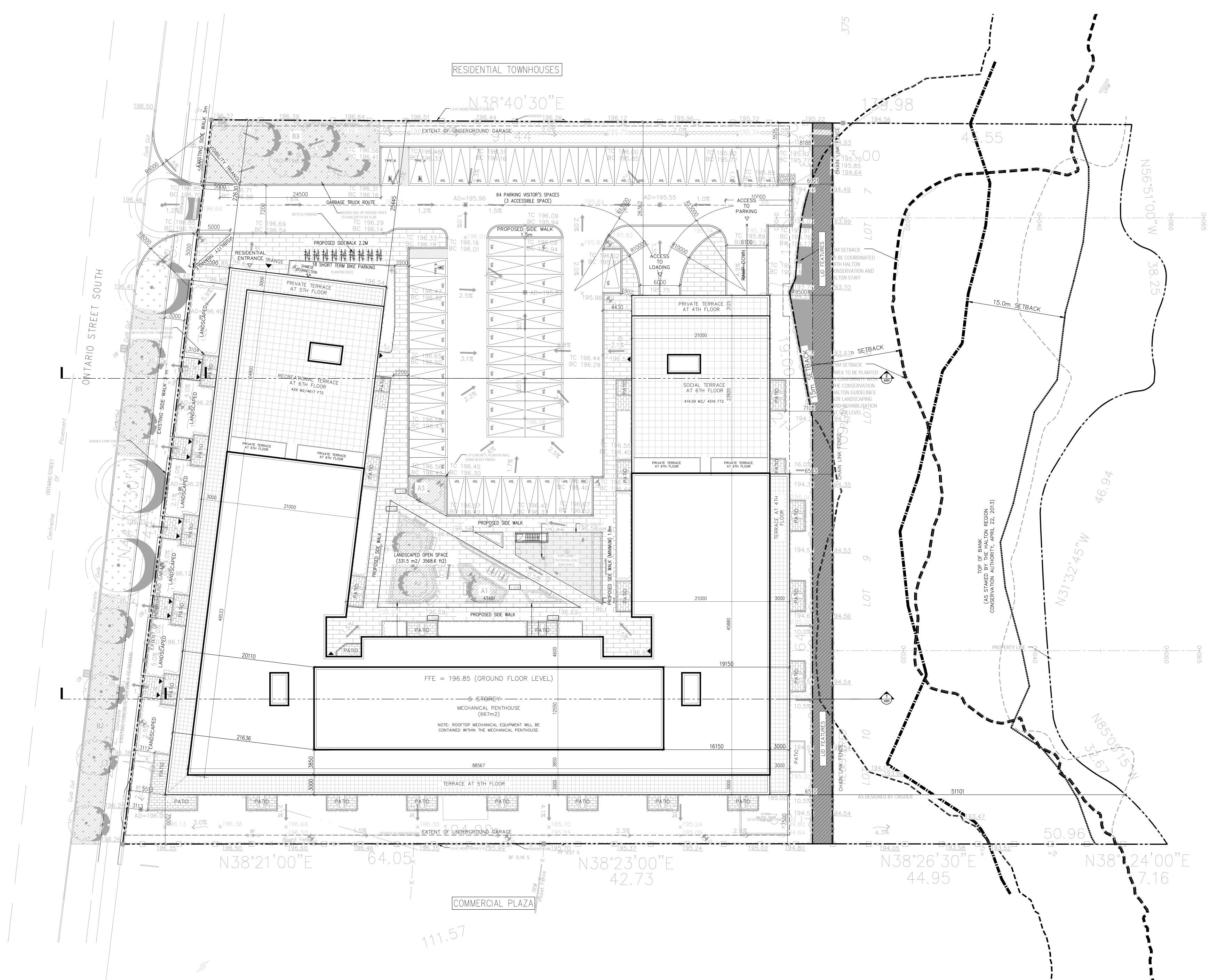
The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.

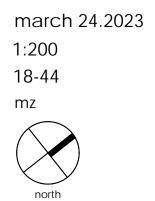


FIGURE 1 LOCATION MAP











site plan

project: 501 ontario st milton, ontario

site services: crozier consulting engineers

landscape: land art design landscape architects inc. interior:

mechanical:

electrical:

structural:

planning:

mark zwicker artem ponomarenko

architect:

team

2 issued for rezoning 1 issued for pre-consultation 14.04.20

24.03.23

Copyright of this drawing and design is reserved by the Designer. The drawing and all associated documents are an instrument of service by the Designer. Th drawing and the information contained therein may not be reproduced i whole or in part without prior written permission of the designer. These Contract Documents are the property of the architect. The architect bears no responsibility for the interpretation of these documents by the Contractor. Upon written application the architect will provide written/graphic clarification or supplementary information regarding the intent of the Contract Documents. The architect will review Shop Drawings submitted by the Contractor for design conformance only.

Drawings are not to be scaled for construction. Contractor to verify all existing conditions and dimensions required to perform the work and report any discrepancies with the Contract Documents to the architect before

Positions of exposed or finished mechanical or electrical devices, fittings, and fixtures are indicated on architectural drawings. The locations shown on the

architectural drawings govern over the Mechanical and Electrical drawings. Those items not clearly located will be located as directed by the architect. These drawings are not to be used for construction unless noted below as

All work to be carried out in conformance with the Code and bylaws of the

representation to any party about the constructability of the represented by them. all contractors or subcontractors must satisfy themselves when bidding and at all times that they can properly construct the work represented by these plans.

The Designer of these plans and specifications gives no warranty or

commencing work.

"Issued for Construction"

notes:

authorities having jurisdiction.



march 24.2023 n.t.s 18-44 mz north



date:

south west view rendering

project: 501 ontario st milton, ontario

site services: crozier consulting engineers

interior:

landscape: land art design landscape architects inc.

mechanical:

structural: electrical:

planning:

mark zwicker artem ponomarenko

architect:

team

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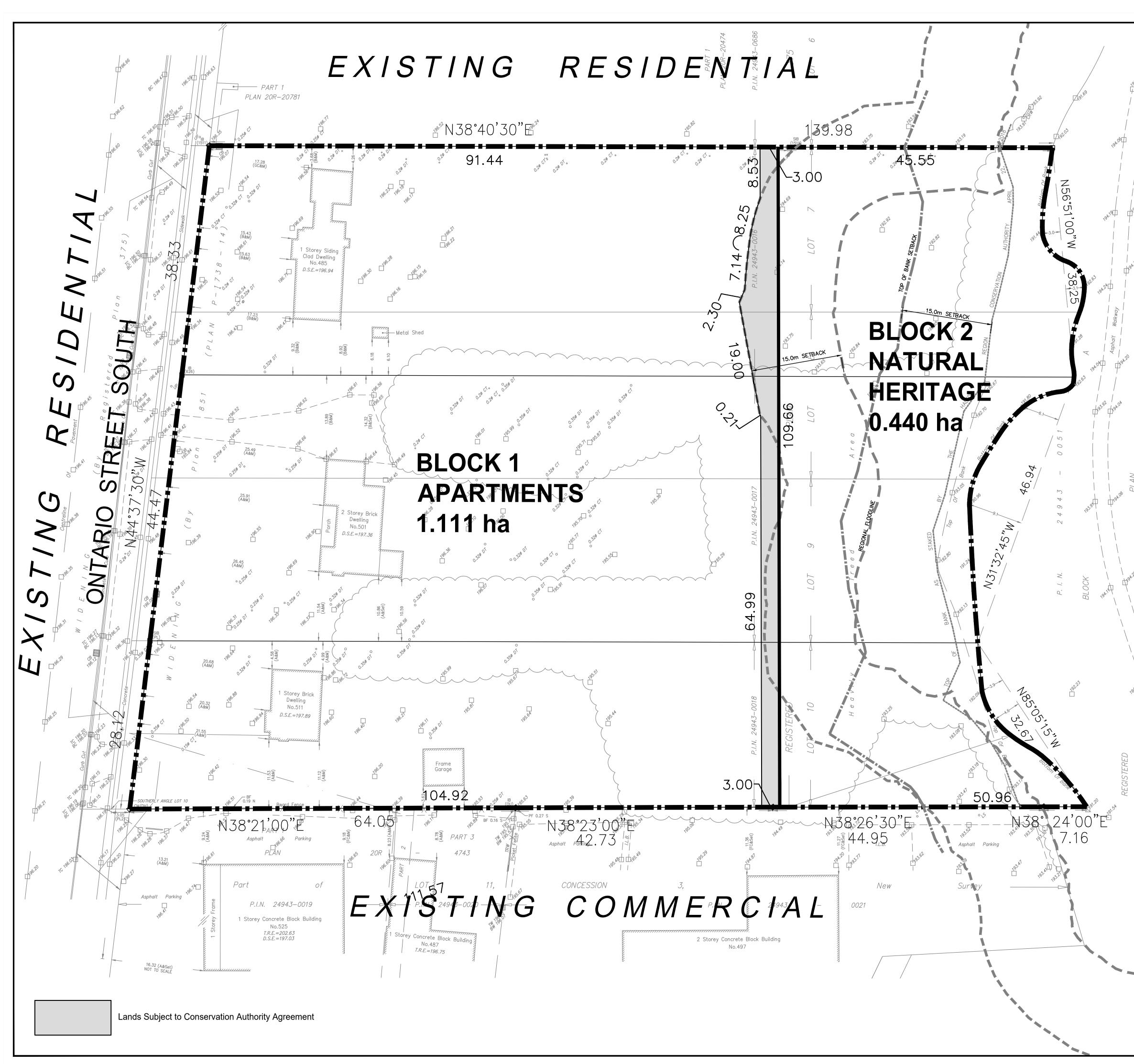
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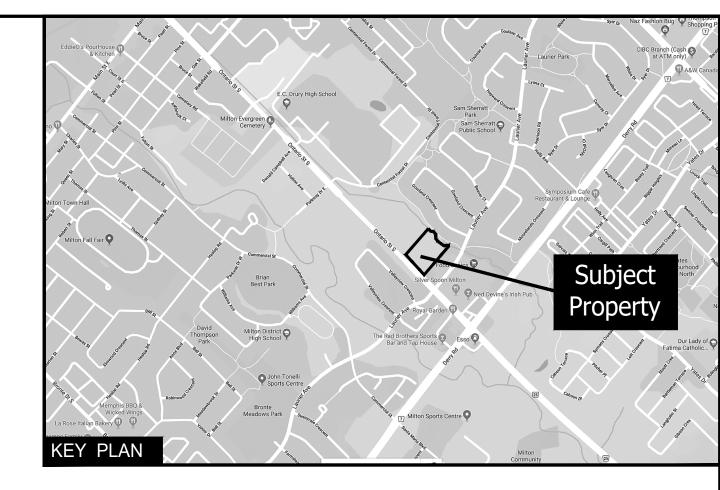
notes:

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Drawings are not to be scaled for construction. Contractor to verify all existing conditions and dimensions required to perform the work and report any discrepancies with the Contract Documents to the architect before commencing work.



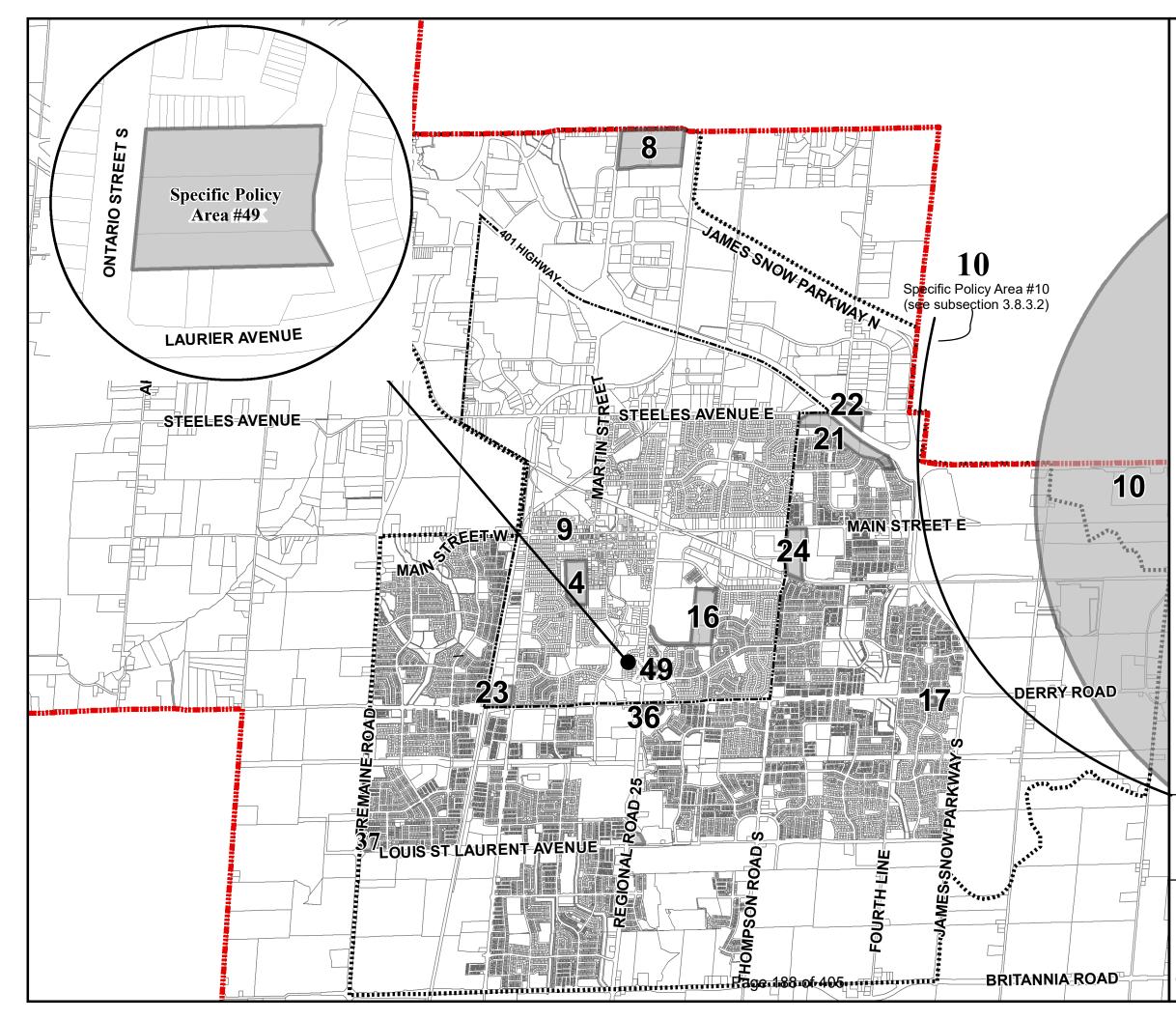


1814-16 dp dated April 5, 2023

Apartments Block		Block 1		,	1 ha±
Natural Heritage		Block 2		0.44	
	Total			1.55	1 ha±
	NOTES All dimension	ns are in metres.			
	All area meas	surements are cor s refer to Geodetic			ed.
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	Paul Debattista		Day	Month	Year
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	_	DF MILTON			
	REGION	IAL MUNICIPA	LITY	OF H	ALTON
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AREA TABLE



TOWN OF MILTON OFFICIAL PLAN

Schedule I1

URBAN AREA SPECIFIC POLICY AREAS (Refer to sections 4.11 & 3.8.3.2)

Files: LOPA 04/20 & Z 07/20

TOWN OF MILTON BOUNDARY
URBAN EXPANSION AREA BOUNDARY
EXISTING URBAN AREA BOUNDARY

SPECIFIC POLICY AREA

49 SPECIFIC POLICY NUMBER

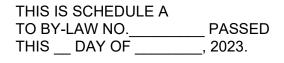
1 2 NAD 1983 - UTM Zone 17N

This Schedule Forms Part Of The Official Plan And Should Be Read Together With The Text.

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Consolidated August 2008, Edited May, 2023

SCHEDULE A TO BY-LAW No. -2023 TOWN OF MILTON PLAN 375 LOT 7, 9 & 10 TOWN OF MILTON Town of Milton NHS*337-ONTARIO STREET S NHS **RHD*336-H79** LAURIER AVENUE





RHD*336-H79 - High Density Residential 1 Zone Special With a Holding



NHS - Natural Heritage System

MAYOR - Gordon A. Krantz

NHS*337 - Natural Heritage System Zone Special

24T-20004/M, LOPA-04/20 & Z-07/20

CLERK - Meaghen Reid

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW XXX-2023

BEING A BY-LAW OF THE TOWN OF MILTON TO ADOPT AN AMENDMENT TO THE TOWN OF MILTON OFFICIAL PLAN PURSUANT TO SECTION 17 OF THE PLANNING ACT, AS AMENDED, IN RESPECT OF THE LANDS LEGALLY DESCRIBED AS PART OF LOTS 7, 8, 9 & 10, REGISTERED PLAN 375, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (FILE NO. LOPA 04/20).

The Council of the Corporation of the Town of Milton, in accordance with the provisions of Sections 17 and 21 of the *Planning Act* R.S.O.1990, c. P.13, as amended, hereby enacts as follows:

- Amendment No. 73 to the Official Plan of the Town of Milton, to amend Schedule I1 of the Town of Milton Official Plan to provide for permission to allow for an increase in density, at lands legally described as Part of Lots 7, 8, 9 & 10, Registered Plan 375, Town of Milton, consisting of the attached maps and explanatory text, is hereby adopted.
- 2. Pursuant to Subsection 17(27) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, this Official Plan Amendment comes into effect the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to Subsections 17 (24) and (25). Where one or more appeals have been filed under Subsection 17 (24) or (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Ontario Land Tribunal.
- 3. In the event that the Regional Municipality of Halton, being the Approval Authority, has declared this Official Plan Amendment to not be exempt, the Clerk is hereby authorized and directed to make application to the Approval Authority for approval of the aforementioned Amendment Number 69 to the Official Plan of the Town of Milton.

PASSED IN OPEN COUNCIL ON MAY 29, 2023

____Mayor

Gordon A. Krantz

Town Clerk

Meaghen Reid

AMENDMENT NUMBER 73

TO THE OFFICIAL PLAN OF THE TOWN OF MILTON

Part of Lots 7, 8, 9 & 10, Registered Plan 375 Town of Milton (Town File: LOPA-04/20)

AMENDMENT NUMBER 73

TO THE OFFICIAL PLAN OF THE TOWN OF MILTON

- PART 1 THE PREAMBLE, does not constitute part of this Amendment
- PART 2 THE AMENDMENT, consisting of the following text constitutes Amendment No. 73 to the Official Plan of the Town of Milton

PART I: THE PREAMBLE

THE TITLE

This amendment, being an amendment to the Official Plan of the Town of Milton shall be known as:

Amendment No. 73 To the Official Plan of the Town of Milton (Part of Lots 7, 8, 9 & 10, Registered Plan 375 Town of Milton Town File: (LOPA 04/20)

PURPOSE OF THE AMENDMENT

The purpose of this amendment is to add Specific Policy Area 49 to the lands legally described as Part of Lots 7, 8, 9 & 10, Registered Plan 375, Town of Milton.

LOCATION OF THE AMENDMENT

The subject lands are located on the east side of Ontario Street South, and are known municipally as 485, 501 and 511 Ontario Street South. The lands are legally described as Part of Lots 7, 8, 9 & 10, Registered Plan 375, Town of Milton.

BASIS OF THE AMENDMENT

The proposed amendment would permit an increase in density for the subject lands. The developable portion of the lands are approximately 1.11 ha in size, and located on the east side of Ontario Street South, within an Intensification Area and along an Intensification Corridor. The application proposes a maximum residential density of 267 units per net hectares, based on the proposed 296 apartment units. The current allowable density in the residential area for high density development is 150 units per net hectare.

PART II: THE AMENDMENT

All of this part of the document entitled Part II: THE AMENDMENT consisting of the following text constitutes Amendment No. 73 to the Town of Milton Official Plan.

DETAILS OF THE AMENDMENT

The Official Plan of the Town of Milton is hereby amended by Official Plan Amendment no. 73 pursuant to Section 17 and 21 of the Planning Act, as amended, as follows:

- 1.0 Map Change
 - 1.1 Amending Schedule I1 "Urban Area Specific Policy Areas" by adding Special Policy Area No.49 to the lands known legally as Part of Lots 7, 8, 9 & 10, Registered Plan 375, Town of Milton.
 - 2.0 Text Change
 - 2.1 Adding the following text to Section 4.11 "Specific Policy Area":
 - 4.11.3.49 The land identified as Specific Policy Area No. 49 on Schedule I1 of this Plan, being the lands legally known as Part of Lots 7, 8, 9 & 10, Registered Plan 375, on the east side of Ontario Street South, north of Laurier Avenue, are permitted to allow up to 267 units per net hectare for the purpose of high density residential development.

End of text

Tammy Howe

From:	William Barlow
Sent:	Sunday, February 7, 2021 3:28 PM
То:	Barb Koopmans
Cc:	Debbie Johnson; insidehalton@metroland.com; bsadewo@metroland.com; Gordon A.
	Krantz; ; Kristina Tesser Derksen; Rick Malboeuf; Mike Cluett;
	Rick DiLorenzo; Zeeshan Hamid; Sameera Ali; John Challinor II
Subject:	Proposed development 501 Ontario Street

Dear all,

While I have previously written about the proposed apartment building development at 501 Ontario Street and I spoke at the statutory meeting of the Milton Council on January 18th, 2021, I would like to add some additional thoughts and opinions. I understand that the recommendations and decisions about this project will be made soon.

The main thoughts that I previously expressed still stand, that the height, density and character of the proposed building are not appropriate to this site and will detract from the generally very pleasant mature neighbourhoods of Bronte Meadows and Timberlea.

As you are no doubt aware, in this current pandemic many people are migrating from Toronto to the surrounding areas including Milton. The reason is to get more indoor space to work from home and outside space, as even High Park is now overcrowded. These migrants are not seeking small apartments in highly concentrated living quarters, what they are seeking is a place with more space and their own entrance door, not hallways and elevators where risk of infection is high. While this pandemic is hopefully a temporary situation it will not be the last one and likely not a hundred years until the next one as many draw parallels from the Spanish flu of a century ago. We did have close calls with SARS and MERS in the recent past and the Polio epidemic was a very serious situation 60 odd years ago. Things will not go back to the way they were, it will be a new normal as this experience will stay in our mind for many years to come.

I still cannot understand the consideration of this density, 297 units on 1.3 hectares in low density neighbourhoods. On the assumption of 1.5 residents per unit, 445 total residents, this is 343 residents per hectare (297 X 1.5 / 1.3 = 343). If the justification is the wishes of the Province of Ontario, Places to Grow legislation, then why is it that Maplehurst, a Provincial Institution, set on 43 hectares for 1,500 residents is 35 residents per hectare, about one tenth of the density proposed for 501 Ontario Street? I am not suggesting that anyone take away space from the residents of Maplehurst but I really question our priorities when we propose a rental for profit building adjacent to two low rise low density protected mature neighbourhood should be ten times the density of this Province of Ontario Correctional institution. The other Province of Maplehurst. Again, I don't wish to take away space from either institution but I just want to show this for density comparison purposes. To house regular citizens at this very high density is unwise, especially in a low rise low density neighbourhood and is clearly unnecessary! We do not need to ruin the character of our nice residential areas for this high density apartment building. Perhaps Milton should push back at the Ontario Government as this appears to be a double standard in terms of population density.

It also annoys me to no end that there is no infrastructure contribution by these infill developments. The Developers of the existing mature neighbourhoods and newer greenfield developments had to provide space for parks, trails, drainage ponds, schools, etc. and the price was passed on to the home purchaser. The infill

development residents will essentially use what we paid for in the price of our houses without any contribution at all. While this isn't High Park, the walking trails and taboggan slopes are really busy these days. Just take a look at the crowds near Food Basics or by 16 Mile Creek on Commercial Street these days.

So, again, please do not approve a density increase or allow the Milton Official Plan be violated with this proposed development. Perhaps the developer can be moved to making another townhouse development proposal rather than what is currently tabled.

Whatever development is approved for this area please ensure that a good buffer of trees are planted that may shield some of the noise, light and vision for the residents of the adjacent houses. The "Social or Recreation deck on the roof" is not something that should be allowed for noise, lighting and neighbours privacy. At the adjacent Bucci development that has been an ongoing construction site for more than 5 years, only a few trees have been planted near the children's recreation area and the promised fence to the creek has still not materialized. At least a large crane was not required to build the Bucci townhouses but it will be required for the proposed structure at 501 Ontario Street if approved, not something we want towering over us.

All we want is the continued quiet and peaceful enjoyment of where we have lived for more than 40 years.

Sincerely, Bill & Sandra Barlow

From: William Barlow Sent: Monday, December 14, 2020 8:46 PM To: insidehalton@metroland.com; bsadewo@metroland.com; Gordon A. Krantz <Gordon.Krantz@milton.ca>; Colin Best <Colin.Best@milton.ca>; Kristina Tesser Derksen <Kristina.TesserDerksen@milton.ca>; Rick Malboeuf <Rick.Malboeuf@milton.ca>; Mike Cluett <Mike.Cluett@milton.ca>; Rick DiLorenzo <Rick.DiLorenzo@milton.ca>; Zeeshan Hamid <Zee.Hamid@milton.ca>; Sameera Ali <Sameera.Ali@milton.ca>; john.challinor@milton.ca Cc: Barb Koopmans <Barb.Koopmans@milton.ca> Subject: Proposed development 501 Ontario Street As many of you are working from home due to the COVID-19 pandemic I have chosen to email my letter of concern regarding this development proposal. I would be delighted if this or an edited version of it, were published in the Canadian Champion. Please also feel free to share this letter with any interested party. William T Barlow

November 17, 2020

To: Mayor Krantz, Milton Councillors & Milton Champion c.c. Barb Koopmans, Commissioner Of Planning Development Town of Milton Dear All. I was glad to read in the November 12, 2020 Milton Canadian Champion piece by Bambang Sadewo that in October of this year that the Interim Control By-law was passed by Milton Council to protect the mature neighbourhoods of Milton including Downtown, Dorset Park, Bronte Meadows and Timberlea. Essentially this legislation is a temporary measure to prevent more inappropriate buildings that are not in character with these neighbourhoods. This will give time to draft better and more permanent legislation so that we can live in these areas of our town without the threat of it being assaulted by monstrous buildings that take away the charm of these pleasant residential areas of our town. Well done town planners, Mayor and Councillors to represent the values of the town that most residents have. In this article Barb Koopmans, **Commissioner of Planning Development** is quoted, "So by maintaining the existing heights, we're not creating any new situation that would be contrary to the new provisions that we may be bringing forward." Unfortunately in this same month we saw a proposal for a new development at 501 Ontario Street, a 6/7 storey, (6 storey at the street and 7 storey near the creek), apartment building of 297 small rental units where currently three detached houses are now. This is a 99 time density increase proposal right in between Bronte Meadows and Timberlea, predominantly low rise residential housing. The

proposed building is much higher than

anything in these residential areas. If this is built the residents of the upper floors will be able see into the backyards of the houses on the Ontario Street side of Valleyview and the valley side of the Gowland Crescent houses. For comparison the adjacent Bucci development of townhouses and stacked townhouses is 151 units on 8 house lots, less than 20 times the density but approaching 70 units per net hectare. As fate would have it the east side of this proposed structure includes a social deck on top of the building which will overlook the backyards of some Gowland Crescent residents including the backyard of our local Councillor John Challinor II. Now one may think that a member of the council would push back on such an intrusive development, however, as John lives so close to the proposed development he is deemed to be in conflict of interest on this proposal and will not be able to weigh in on this matter or vote on it when the statutory meeting comes to the Milton Council on January 18th, 2021. So if anyone has objections to this proposal then you should voice your opinion to the planning department and the other members of Milton Council. While it may seem like this is a straightforward issue that the Planning Department and the Council can just vote against and that life would just move on without anything being built to replace these three houses, but it is not that simple. Several years ago the Ontario Government required our Town and others to increase the density of housing within the existing developed area of town which required the planning department and the Council to approve areas of development intensification. The subject area has been designated for development intensification, so

developers have bought these houses with the expectation that they can build to support this intensification. So just saying no to this development will not prevent development as the land is already earmarked for development. So what is a reasonable compromise? From my perspective the development should not be any higher than any building in the area, so no more than 4 Storey and that the density should not exceed the existing zoning of 70 units per net hectare.

The Planning Department and Council should tell the developer to go back to the drawing board to propose something in keeping with the character of the neighbourhood as the planning guideline of the Town requires. Please, please, please do NOT approve the increase in height and density for this development. Interestingly, the developer seems so confident of the plan that a google search on 501 Ontario Street, Milton shows pictures of what is proposed as a fait accompli, 297 rental apartments targeted to seniors.

Proceeding with this building would seem to fly in the face of protecting our neighbourhoods, now we cannot build a huge house on our lot but we can take out three houses and put in a 7 storey apartment building with 297 units adjacent to our protected neighbourhoods. This just seems so inconsistent and wrong! If other residents of the neighbourhood think that this development proposal is inappropriate then please let the Planning **Department and Milton Council members** know ASAP. I do not know the format of the statutory council meeting in these COVID-19 times, I do not know if public attendance will be permitted. So please write, call or email these decision makers.

Sincerely, William T. Barlow

Tammy Howe

From: Sent: To: Subject: caramel 3 Monday, June 8, 2020 1:18 PM Natalie Stopar Notice of Complete Application - 485, 501, 511 Ontario Street

The proposal is for 297 units, increased from 230, accessed from Ontario Street. That's a lot of traffic in that intersection already for 230, never mind an additional 25%. If it's only access from Ontario street, I can foresee a lot of accidents, a lot of U-turns being done, and a huge backlog on Ontario Street where there are quite a few stoplights with little space between, especially from Laurier to Derry.

I can see that getting in and out of Town at the south will be a mess in the future.

Tammy Howe

From:	JEMCOR
Sent:	Wednesday, January 6, 2021 9:52 AM
То:	Mollie Kuchma
Subject:	24T-20004/M & Z-07/20 & LOPA-04/20
Attachments:	Milton Delegate form001.pdf; ATT00001.htm
Importance:	High

Ms. Mollie Kuchma Senior Planner Town of Milton

Dear Ms. Kuchma,

We are registering our intention to participate in the proceedings and discussion concerning the application of the Village Development Inc. to construct a U-shaped six (6) storey apartment building in 485, 501 & 511 Ontario Street South.

Our reason for participating in the proceedings regarding this specific project is that our property is located in Laurier Avenue which is directly abutting with the proposed apartment building and as such our property consists of a 2-storey Medical and Dental building will be adversely affected by the intended construction.

Initially, we would like to request for copies of the associated planning report; proposed Plan of Subdivision; Official Plan Amendment and Zoning By-Law Amendment.

Furthermore, we were trying to fill out the "delegate form" and click on SUBMIT, but it gave us this message - **Oops! Something is not right** Sorry, a CSRF error has occurred. Your request cannot be processed.

Because our request cannot be processed, we are providing you copy of our filled out DELEGATE FORM application.

Kindly take note that we are expressly requesting the Town of Milton to remove our personal information. Thank you for your consideration.

Stay safe. God bless.

Cornelio & Jemelisa Azarcon Property Owner January 26, 2021

Barbara Koopmans Commissioner, Planning & Development The Corporation of the Town of Milton Victoria Park Square 150 Mary Street Milton, Ontario L9T6Z5

Dear Barbara,

My name is Bruce Mayer. I live at **Exercise Control**. I am writing you this letter regarding the development being proposed by Village Developments Inc. at 485, 501 and 511 Ontario Street South. I would like the following suggestions to be proposed to support the integrity of our community.

- Maximum height (4) storeys to keep with existing tree line.
- Roof type flat.
- All of residence parking be under ground, visitors parking above ground only.
- No rooftop access for tenants. (Deck, Patio, lounging area)
- Exterior brick and covering grey or black.
- Building set as close to Bronte as possible to keep as much of existing trees as possible on back of property.
- Shielded parking lot lighting.
- Restriction on waste management bins and timing of weekly pick-up.
- Noise restriction and posting of same outside building.
- Posted restrictions on access to conservation property and creek.
- Additional tree plantings around property. (As much as possible)
- Berm width and berm height. (As high as possible)
- Fencing on berm. Tree line on berm.
- Tree line and fencing on berm.
- Addition of a traffic light due to the influx of development within the Ontario and Derry area

In closing, I hope that these suggestions will be considered in the proposed development. I look forward to hearing from you.

Sincerely,

Bruce Mayer

Tammy Howe

From:
Sent:
To:
Cc:

L Peresan	
Monday, January 25, 2021 3:06 PM	
John Brophy	
Kristina Tesser Derksen;	Colin Best;
Meaghen Reid;	
	.,,
Mollie Kuchma	

Subject:

Hello everyone,

My name is Laura Peresan and I reside at the source of the

In 2019, Milton approved a sound wall along Steeles Ave East. This project was estimated to cost just over \$1 million dollars. <u>https://www.miltonnow.ca/2019/07/17/noise-wall-project-approved-in-milton/</u> Who paid for the completion of this project as I feel this would be similar to what the residents on Valleyview are requesting? Furthermore, what were the findings of a noise study for this project? Have there been any follow-up noise studies completed after the wall was created to compare the noise level?

Re: Valleyview Cres Resident petition for road noise abatement

Has the town of Milton explored other options for noise management? Many other municipalities have changed the type of asphalt used in high traffic areas such as upgrading to rubberized asphalt. Using upgraded rubberized asphalt, some road ways have seen a 12-decibel reduction in noise.

I also would be interested to know if a by-law will be created to manage the speed and type of traffic along Ontario street. Will there be a weight limit to the vehicles allowed to traverse Ontario St? Will there be restrictions on air braking?

The proposal to change the zoning from low to medium density is on the shoulders of the town. The residents should not be asked to bear the cost of this collateral damage.

Moreover, Milton purports to be progressive in environmental initiatives, however the decimation of all the trees along Ontario street runs counter to this ideal. Is there any recourse available with Conservation Halton that would allow these trees to be saved? Killing these trees is contributing to the death of Milton's character.

I think we all understand that towns grow and things change but this project is too much - there is no proper infrastructure or neighborhood protection in place. Ontario and Laurier will be too busy and frankly, it will be extremely dangerous. I am petrified to let my children even cross that intersection as it is. I can't even imagine what it will be like in 2 years if this project goes as planned. -Laura Peresan

On Mon, Jan 25, 2021 at 10:52 AM John.Brophy@milton.ca <John.Brophy@milton.ca > wrote:

It's a good point. I will ask how the noise experts have been dealing with that.

Thanks,



John Brophy, P.Eng. Director, Infrastructure 150 Mary Street, Milton ON, L9T 6Z5 905-878-7252 x2516 www.milton.ca

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From: Kristina Tesser Derksen <<u>Kristina.TesserDerksen@milton.ca</u>> Sent: Monday, January 25, 2021 10:42 AM To:

	John Brophy
<john.brophy@milton.ca>; Colin Best <colin.< td=""><td><u>Best@milton.ca</u>>; Meaghen Reid <<u>Meaghen.Reid@milton.ca</u>>;</td></colin.<></john.brophy@milton.ca>	<u>Best@milton.ca</u> >; Meaghen Reid < <u>Meaghen.Reid@milton.ca</u> >;
	Mollie Kuchma
<mollie.kuchma@milton.ca></mollie.kuchma@milton.ca>	

Subject: Re: Valleyview Cres Resident petition for road noise abatement

Okay, that's a fair point. But aside from waiting until things are back to normal, I am not sure how to fix that. May e we can factor in historical traffic volumes to get a true picture.

John, do you have any thoughts on how to address the decrease in traffic during COVID, seeing as it may result in a misleading conclusion on the noise level?



Kristina Tesser Derksen Town Councillor Ward 1 150 Mary Street, Milton ON, L9T 6Z5 905-691-8988 www.milton.ca

From:

Sent: January 24, 2021 5:49 PM To: Kristina Tesser Derksen

Cc:	; John Brophy; Colin Best; Meaghen Reid;
	; Mollie Kuchma
Subject: Re: Valleyview Cres Resid	lent petition for road noise abatement

Kristina,

My other concern is they are doing a noise study during covid while the country is locked down. Do they know the sound is 10 x worse?

Melanie Porter

Sent from my iPad

On Jan 24, 2021, at 4:51 PM, "<u>Kristina.TesserDerksen@milton.ca</u>" <<u>Kristina.TesserDerksen@milton.ca</u>> wrote:

Hi Steve and all,

A few points I want to address, because I don't want you to think we are ignoring you.

Firstly, we are all troubled by the CN decision, but there are avenues that are being explored and it does not seem that this is the end of the road for this journey. That being said, not only are Colin and I the counsillors for the Tremain area, but we also both live a stone's throw from Tremaine Road, so we are well aware of the potential impacts. Back to the Ontario St. noise: Colin and I did meet with John and our commissioner of planning to go over what the options are. As John spelled out in his email, there are regulations that dictate how this type of work is addressed. And as I mentioned in a previous email to you all, there is going to be some cost born by homeowners. Those are the realities we all need to face if we want to move ahead. Melanie, you mentioned that there was a previous discussion with the developer and that he offered to cover the cost. I'd like some more details on that conversation, so if whoever spoke to him could get in touch with me, I'd appreciate it.

The Developer's offer aside, one of the concerns I raised to John was the material of the fence. Firstly, I wonder if there's any actual scientific evidence that shows concrete mitigates soundwaves better than wood. I've done a little bit of initial research, and while masonry is described as "ideal", wood is listed as also an excellent option. John explained to me directly, and also in his email, that once a noise study is carried out, we will know what material is required to bring the sound within the acceptable decibel level.

As John also explained, there has to be an agreement from home owners to accept sharing of the cost. John is working to get some dollar amounts together for you. I understand that you will not commit to something if you don't know the amount. That is reasonable, and I fully support that.

I expect that, within the coming weeks, we will have some numbers to share from which you can make a more informed decision on the revised petition. Until then, if someone can provide me with the information I've asked for above (details on conversation with developer, and evidence in material suitability), that'd be appreciated.

Thanks, -Kristina

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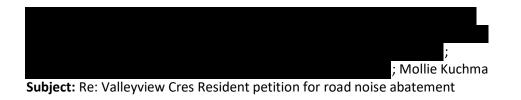
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From:

Sent: January 24, 2021 10:52:30 AM

To:

Cc: John Brophy; Colin Best; Kristina Tesser Derksen; Meaghen Reid;



So Mr. Brophy, Mr. Best, Ms. Tesser-Dirksen and Mr. Gill,

Now what!

https://www.insidehalton.com/news-story/10314445-controversial-cn-intermodal-hub-inmilton-gets-green-light-from-federal-government

Already, trucks carrying rail containers are the worst for noise and vibration impact to our homes. Now we are going to have a steady stream of them through the Town and behind our homes on the way to the 401. Wait you say, these trucks will be diverted to to Tremaine Road? Let's bring in the Councillors from the Wards bordering Tremaine and see what they have to say?! After all, there appears to be some disparity from what new Miltonian neighbourhoods receive verses long standing residential areas?

And just an FYI Mr. Brophy when is the last time the Town, Region etc. Used red cedar for fences? It would appear it's time for your bi-law to be updated!

No more B.S. !

Steven Porter

On Jan 22, 2021, 4:12 PM -0500,

wrote:

Hi Melanie and all,

This is disgusting! The town of Milton is responsible for containing sound pollution when they continually create it. They have zero respect for their long standing residence/tax payers and seem to be quite happy to just drive us out of town. This is the only town I know of that allows full truck traffic through residential areas and they do not care about the safety concerns this presents. This is not about just sound mitigation, this is also about protecting our families. Milton politicians do not care!.... lets just allow over a 1,000+ trucks a day to barrel through a residential road at 60-80 km h at all hours of the day, and add thousands of more cars with new high rise buildings that do not have proper road management. The concrete fence is not only to protect our health, it is also to protect our property from cars and or trucks from coming through our yards if there is an accident. Again Milton politicians

do not care! They do not seem to care that the sound levels in our yards is pushing 110db, which will absolutely increase by putting a 6 storey wall (building) across the street, which their engineers/city planners have not figured out that sounds bounces off buildings yet and can add another 10-20db's and this is on the builder!

I do not feel we need to amend the petition at all! This needs to be paid in full by the town and or combined with the builder and this needs to happen before building starts.

We need to talk about signs on the back sides of our fences in protest, we need to look at getting the press involved and we may need to look at expanding this petition beyond our street and look for support from all ontario street residences regarding the truck traffic, which creates massive safety concerns and sound pollution on all of Ontario Street.

Again, if anyone is interested in a sign, I will get some pricing in the coming weeks.

Colin and Kristina, please do your jobs and fight for your people! Do not just push paper across the desk and say your job is done. This building will set a precedent for all other buildings that will be put up in your neighborhood. Do the work now! before it gets more out of control.

Thank you

On Thu, Jan 21, 2021 at 8:29 PM Melanie Porter <

> wrote:

Dear neighbors of Valleyview Cres,

Important please read...

The town of Milton is asking us again to pay 25% of the cost of the wall. Again with no estimate of cost. Further, stating any premium materials, IE; concreteattenuation wall, will be born by the residents with additional costs of engineering acoustics study??? This alone could cost thousands of dollars. Why are we paying for this for the builder? ...

I find it very difficult to say I will pay 25% if I don't understand how much I will be paying.

This is the same thing that happened last time. I am asking all of you to send your thoughts to Mollie, Megan and John attached to this email.

The builder came to our houses to see what we thought about the building, and OUTRIGHT, said he'd be willing to pay for the sound wall... I think the town needs to ask the builder for the 25%.. did the builder tell any of you ? I know he told my husband , and I and said it again with our neighbors Trevor and Stephanie Hogan.

Also, please note ; "Currently the standard is western red cedar, however if premium materials are agreed upon by all participants, 100% of the premium costs will be apportioned to residents"....

we are asking for concrete this could DOUBLE the cost to the residents...

My thoughts are WHY are we paying for this when the TOWN is asking us to infringe on our privacy rights, with apprx 450 cars headlights, per day going into our backyards. As we heard on the town council meeting on Monday night, it is in the bi-laws that they wanted to preserve the character of older Milton. The councillors Kristina Dirksen and Colin Best are asking the BI-law be changed so that it conforms to meet the demands of current and future growth of Milton. This should include concrete vs red cedar.

PLEASE stress you opinions and concerns. I will amend the petition, and see how many homes will be willing to pay the 25% +++++Please see below the message I received today from John Brophy.

Wondering if anyone has the builders card or phone number. I would like send this email to him. He was very nice and willing to help.

Thanks

Melanie

Melanie Porter

Sent from my iPad

On Jan 21, 2021, at 9:06 AM, "John.Brophy@milton.ca" <John.Brophy@milton.ca> wrote:

Melanie, I am writing to advise that your petition for the installation of a noise wall along Ontario Street needs to be amended in order to move this forward. The policy of the Town of Milton complies with the Local Improvement section of the Municipal Act and as such needs to comply with the prescribed process outlined in the regulations.

• The Town's policy and the Local Improvement section of the Municipal Act deals with shared cost projects and your petition deals with full cost apportionment to the Town of Milton. Residents in favour of the petition need to be informed of cost sharing and sign with this in mind.

• The types of material used for the local improvement is determined during the design process to deliver the results needed to do the job. Your petition indicates a concrete wall.

I have prepared suggested wording for the petition that meets the requirements of the Act and The Town of Milton policy;

This petition is to request that the Town of Milton undertake a technical study to assess the need for a noise attenuation wall along the reverse frontage of properties on Valleyview Cres., adjacent to Ontario Street. Subject to the results of that study, that the Town design and construct said noise attenuation wall. It is understood that this project (including the initial assessment study) would be undertaken in accordance with the Local Improvement section (O. Reg. 586/06) of the Municipal Act and would be cost shared with The Town of Milton (75%) and land owners (25%) as per the legislation and Town Policy No. 68 (re: Installation – Noise Attenuation Features).

• Engineering costs including the acoustic study, design of the wall, construction contract administration and all costs associated with construction.

Material components of the wall will be determined during the design phase of the project. Currently the standard is western red cedar, however if premium materials are agreed upon by all participants, 100% of the premium costs will be apportioned to residents.

It is understood that the approval of the project is subject to the results of an acoustic study and, if warranted, the inclusion of the required funding in the Town's Capital Budget process.

This petition will be filed with the Clerk of The Town of Milton for certification.

I have discussed this petition with the Town Clerk, Meaghen Reid and she has provided the following protocol for petitions;

"Best practices for a petition would be to have the purpose of the petition at the top of the document and space for the inclusion of the name, address and signature of each person signing the petition. Each page of the petition document should be formatted the same, so that each person signing the petition is aware of the purpose of the petition that they are signing and they know to include the required information. If you are using an electronic document or program, you will want to make sure that there is a way to include a validated or confirmed signature of each person."

I am still investigating a budget level cost for this project and will inform you when done.

Thanks,

<esig_cb7daa72-4770-4979-b68f-eed4c3985ef2.png>

Tammy Howe

From:	
Sent:	Monday, January 18, 2021 9:01 PM
To:	Mollie Kuchma
Subject:	Re: Valleyview Cres Resident petition for road noise abatement

Yes please include, this is a representative of the Valleyview residents concerns. This comes from most of the 17 residents. 2 have not been included as they were renters. Thank you

Sincerely, Melanie

Melanie Porter

Sent from my iPad

On Jan 18, 2021, at 8:28 PM, "Mollie.Kuchma@milton.ca" <Mollie.Kuchma@milton.ca> wrote:

Thank you Melanie.

Just to clarify – would you also like the letter below included as part of the public record? If included as part of the public record it will be attached to the final planning report in the appendices (lesser private information). Alternatively I can speak to the questions and concerns within the letter without attaching it as an attachment. I just want to be sure to include it if that is your intention.

Thank you, Mollie



Mollie Kuchma, M.Sc. MPA MCIP RPP Senior Planner, Development Review 150 Mary Street, Milton ON, L9T 625 905-878-7252 x2312 www.milton.ca

Please note that all Town of Milton administrative offices are closed from Dec. 24, 2020, and will reopen on Jan. 4, 2021. For more information regarding Town programs and services during this closure, please visit the <u>Town's website</u>.

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From: Melanie Porter < Sent: Monday, January 18, 2021 8:22 PM To: Mollie Kuchma <<u>Mollie.Kuchma@milton.ca</u>> Subject: Fwd: Valleyview Cres Resident petition for road noise abatement

Mollie,

This is the original email including the petition of residents of Valleyview. I just want to be sure that all of our concerns are brought to council. John Barlow address most of it but I was a few mins late for the meeting so I did not know how to get a voice on the meeting. Thank you for adding this to the meeting. Sincerely,

Melanie

Melanie Porter

Sent from my iPad

Begin forwarded message:

From: Melanie Porter < Date: September 28, 2020	at 9:47:46 PM EDT	
To: robert.thompson@pc.c	ola.org, parm.gill@pc.ola.org, john.br	<u>cophy@milton.ca</u>
ombudsman@adr.ca		
Cc:	, kristina.tesserderksen@milton.ca,	
colin.best@milton.ca,		

Subject: Valleyview Cres Resident petition for road noise abatement

Re: Valleyview Crescent Resident's Petition for Road a Noise Abatement

Dear Parm Gill, Robert Thompson, and Milton Ombudsman,

Further to my facebook conversation with Robert Thompson from the office of Parm Gill, MPP For Halton, we appreciate the opportunity to meet with Mr. Gill to discuss the continuing concerns of the residents of Valleyview Crescent whose homes back on to Ontario Street South. It is our opinion that for years the Region of Halton and the Town of Milton has placed a low priority on the health and safety concerns and the growing traffic noise emitted from Ontario Street South of these residents affected residents. More so now with the Town of Milton's exponential growth in it's industrial base, residential and high density residential development, there would appear to be continued disregard for the preservation of the private property rights and enjoyment of existing homeowners in areas directly affected by this growth.

In 2018 Bucci Homes started construction on 154 unit, medium density townhouse complex behind homeowners on Valleyview Crescent. At that time the residents publicly voiced their concerns to Milton Council including traffic signals for safe ingress and egress and light and sound protection from increased traffic flow. No such controls were implemented by the town. Further, Bucci Homes (AKA- Abbey on Sixteenth) appeared to exploit the lack of infill building bylaws for infill development and even after repeated complaints to the Town's Building departments about site safety and protection (no perimeter safety fence or dirt and dust mitigation barriers). For growing on three years, dirt and use from the site ended up in our homes, in our swimming pools and on our windows and patio furniture. Further, due to the absence of policy dealing with wildlife, our street has become infested with rats, mice, skunks and the like. This is also brought about the concern of health due to the increased potential of rabies.

As previously mentioned, both the Town of Milton and the Region of Halton has made a number of attempts and petitions for a sound mitigation wall. Unfortunately, responsibility for the road known as Hwy <u>25 or Ontario street</u> <u>south</u>, was transferred to the Town of Milton from the Region of Halton and with it any chance of sound protect. During our own 30 year residency on the street the buck has been passed from region to town and has continued for 30+ years.

In 2019 a plan of subdivision for a property at the corner of Derry and Ontario Street was approved for Briarwood (AKA Milton Towers). As part of the development proposal a noise feasibility study was conducted. See report <u>drive.google.com/file/d/13feRr5bZ4w_t5b36eWTI2hvgrah3_BAE/view?u</u> <u>sp-drivesdk.</u> dated Sept 29, 2017.

In our opinions, reports like this one and 2012 traffic studies referenced by real estate developers are severely outdated and in no way reflect 2020 traffic volumes and noise levels on a major arterial road such as Ontario Street (Hwy 25) that services other major transportation routes used by both Milton residents and and businesses.

The noise feasibility report above specially demonstrates that the Decibel levels recorded were far in excess of the MOE allowable limits. Far in excess for a resident to have "Right of quiet enjoyment of our property" for which I believe is a right under law. In the study the consultant recommend a height of 5 meters for noise at the south of the development. In our observation this is most likely due to transport trucks braking and starting from a stopped position caused by the traffic lights a Derry Road and Ontario. We would like to point out that the residents of Valleyview Crescent are also subjected to the same noise levels from south bound traffic from two intersections (Laurie Avenue and Ontario Street as well as Derry and Ontario Streets).

Now, as residents we have been notified of another project going in across from our back yards for a 5-8 story high rise apartment building, with more traffic noice and light entering onto Ontario Street and coming into our backyards. Reading the developers proposal <u>https://www.milton.ca/en/business-anddevelopment/resources/501-Ontario/Planning--Urban-Design-Rationale-02-June-20.pdf</u>, it has come to our attention that although all streets adjacent to the development were referred to by name when sating there would be no negative impact to these streets, Valleyview a Crescent was only referred to as "existing low rise" with NO reference to the impacts of this development.

Point of note. Guelph, Burlington and Mississauga have installed "Noise

Attenuation Barriers on Major all Roadways through residential neighbourhoods. As an example, Guelph line in Burlington, a 10ft concrete wall was installed the entire length of Guelph line to the QEW. For all property owners.

On the city of Mississauga website in 2009, the city approved 100% city funding changes to the noise attenuation. Why not Milton?

At the beginning of September 2020, following the notice of the apartment building proposal we approached all the affected residences of Valleyview Crescent and presented the option to sign a petition (attached) for the municipally fund installation of a proper sound protection (mitigation) wall in accordance with MOE guidelines for sound mitigation. There are 17 homes that back onto Ontario Street, 15 signatures by ALL owner occupied residents signing. Two owners we could not get at home.

In the petition we are requesting a concrete or resin noise barrier wall behind our homes to replace the current, town (or region) owned a 4ft chain-link fence. which collects garbage and refuse and serves no sound protection. Every wood fence seen currently facing Ontario Street, on the 17 Valleyview Cres. homes were installed paid for by the residents with no assistance from the town or Region. As we have installed our own wood fences in some cases reinstalled, we are not willing to pay for another ineffective Town, share funded WOOD fence. We want sound proofing.

Current sound levels in our back yards have been measured, by us with our own equipment, at average levels of 116 db's. The maximum guideline from the MOE is 45 dbs. We understand these are not official measurements but request the town/region provide up to date traffic studies and request an independent noise pollution study.

With Milton's continued growth plan, both commercially and residentially, the potential CN Intermodal, as well as more high density residential development and expanded industrial development that includes millions of square feet of warehousing (more transport trucks); we are asking for your help at the Provincial level to fight with us against the Town's apparent disregard and real estate developers over simplification of provincial and ministry guidelines. Our hope is you will assist us in obtaining a 100% municipally funded, noise barrier wall behind our properties and maintain the values of our properties to the same values as all other Valleyview Cres. property owners.

Respectfully, Melanie and Steve Porter, Stephanie and Trevor Hogan

<image001.jpg>

<image002.jpg>

<image003.jpg>

Melanie Porter

Sent from my iPad

October 22, 2020

To whom it may concern,

As residents of Valleyview Crescent, Milton, a residential street/neighbourhood with 17 lowrise, single family homes with rear yards immediately across Ontario Street South from the proposed development 485, 501 and 511 Ontario Street South and directly affected by this development, we have the following questions/concerns:

 First and foremost, as one on the <u>most</u> impacted streets by the development, why has "Valleyview Crescent" not received specific mention in your Planning and Urban Design Rationale dated June 2020 other than a slight mention to "low-rise homes" in the area? Note: We two property owners of 17 home owners directly across the Ontario Street, to the west. These 17 single family, detached, low-rise homes will be directly affected by the proposed, mid-rise, apartment building.

Already existing concerns:

- Heavy traffic noise and air pollution and damaged roads. A large portion of which is attributed to diesel tractor trailers and tractor trains which are steadily increasing relative to the intense commercial/industrial growth in Milton's new north and east industrial corridors.
- Pedestrian safety. There is currently 0.8 km between signaled intersections and crosswalks causing pedestrian crossing in non-designated areas.
- Issues with displaced wildlife, rodents and concerns for rabies from neighbouring development(s)
- We anticipate added vehicle noise, parking overflow which will end up on our street, added light pollution into our bedroom windows and loss of any privacy in our backyards due to the overlooking height of the building.
- 2) Please clarify if this proposal is for a 6, 7 or 8 storey building as there appears to be mixed information even in your own proposal.
- 3) Where is there an existing precedent on Ontario Street or in Milton for an infill, apartment project of this magnitude as infill within an existing residential neighbourhood?

The existing low-rise apartments on Ontario Street north (mostly 3.5 - 4.5 stories) existed prior to the subdivision known as Dorset Park where proper buffering etc. was considered in the plan of subdivision. Not the other way around.

4) How does a 6, 7/8 story building with 297 units fit with the current Milton Official Plan together with policies 84 & 85 (4) of the Regional Official Plan? (both are below).

Milton Official Plan

"3.2.1.2 Further provides that residential intensification should be guided by the character of adjacent established neighbourhoods; be stepped back or setback; and rear or side yards abutting existing residential development shall be designed to include fencing and landscaping and other design features to <u>mitigate noise</u>, light and visual <u>impacts."</u>

Policy 84 & 85 (4) of the Regional Official Plan

"Seeks to make more official use of developed lands, housing stock and available services to increase the supply of housing <u>while maintaining the fiscal characters of existing neighbourhoods</u>."

- 5) Understanding that the Province's Urban Intensification Plan focuses on intensification within urban boundaries, where is the justification for going from three, low density, detached home lots to a high density, mid-rise apartment building with little regard to fitting into the surrounding residential areas?
- 6) Does the developer plan to provide protection in the form of a privacy / noise abatement wall that meets the Ministry of the Environment's recommended policies for noise and light protection for the residents directly affected by the development?

On page 40 of the report it states that the low-rise dwellings on the west (Valleyview Crescent) of Ontario Street South will not be negatively impacted for privacy, overlook or shadow.

This statement alone shows a total disregard for property owners of Valleyview Crescent. There is an existing, dilapidated, Town owned, 4ft chain link fence separating the property owners from Ontario Street South and beyond in the east. Existing wood fences on these properties are privately owned by the residents. The developer nor the Town should have the expectation of the residents to provide further adequate protection. Noise levels in the area already exceed MOE guidelines by twice the recommended levels. With a building of the proposed height and it's proximity to Ontario Street South, traffic noise will reverberate off the building and be amplified into the rear yards of the affected Valleyview Crescent property owners. An existing Complaint with Town and Provincial representatives has been put forth.

7) What site protection measures for debris and dust control are to be implemented and maintained during construction?

On the Bucci Homes development to the immediate north, there has been no site protection from the construction, dust and noise whatsoever, and still doesn't. Our widows, garden furniture, plantings and pools have been riddled with dust from the site for in excess of two years without any support or investigation from Town officials and a total disregard from the builder. 8) What is proposed to control ingress and egress from the development onto an already congested and busy road?

Traffic studies do not appear to account for the exponential commercial/industrial growth, the percentage of heavy vehicle traffic using Ontario Street South as a link to the QEW, 407 and 403 in the south and vehicular traffic from the proposed high rise apartments at the SE of Derry and HWY 25 that will obviously use this route to the 401 to the north.

- 9) What protection will be provided to mitigate the light from headlights of vehicular traffic exiting the building, beaming into the bedroom and rear windows of affected Valleyview Crescent homeowners?
- 10) What measures will be implemented to protect Valleyview Crescent from overflow parking in the development?

The catwalk between Valleyview Crescent and Ontario Street in addition to and Laurier Avenue provide the most convenient (shortest) routes to the development.

We thank you in advance for addressing our concerns.

Respectfully,

Steven and Melanie Porter – Trevor and Stephanie Hogan,

c.c. Colin Best, Milton Town Council, Kristina Derksen, Milton Town Council

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO.XXX.2023

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 016-2014, AS AMENDED, PURSUANT TO SECTION 34 OF THE PLANNING ACT IN RESPECT OF THE LANDS DESCRIBED AS PART OF LOTS 7, 8, 9 & 10, REGISTERED PLAN 375, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (VILLAGE DEVELOPMENTS INC.) – TOWN FILE - Z-07/20

WHEREAS the Council of the Corporation of the Town of Milton deems it appropriate to amend Comprehensive Zoning By-law 016-2014, as amended;

AND WHEREAS the Town of Milton Official Plan will provide for the lands affected by this By-law to be zoned as set forth in this By-law upon the approval of Official Plan Amendment Number 73.

NOW THEREFORE the Council of the Corporation of the Town of Milton hereby enacts as follows:

- 1. THAT Schedule A to Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by changing the existing Residential Low Density (RLD) zone and Natural Heritage System (NHS) zone symbol to the to a new site-specific Residential High Density with a Holding (RHD*336-H79), site specific Natural Heritage System (NHS*337) and Natural Heritage System (NHS) zone symbols on the lands shown on Schedule A attached hereto.
- **2. THAT** Section 13.1 of Comprehensive By-law 016-2014, as amended, is hereby further amended by adding subsection 13.1.1.336 as follows:

Notwithstanding any provisions of the By-law to the contrary, for lands zoned site-specific Residential High Density (RHD*336) zone, the following standards and provisions shall apply:

- a) Special Zone Standards:
 - i. Maximum number of units 296
 - ii. Maximum lot coverage 42%
 - iii. Minimum front yard setback 5.5 metres
 - iv. Minimum rear yard setback 6.5 metres
 - v. Minimum interior side yard setback 7.5 metres

Page 1 of 5 of By-law XXX-2023

- vi. Maximum building height 6 storeys to a maximum height of 22.0 metres, as measured from established grade to the top of parapet and exclusive of a mechanical penthouse with a maximum height of 6 metres above the roof surface.
- vii. Minimum residential unit parking rate of 1.0 spaces per residential unit
- viii. Minimum visitor parking rate of 0.25 spaces per residential unit
- ix. Grade related patios shall be permitted within the minimum front yard setback, minimum side yard setback and minimum rear yard setback
- x. A privacy screen no higher than 1.5 metres may be permitted within the front yard
- xi. The underground parking structure is permitted to be setback a minimum 0.2 metres from a property line.
- xii. Waste storage facilities are permitted so long as they are contained within a main building
- xiii. A garbage loading space is permitted to be located partially within a building
- xiv. A loading space is permitted to be setback a minimum 17.0 metres from a side yard
- xv. One parallel parking space is permitted to be set back 1.5 metres from the main wall of a building
- xvi. A minimum of 108 bicycle parking spaces must be provided, including:
 - i. 18 short-term bicycle parking spaces located at grade
 - ii. 90 long-term bicycle parking spaces located below grade
- xvii. Notwithstanding any provisions of the By-law to the contrary, permanent window awnings and canopies are permitted to encroach a maximum of 2.5 metres into a required yard.
- **3. THAT** Section 13.1 of Comprehensive By-law 016-2014, as amended, is hereby further amended by adding subsection 13.1.1.337 as follows:

Notwithstanding any provisions of the By-law to the contrary, for lands zoned site-specific Natural Heritage System (NHS*337) zone, the following standards and provisions shall apply:

- a) The only development permitted within this zone shall be for the purpose of the installation and maintenance of the approved LID feature.
- **4. THAT** Section 13.2.1.125 of By-law 016-2014, as amended, is hereby further amended by adding the following conditions for removal of this "H79" Holding Provision:

"H79" shall not be removed until:

- a. The Owner demonstrates to the satisfaction of the Town of Milton that they will be able to achieve all proposed TDM measures outlined in the 501 Ontario Street South Parking Justification Study Update dated March 2023 by C.F. Crozier & Associates including any ongoing programming or management that may be required for program success. All costs associated with the implementation of the TDM measures are the responsibility of the Owner. The TDM measures are as follows:
 - i. The provision of a minimum of 90 long-term secure bicycle parking spaces plus 18 short-term visitor bicycle parking spaces. The long-term bicycle parking areas must be locked and have access permitted to residents only. The bicycle facilities must comply with the City of Toronto Bicycle Parking Guidelines. The bicycle parking spaces must be shown on the plans including details of the lockers/racks;
 - The Owner agrees to charge for parking as a separate cost to occupants. All units are to be unbundled from parking spaces. The purchase/rental agreement between the occupant and the property owner must be provided noting the cost of a parking space and the ability for occupants to opt in or out of having a parking space;
 - iii. The Owner agrees to provide active uses at-grade along street frontages via sidewalk connectivity; and
 - iv. The provision of information packages to tenants alerting them to transit and active transportation opportunities in the area.
- 5. THAT if no appeal is filed pursuant to Section 34(19) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, or if an appeal is filed and the Ontario Land Tribunal dismisses the appeal, this by-law shall come into force on the day of the passing. If the Ontario Land Tribunal amends the by-law pursuant to

Page 3 of 5 of By-law XXX-2023

Section 34(26) of the *Planning Act*, as amended, the part or parts so amended come into force upon the day the Tribunal's Order is issued directing the amendment or amendments.

PASSED IN OPEN COUNCIL ON MAY 29, 2023.

____Mayor

Gordon A. Krantz

____Town Clerk

Meaghen Reid



Report To:	Council
From:	Andy Scott, Director, Strategic Initiatives and Business Development
Date:	May 29, 2023
Report No:	ES-006-23
Subject:	Halton Digital Access Strategy - Implementation Plan
	1. THAT Council takes the following actions regarding the creation and operation of Halton Digital Access Services Corporation ("HDASC"):
	(a) Adopt the business case and receive the results of public consultation as described in this report;
	(b) Approve the creation of a Municipal Services Corporation ("MSC") to be known as "Halton Digital Access Services Corporation" to operate the businesses as described in this report, and approve the subscription of shares of HDASC by the Municipality;
Recommendation:	(c) As required by subsection 7(1) of Ontario Regulation 599/06 (Municipal Services Corporations) as a condition of creating a MSC, adopt the Asset Transfer Policy as described in this report (and included as Appendix A);
	(d) Authorize the CAO (or designate) to act as an incorporator of HDASC and the Municipality's representative on the HDASC Board of Directors;
	 (e) Approve the Municipality entering into the following agreements described in this report: i. Unanimous Shareholders Agreement; ii. HDASC Municipal Pole License Agreement; and iii.Any related ancillary agreements the CAO deems are reasonably required for the creation or operation of HDASC,
	(f) Approve the Municipality, as a shareholder of HDASC, to authorize HDASC to enter into:

i. Unanimous Shareholders Agreement;
ii.HDASC Municipal Pole License Agreements; and
iii. Related ancillary agreements the CAO deems are
reasonably required for the creation or operation of HDASC,

(g) Delegate to the CAO (or designate) the authority to execute the agreements described above, as a director of HDASC, or as authorized signatory for the Municipality as a shareholder of HDASC, as the case may be, and sign such other documents, agreements or forms and to do such other things as are reasonably required for the creation and operation of HDASC.

2. THAT a copy of this report be sent to the City of Burlington the Towns of Halton Hills and Oakville, and the Regional Municipality of Halton for their information.

EXECUTIVE SUMMARY

- In September 2022 staff received direction from council to 'develop a one-window approach to support the implementation of 5G technology across Halton' and to 'report back to council in early 2023 for final approval' (see report ES-013-22). Town of Milton staff have worked in collaboration with staff from each of the municipalities within Halton and the local hydro companies to explore one-window operating models that align with council direction and the Halton Region Digital Access Strategy, endorsed in December 2021.
- Staff are recommending that a single Municipal Services Corporation (**MSC**) be created with the intent that this MSC operate a one-window service to telecommunication companies on behalf of each municipality and hydro company within Halton Region.
- This MSC would be initially funded through a \$500,000 loan from Halton Region. Based on commercial projections, it is anticipated the MSC would begin to generate net revenue in year two of operating. Any net revenue generated would be distributed via annual dividend payment to each of the shareowners of the MSC based on asset ownership (street lights and hydro poles licensed for use by the telecommunication companies (TELCOS)).
- Halton Region, the City of Burlington, the Town of Halton Hills, the Town of Milton and the Town of Oakville would share ownership of the new MSC, and would each have a member on the Board of Directors. The four local Hydro Companies would also each have a representative on the Board of Directors. The Halton Municipalities and



Hydro Companies would be required to enter into license agreements to grant the new MSC access to Vertical Assets to allow centralized 5G attachments permitting to Telcos.

- The *Municipal Act, 2001* requires public consultation on the proposed formation of an MSC and this was undertaken in coordination with each Halton Municipality from November 23 to December 14, 2022. The public consultation was supported by social media, local newspapers and Halton.ca communication.
- The public consultation yielded a significant local engagement with over 2000 individuals reviewing the public consultation documentation. 94 comments were received with the primary theme questioning if any health concerns related to cellular technology exist. To that end Health Canada were engaged and based on the best available scientific evidence, there are no health risks from exposure to the low levels of radiofrequency electromagnetic fields emitted by 5G devices.

REPORT

Background

The long-standing need for reliable broadband connectivity has been amplified during the COVID-19 pandemic as residents and businesses required reliable broadband access in order to work, learn, access health care services, conduct business, and communicate with friends and family.

The experience through the COVID-19 pandemic has further demonstrated that broadband is an essential service. Halton Region continues to advocate to the Provincial and Federal Governments to increase and accelerate broadband connectivity, quality and affordability in Halton's communities. The current CRTC 50Mbps/10Mbps Rural Broadband target, although helpful for minimal viable connectivity in areas without connectivity, is not sufficient to support next-generation technology and applications, such as smart vehicles, remote machinery control and public safety communications.

The next-generation broadband capabilities will rely on new 5G technologies that will transform national and regional economies. These technologies will include a fully integrated fibre-based wire line and 5G wireless network.

To implement 5G wireless technology, network operators such as Bell, Rogers and others need to create a network of small cells (antennas) to deliver the technology into homes, businesses and mobile devices. These small cells (or microcells) are essential for 5G network capability as they allow the operators to support more users with faster speeds, without the need to acquire additional wireless spectrum. Small cells are mini cellular towers



(antennas), which are roughly the size of a standard laptop and can be installed on top of buildings, streetlights, and hydro poles. In this context, the Local Municipalities and Hydro Companies can leverage their existing Vertical Assets to facilitate faster deployment of 5G network capability.

On December 15, 2021, Regional Council received Report No. ST-08-21, re: "Digital Access Strategy Report", which provided an overview of the economic benefits of widespread 5G access. In addition, it provided an overview of Halton Region's commitment to 5G technology to ensure residents and businesses have access to the internet services required to support both the economy and quality of life. The Digital Access Strategy also calls for a unified broadband service using fibre to the home technology, which ensures that the Halton Municipalities are appropriately positioned to allow residents and businesses to benefit from 5G technology.

The Digital Access Strategy advocates for enhanced broadband services in both the rural and urban areas through a framework in which the Halton Municipalities and Hydro Companies could efficiently service requests from Telcos to deploy wireless 5G device attachments on Vertical Assets throughout Halton.

Amongst the five Halton Municipalities and the four Halton Hydro Companies, ownership of Vertical Assets is diversified. With respect to 5G, if Halton Region, the Hydro Companies and Local Municipalities opted to individually provide permitting for only those Vertical Assets that each party owns, the Telcos would have to approach each of the nine parties separately, facing varying permitting and licencing requirements, as well as varying processes and timelines. A "one-window" permitting service model whereby the Telcos would apply through a centralized permitting service has the potential to help the Telcos expedite their 5G implementation plans across Halton Region

In addition, during the course of this research, staff have determined that several Telcos support a one-window approach which would help support their 5G deployments.

Through report ES-013-22, Council directed Town staff to explore "one-window" service models which would permit Telcos to gain access to the Vertical Assets of all the Halton Municipalities and the Hydro Companies through a centralized permitting service. Since this direction Town staff have continued to work with municipal and local hydro company partners to explore one-window operating models which would align with the recommendations set forth within the Halton Digital Access Strategy.

The formation of a Municipal Services Corporation offers the ability of municipalities to streamline and standardize permit intake whilst also allowing for permit application and ongoing licensing fees to be set at rates above cost recovery. If the commercial model is realized this would see the MSC generate an annual revenue from its second year of operating and each year there after.



Through the provisions of the *Municipal Act, 2001*, a Municipal Services Corporation, owned by Halton Region together with each of the Local Municipalities, could be established to operate the "one-window" services consistent with the above key principles. A MSC can provide these centralized 5G permitting and management services, including:

- initial permit application and ongoing access licenses for Telcos' use of poles for 5G attachments;
- municipal and Hydro Company licenses to manage 5G pole attachment rights to the MSC; and,
- facilitation or coordination of services to the Telcos, including engineering, installation, maintenance and removal of cell attachments.

In addition, the proposed structure could allow the MSC to eventually provide additional services beyond 5G, including a "one-window" approach for all non-5G Telecommunications permits, should that be considered desirable by the MSC partners. This would necessicate, when the time is appropriate, negotiation of further agreements to facilitate any expansion of the MSC services.

Overall, a Municipal Services Corporation approach should create favourable conditions for the rollout of 5G across Halton Region. This will accelerate the delivery of 5G connectivity for local residents and businesses, bringing with it associated economic and social benefits.

Given the distributed ownership of Vertical Assets (i.e. that no party owns more than 17 percent of the total assets), it will be important to establish the appropriate governance to deliver a "one-window" approach to support 5G deployment. Key principles identified for developing a governance structure for municipal consideration were as follows:

- ownership of the poles is not transferred by the owner to the MSC;
- municipalities and Hydro Companies will license rights to the MSC to manage Telcos' one-window access to Vertical Assets;
- 5G equipment and maintenance must not interfere with the primary purpose of the Vertical Asset;
- each Vertical Asset owner will take part in the governance of the MSC; and,
- fees charged to Telcos should be based on rates that at a minimum must cover all operating costs associated with one window service and allow for full cost recovery for the owner of the Vertical Asset.



The *Municipal Act, 2001* sets out several statutory requirements that must be met prior to the creation of a Municipal Services Corporation, including the following:

- <u>Business case study</u> A municipality must adopt a business case study before it establishes a Municipal Services Corporation either alone or with one or more other municipalities.
- <u>Asset transfer policies</u> A municipality must adopt and maintain policies on asset transfers to corporations, even though, subject to the next sentence, no asset transfers to HDASC are currently contemplated (i.e. the ownership of the pole infrastructure would remain with the individual municipalities and the Hydro Companies). As described in this report, the Region proposes to make a loan of \$500,000 to HDASC, which would constitute the transfer of assets under the asset transfer policy.

<u>Public participation</u> – a municipality must consult with the public about the proposal to establish the MSC prior to such corporation's establishment. There are no specific rules governing the nature of the public consultation. The Halton Municipalities have met this obligation of the *Municipal Act, 2001* through the process described in the Public participation section of this report.

Discussion

Under direction of the Halton CAOs, Halton Region staff, working jointly with the Local Municipalities, the four local Hydro Companies, consultants, and external legal counsel, have completed the necessary preparations for consideration of a proposed one-window centralized 5G permitting service though a new MSC. These preparations include meeting the requirements of the *Municipal Act, 2001* described above, as well as completing drafts of the foundational agreements, governance, and planning specific to the purpose of the proposed new MSC, as described in the following sections of this report.

Operating Model / Business Case

In the proposed HDASC, the Region and the four Local Municipalities would each own 20 percent of the shares in HDASC and would each have one representative on its Board of Directors. Each of the four local Hydro Companies would also have a representative on the board.

Each of the nine HDASC partners would license space on their respective Vertical Assets to HDASC, who in turn would be able to license space on these poles for 5G microcell equipment to Telcos (e.g. Bell and Rogers). HDASC would:

• work with the Telcos to understand their business plans for 5G roll-out in Halton;



- accept applications from Telcos for the installation of 5G equipment on poles;
- review these permit applications (in consultation with the pole owners);
- issue licenses for the equipment installation (with appropriate conditions) to the Telcos; and
- ensure the equipment is installed properly, and does not interfere with the primary pole uses.

HDASC is intended to be a very "lean" organization, and to leverage the capabilities and expertise of its nine partners as needed. It would have a very small staff, currently contemplated to consist of a part-time General Manager, a part-time Manager of Permits and Approvals, and a part-time Manager of Finance and Administration. HDASC would enter into service contracts as needed for the provision of support services, legal and technical support, and the creation and ongoing support of digital systems to deliver its services.

HDASC would charge the Telcos a permit application and review fee, which would cover the costs associated with reviewing applications, issuing permits and conducting inspections (if necessary). Depending on the volume and complexity of permit applications, it is possible that HDASC will contract with one or more consultants or contractors to assist with the permitting process.

HDASC will also charge the Telcos an annual fee for each pole license. This annual fee would be consistent for all poles – regardless of the pole type or owner, and would consider typical "market rates". The revenue generated by these fees would be used for several purposes, including:

- distribution to the hydro pole owners (on a market-rate basis) for each pole licensed (less HDASC administration fees charged to the hydro pole owner);
- distribution to the municipal pole owners (on a cost recovery basis) for each pole licensed; and
- covering HDASC operating costs, including maintaining a contingency reserve.

Any additional revenues would be distributed to the municipal shareholders on a pro-rated basis based on the number of municipal Vertical Assets licensed to the Telcos.

A key factor affecting HDASC revenue will be the pace at which 5G equipment is installed on Vertical Assets in Halton. Based on discussions with Telcos, and corresponding estimates of revenues and operating costs, it is estimated that HDASC costs will slightly exceed revenues in the first year of operation, and that revenues will exceed costs in every year thereafter.

To provide for appropriate funds to cover operating costs during the start-up phase of HDASC, until it reaches a positive cash flow position, it is proposed that Halton Region provide a \$500,000 start-up loan to HDASC.



The Corporation of the Town of Milton

In the absence of creating a Municipal Services Corporation to provide a "one window" permitting service, the Town of Milton would need to negotiate an independent agreement with each Telco should we wish to license 5G microcells on our poles. An independent review and permit approval process would be necessary as would the ability to collect and process appropriate fees. As such, the proposed model offers potential efficiencies for the benefit of the stakeholders involved.

Public Consultation

As outlined in the *Municipal Act, 2001,* it is a statutory requirement to conduct public consultation prior to establishing a Municipal Services Corporation. The purpose of the Halton Municipalities consultation was to outline the benefits, ownership, governance, operation and purpose of the proposed MSC and to provide an opportunity for the public to provide comments regarding the proposed MSC.

The Halton Municipalities collected feedback from the public on the proposed creation of a Municipal Services Corporation, including the ownership, governance, operation and purpose, from November 23 to December 14, 2022. The proposed <u>Halton Digital Access</u> <u>Municipal Services Corporation content on Halton.ca</u> provided an overview of the business case including how the MSC would be owned and operated, and the benefits to Halton. In addition, the Region provided Federal Health information regarding the health implications of 5G in the form of a video. Residents were invited to complete a short survey asking if they support the creation of the proposed MSC and they were given an opportunity to submit comments.

The public consultation was supported by social media, local newspapers and Halton.ca communication campaigns. These communication campaigns resulted in a significant engagement with approximately 2,000 reviews of the initiative overview on Halton.ca which yielded 171 "yes/no" submissions and 94 comments. All feedback was received exclusively through the survey response channel.

Themes within the comments included: Health concerns related to cellular technology, support for accelerating 5G rollout in Halton, and support for broadband and 5G in rural areas. Within the survey results, support was fairly evenly split between those supporting the creation of the Halton Digital Access Municipal Services Corporation to accelerate 5G deployment and those not supporting the acceleration of 5G deployment due to health concerns.

Federal 5G Standards, Approvals and Regulation

Ontario Municipalities do not have jurisdiction over the provisioning of broadband and cellular services by the Telcos, including 5G technology.



The provision of broadband internet is the responsibility of the Federal Government through the Canadian Radio-Television and Telecommunication Commission (CRTC) which regulates the Telcos, including implementations of 5G networks in Halton.

Cell phone towers and 5G transmitters emit radiofrequency electromagnetic fields similar to energy used by AM/FM radio and television signals. The equipment is usually installed high above ground level, often on towers and utility poles.

In Canada, Innovation, Science and Economic Development Canada approves the use of 5G and sets stringent standards for radio frequency emissions for all emitting devices including cell phones and towers, which align with those of prominent international organizations such as the Institute of Electrical and Electronics Engineers, the Internal Telecommunication Union and the Federal Communications Commission. Similarly, Health Canada sets radio frequency standards for devices under its Safety Code 6 within its public health mandate. Innovation, Science and Economic Development Canada tests and approves the use of 5G devices before they can be used in Canada.

According to Health Canada, based on the available scientific evidence, there are no health risks from exposure to the low levels of radiofrequency electromagnetic fields emitted by 5G devices.

Both Innovation, Science and Economic Development Canada and Health Canada have concluded that 5G devices approved for use in Canada are compliant with Safety Code 6 and do not pose a danger to the public.

In addition, Public Health Ontario continues to study the environmental public health effects of radio frequency exposure in Ontario and in September 2022 published <u>Focus On: Health</u> <u>Effects of Radiofrequency Electromagnetic Fields, Including 5G</u> which anticipates that with the expanded use of wireless technology, exposures to radio frequencies may increase, but are expected to remain under regulatory limits.

It should be emphasized that the approval of the use of 5G devices is a federal responsibility, outside of the purview of municipal governments or Hydro utilities. The recommendations in this report relate to the creation of a "one window" approach which would facilitate the installation of 5G equipment on Vertical Assets. Should this "one window" approach not proceed, individual municipalities and hydro companies could license the installation of 5G equipment on their own poles, and Telecommunications companies could also install 5G microcells on other vertical assets including buildings, and on their own poles or towers.

Asset Transfer Policy



As noted earlier in this report, one of the requirements of the *Municipal Act, 2001* is that a municipality must have an asset transfer policy in place prior to creating a Municipal Services Corporation, even if there is no intention to transfer assets to the Corporation. Because the Town of Milton currently does not have an asset transfer policy in place, it is recommended that the Town of Milton adopt the Asset Transfer Policy included in (*Attachment A*).

The proposed Asset Transfer policy permits Council to transfer assets to a Municipal Services Corporation, but requires that "Any Asset transfer must be approved by the Council in advance of the transfer", and allows Council to attach conditions to such a transfer.

Although it is proposed that the Town license space on its poles to HDASC, subject to the next sentence, there is no intention that the Town (or any of the pole owners) transfer ownership of their poles to HDASC.

Process to Create and Implement HDASC

There are a number of legal and practical steps that need to be taken to formally create HDASC as a Municipal Services Corporation, and to get HDASC to an operational state. Some of the key steps and legal agreements include the following:

- All nine partner organizations enter into a Unanimous Shareholders Agreement
- Formation of the Board of Directors
- Filing of Articles of Incorporation
- All nine partner organizations enter into Pole License Agreements with HDASC

Each of these steps is described briefly below.

Unanimous Shareholders Agreement

The Unanimous Shareholders Agreement describes and governs the relationship between the nine parties to the agreement. It describes the role of the Municipalities as shareholders of HDASC, and the Hydro Companies as participants in HDASC. It includes numerous provisions required by law, such as: the size, composition, and decision-making processes of the Board of Directors; rights of the parties to receive unaudited and audited financial statements; confidentiality; provisions related to the issuing of shares; and provisions related to parties exiting the agreement.

Board of Directors

It is proposed that each of the nine partners would have one member on the Board of Directors, and that the Chair of the Board would be Halton Region's representative on the Board. It is also proposed that the representative of each partner organization would be the



organization's senior staff person (CAO, CEO or COO) or designate. These senior executives have acted as the Steering Committee, which has guided the formation of HDASC to this point, and they would bring that background and knowledge to their roles on the Board. At some point in the future, once HDASC has achieved an operational "steady state", they may choose to delegate their role on the Board of Directors to another representative from their organization.

Any matters requiring a Board decision would require a two-thirds majority of Board members casting votes to pass. In addition, there are certain matters (such as amending the Unanimous Shareholders Agreement or winding up the business) which would require a "Special Approval", which consists of consent of at least all but one of the municipal representatives on the Board of Directors.

Articles of Incorporation

The formal, legal step required to create HDASC as a Corporation is the filing of Articles of Incorporation. The Articles of Incorporation describe the share capital of the corporation. It is proposed that HDASC would issue 100 common shares to each incorporating shareholder municipality, with the shares valued at \$1 each.

Pole License Agreements

The primary focus for HDASC is to provide "one window" access to the Vertical Assets owned by the nine HDASC partners. In order for HDASC to have the ability and authority to license space on these poles to Telcos, each of the pole owners must first grant a "license" to HDASC for space on the poles. It is proposed that each pole owner will enter into a pole license agreement with HDASC, which will grant HDASC the ability to license space on the poles to Telcos. The pole license agreement describes the rights and responsibilities of HDASC and the pole owners, and it ensures that the primary purpose of the poles (for municipal or hydro purposes) is protected. In return for the pole owner granting a license to HDASC, HDASC agrees to share revenues from the Telcos with the respective pole owners, as described in previous sections of this report.

Other key elements of the pole license agreement include the following:

- The agreements will be for an initial term ending December 31, 2032, with automatic successive five-year renewal terms until terminated
- After the initial term any party can terminate the agreement on 12 months' notice
- HDASC is required to indemnify the municipality for any damages incurred by the municipality that arise out of or are related to HDASC's performance or nonperformance of the agreement

Next Steps

Each of the Local Municipalities and Hydro Companies are taking reports to their Councils/Boards in late May / early June seeking the necessary approvals to proceed with



The Corporation of the Town of Milton

implementing HDASC. Once all of the necessary approvals are in place, then the Articles of Incorporation will be filed, formally creating HDASC as a legal entity. The Board of Directors will then convene for their inaugural meeting, and they will take all the necessary steps to get HDASC "up and running". Important early activities for the Board will be hiring the initial (part-time) HDASC General Manager, finalizing pole license agreements with the Telcos, and developing the necessary operational systems and processes to process pole permit applications efficiently and effectively. It is expected that licensing and installation of 5G attachments on poles would commence later this year.

Financial Impact

As noted in previous sections of this report, there are potential advantages to expediting the roll-out of 5G technology in Halton Region, and HDASC is expected to help facilitate and expedite the roll-out of 5G microcells by the Telcos. However, there are also risks with the proposed approach that are important to acknowledge. Some of these risks include the following:

- Federal or Provincial governments or regulatory agencies could decide to regulate 5G pole attachment fees at a lower rate than currently contemplated in the HDASC business plan. This would reduce HDASC's revenue, which could jeopardize its ability to cover its operating costs.
- The rate of roll-out and installation of 5G microcells by the Telcos could be slower than assumed in the business plan (based on information provided by the Telcos). This would also reduce HDASC's revenue, which could jeopardize its ability to cover its operating costs.
- HDASC costs to deliver its services could be higher than currently budgeted. This
 would impact HDASC's profitability and potentially affect its ability to distribute the
 anticipated revenue to the various pole owners.

Although it is important to acknowledge that these risks exist, Halton Region has agreed to loan \$500,000 to HDAS to cover initial start-up costs anticipating that it will take approximately 24 months before HDAS becomes revenue generating. This loan mitigates any initial financial risk to the Town given there is no expectation any of the local municipalities contribute financially beyond staff time as an interface with HDAS.

In respect to local fiscal impacts. As outlined within the Commercial Modelling, it is anticipated that the telecommunication companies will primarily focus on the deployment of 5G micro cell technology in Burlington and Oakville, with a limited number of deployments occurring within Milton. As a result it is anticipated that limited revenue will be generated in the short the medium term unless HDASC is successful in advocating for expedited or enhanced rollout of 5G microcells within the municipality.

Respectfully submitted,

Andy Scott



Report #: ES-006-23 Page 13 of 13

Director, Strategic Initiatives & Business Development

For questions, please contact:

Andy Scott Ext: 2013

Attachments

Appendix A - Asset Transfer Policy Appendix B - ES-013-22

CAO Approval Andrew M. Siltala Chief Administrative Officer

Recognition of Traditional Lands

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the HuronWendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.

Appendix A: Asset transfer to a Municipal Services Corporation Policy

Asset transfer to a Municipal Services Corporation Policy

1. Policy Statement

This policy is intended to address asset transfers to corporations as required under section 7 of Ontario Regulation 599/06 under the Municipal Act, 2001, as amended from time to time.

2. Objectives

The purpose of this policy is to permit transfers of municipal assets to municipal services corporations incorporated by the Municipality, alone or in partnership with other municipalities, under the authority of the *Municipal Act, 2001*, as amended from time to time.

3. Applicability

This policy applies to the transfer of any Asset between the Municipality and a Corporation. Assets may be transferred to a Corporation at any time, and from time to time, as authorized by Council, on such terms and conditions as Council may determine.

4. Definitions

Act – Municipal Act, 2001, including Regulations made under it, as amended from time to time.

Asset(s) – A resource with economic value with an expectation that it will provide a future benefit. An asset can include real and personal property, monies, securities, equipment, intellectual property, and any resource that could deliver a prospective profit and/or benefit.

Corporation - a corporation incorporated in accordance with section 203 of the Act and Section 3 of Ontario Regulation 599/06 made under the Act.

Council – the Municipal Council of The Corporation of the [municipality].

Municipality - The Corporation of the [municipality].

Transfer- A change of ownership from one party to another.

5. Policy

The Municipality may transfer such Assets as it sees fit to Corporation on the following terms:

5.1. The Municipality shall ensure that all applicable legislation, including but not limited to the Municipal Act, 2001, is adhered to in any Asset transfer;

5.2. Any Asset transfer must be approved by the Council in advance of the transfer;

5.3. Council shall be permitted to attach such terms and conditions to the Asset transfer as it deems necessary, including but not limited to:

a) Specifying the permitted use of the Assets;

b) Providing for an obligation on the Corporation to transfer back to the Municipality the Asset upon the happening of an event or events;

c) Restricting or prohibiting further transfers of the Assets by the Corporation;

d) Attaching a purchase price of the Asset, to be paid or owed to the Municipality by the Corporation;

e) Such other terms or conditions as the Council deems advisable and appropriate.



Report To:	Council		
From:	Andy Scott, Director, Strategic Initiatives & Business Development		
Date:	9/12/2022		
Report No:	ES-013-22		
Subject:	Halton Digital Access Strategy Implementation Plan		
Recommendation:	THAT this report be received for information;		
	THAT staff are directed to develop a one-window approach to support the implementation of 5G technology across Halton as outlined within this report;		
	the implementation of 5G technology across Halton as outlined within		

EXECUTIVE SUMMARY

information.

- Digital connectivity is essential to individual residents for business, education, health, interacting with local government and social connectivity.
- In December 2021, Halton Region Council endorsed advocacy to request a commitment from the Provincial Minister of Infrastructure and the Federal Minister of Rural Economic Development to deliver affordable broadband service speeds of 1 Gbps across all of Halton Region by 2026.
- The rollout of 5G technology provides an opportunity to improve digital connectivity across the Town.
- The implementation of 5G technology is expected to support economic growth and development over the next decade, with potential to generate significant economic growth.
- 5G network implementation requires the attachment of wireless transmitting devices to vertical streetlights and hydro poles (vertical assets) typically located along road right of ways. The Region, Local Municipalities and Hydro Companies

EXECUTIVE SUMMARY

MILTON

own approximately 80,000 vertical assets, a significant portion of which would already be suitable for the installation of 5G attachments.

- Staff from The Region and Local Municipalities are proposing the creation of a new Municipal services Corporation which would provide a 'one window' service to telecommunication service providers permitting them to apply for the necessary permits to attach 5G equipment on any vertical asset located in Halton without having to deal directly with the individual owner of the vertical asset.
- To operate a 'one-window; service, the Region, the Local Municipalities and the Hydro Companies would enter into necessary agreements and with the new Municipal Services Corporation to grant access to their vertical assets and permit the Municipal Services Corporation to provide a centralized permitting process for all vertical assets across Halton.
- The Report seeks authority for staff to take preparatory steps, including the negotiation and preparation of the agreements required to establish, govern and operate the new Municipal Services Corporation.
- Staff would seek final authority in early 2023 to execute these agreements.

REPORT

Background

In April 2021 Halton Regional Council endorsed staff to develop a strategy to attract widespread 5G rollout across Halton under the direction of the Halton CAOS. Since that time staff from Halton Region and Local Municipalities have worked in collaboration on the development of a strategic approach which would increase the likelihood of expedient 5G and maximize 5G coverage across the wider Halton geography. In December 2021 a Strategic Plan was presented to Halton Regional Council (Halton Region Report ST-08-21) and received endorsement.

This Strategic Approach aligns with a number of deliverables outlined within the Town of Milton's Council Staff work plan. Increased access to high speed internet will support a digital first approach to Town service delivery, it will support business attraction and expansion, make the community a more attractive and desirable place to live while also creating opportunities to explore new municipal revenue opportunities.

This report recommends a shared governance and operating model for the delivery of 5G infrastructure across Halton in which Local Municipalities and local Hydro Companies would work collaboratively to create conditions which promote the rollout of 5G technology using small cell attachments affixed to municipal infrastructure.

5G infrastructure would be deployed by telecommunications companies who would leverage a onewindow approach offered by a newly created Municipal Service Corporation. This model is a similar approach to one previously suggested by the Halton Utilities Group (HUG). The key difference being the creation of a jointly owned Municipal Services Corporation which would allow for a more streamlined governance and operating process.



Discussion

There are significant socioeconomic benefits for Milton residents, and all of Halton, through the accelerated deployment of the telecommunications services providers' 5G networks and these benefits are outlined in the Halton Region Digital Access Strategy (Appendix A).

Amongst the five Halton Municipalities and the four Halton Hydro Companies, no one organization currently owns more than 17 per cent of the total amount of vertical streetlights and hydro poles in Halton. To date, telecommunication services providers have generally implemented their networks across all poles and right of ways throughout Halton, regardless of ownership. With respect to 5G, if Halton municipalities and the Hydro Companies undertook to provide permitting individually and only with respect to their own vertical streetlights and hydro poles, the telecommunications services providers would have to approach each party separately, facing varying permitting and licensing requirements, as well as varying processes and timelines.

A "one-window" permitting service model whereby the telecommunications services providers would apply through a centralized permitting service has the potential to help the telecommunication services providers expedite their 5G implementation plans across Halton.

The Municipal Services Corporation Opportunity

Given the distributed ownership of vertical streetlights and hydro poles (i.e. that no party owns more than 17 per cent of the total assets), it will be important to establish the appropriate governance to deliver a "one-window" approach to support 5G deployment.

These are some of the key principles considered for developing a governance structure:

- ownership of the poles is not transferred;
- municipalities and Hydro Companies will license rights to the one-window service to manage telecommunications service providers' access to vertical streetlight and hydro poles:
- 5G equipment and maintenance must not interfere with the primary purpose of the vertical streetlight or hydro pole;
- each vertical streetlight or hydro pole owner will be represented; and,
- fees charged to telecommunication services providers should be based on rates that at a minimum must cover all operating costs associated with one window service and allow for full cost recovery for the owner of the vertical streetlight or hydro pole.

A Municipality can create a Municipal Services Corporation through the provisions of the Municipal Act, 2001. The shares of a Municipal Services Corporation can only be owned by a municipality or a group of municipalities. A Municipal Services Corporation can only provide a system, service or thing that a municipality is entitled to provide, which would include the 5G pole attachment permitting service described in this report.



Discussion

Through the provisions of the Municipal Act, 2001, a Municipal Services Corporation, owned by the municipalities of Halton, could be established to operate the "one-window" services consistent with the above key principles.

A Municipal Services Corporation can provide these centralized 5G permitting and management services, including:

- initial permit application and on-going access licenses for telecommunication services providers' use of poles for 5G attachments;
- municipal and Hydro Company licenses to manage 5G pole attachment rights to the Municipal Services Corporation; and,
- Services to the telecommunication services providers including engineering, installation, maintenance and removal of cell attachments.

In addition, the proposed structure could allow the Municipal Services Corporation to provide additional services beyond 5G, including a "one-window" approach for all non-5G telecommunications permits. By delegating the authority to the Municipal Services Corporation to issue non-5G permits, the Municipalities would gain the benefit of offering a "one-window" approach to a broader range of telecommunications permitting.

Overall, a Municipal Services Corporation approach should create favourable conditions for the rollout of 5G across Halton Region. This will accelerate the delivery in benefits in connectivity for local residents and businesses with the associated economic and social benefits.

Next steps

Upon approval of this report, in order to implement Recommendation #1 staff, working jointly with the other Halton municipalities, will do the following:

- finalize the business case to confirm the benefits of the approach described in this report;
- confirm the participation of the City of Burlington, the Town of Halton Hills (Halton Region and the Town of Oakville have confirmed their participation);
- confirm participation of the Hydro Companies;
- determine the operating model and governance structure for the Municipal Services Corporation and in conjunction with that:
 - negotiate necessary governance agreements between the Region, the Local Municipalities, the Hydro Companies and the Municipal Services Corporation
 - Negotiate the license agreements and other necessary operating agreements amongst: (a) the Region, the Local Municipalities and the Municipal Services Corporation; and (b) the Hydro Companies and the Municipal Services Corporation



Discussion

- develop the permit and licensing agreements between the Municipal Services Corporation and telecommunication services providers;
- develop any required agreements with service providers who will assist in the installation, maintenance and removal of 5G attachments;
- ensure the statutory requirements for establishing a Municipal Services Corporation are met, including:
 - Business case study A municipality must adopt a business case study before it establishes a municipal services corporation either alone or with one or more other municipality. The business case will be finalized based on the benefits of accelerating the deployment of 5G technology in Milton. There are many factors that will influence the business case including the speed of deployment of 5G technology in each municipality and in Halton generally, the extent to which the telecommunications services providers choose to use the existing municipal pole infrastructure (versus infrastructure they build), the market rate for services, and status of Provincial and Federal legislation related to the deployment of 5G.
 - Asset transfer policies A municipality must adopt and maintain policies on asset transfers to corporations. It is anticipated that the asset transfer policies with respect to the Municipal Services Corporation will be fairly simple given that one of the key principles recommended above is that the ownership of the pole infrastructure would remain with the individual municipalities and the Hydro Companies. The asset transfer policy will address the potential for the transfer of financial assets to address start-up costs, but otherwise will be general in nature.
 - Public participation a municipality must consult with the public about the proposal to establish the municipal services corporation prior to such corporation's establishment. There are no specific rules governing the nature of the public consultation. Given the scoped focus of the proposed Municipal Services Corporation and the low risk involved, it is anticipated that the public consultation will focus on notification of the availability of the business case, when available, and an opportunity for the public to submit comments related to the business case. It is expected that this consultation will occur in late 2022 or early 2023.

Following the satisfactory completion of statutory preparations and negotiations of documents, as outlined in this report, for the creation, operation and governance of a Municipal Services Corporation, and the confirmation of business viability through stakeholder discussions and analysis, a report to establish a Municipal Services Corporation to support a "one-window" service model is expected to be forwarded to participating Local Councils and Regional Council by early 2023 with recommendations for next steps.



Financial Impact

The costs associated with the formation of the Municipal Services Corporation have been budgeted by Halton Region. Through the development of governance structure and agreements, fees are intended to be established that would be charged to telecommunication service providers to provide for full cost recovery of the service.

Respectfully submitted,

Andy Scott Director, Strategic Initiatives & Business Development

For questions, please contact: Andy Scott

Phone: Ext. 2103

Attachments

Appendix A – Halton Region Digital Access Strategy

Approved by CAO Andrew M. Siltala Chief Administrative Officer

Recognition of Traditional Lands

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.





Document Under Separate Cover Attachment #1 to Report No. ST-08-21

HALTON REGION DIGITAL ACCESS STRATEGY

Prepared for



Prepared By



in partnership with

EXAMPLE & Strategy Inc. ("NE&S) Networks, Economics & Strategy Inc. ("NE&S)

Authored by: Dr. Tanveer Ahmed CPA,CMA, Dr. Reetika Rana Stuart Jack

December 6, 2021





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Executive Summary

This report, commissioned by the Halton Region, and prepared by Nordicity Group Limited ("Nordicity")¹, presents Digital Access Strategy for the Region – referred to as *Halton Region Digital Access Strategy* (*HDAS*). The main objectives of the report include a) assessment of the Region's digital infrastructure readiness, b) identification of options for next generation broadband connectivity in the Region (5G and Fibre) and its associated socio-economic benefits, and c) recommended digital access implementation action plan.

The Region's economy exhibited a growth of 1.4% per year, as its GDP increased from \$24.03 billion (2016) to \$25.40 billion (2020). In the emerging digital world digital transformation of the economy will be crucial for its long-term sustainable growth. The digital sector creates high value jobs for knowledge workers. Given the share of digital sector has remained constant around 9% its GDP, it presents an opportunity to further grow the Region's economy through digital transformation.

The analysis presented in this study demonstrates that the adoption of 5G technologies will significantly increase the digital sector share in the Region's GDP which will double it's the current growth rate. 5G technology will have a transformative effect on employment, productivity, and GDP in the different sectors of the Region's economy. The adoption of 5G applications (*Artificial Intelligence, Cloud Computing, Internet of Things*) will transform key sectors of the national as well as regional economies and improve the quality of life for its '*digital citizens*'.

However, the adoption of these 5G applications require the deployment of 5G wireless communication networks as the existing 3G and 4G networks will not be able to provide the comprehensive key performance characteristics such as "adaptive architecture", bandwidth speed and capacity necessary for the massive number of connected devices in Internet of Things (IoT) ecosystem. The 5G networks are required for *mission-critical*, *high-bandwidth*, *low-latency* applications such as *autonomous vehicles*, *patient-centric health*, *enhanced-reality*, etc.

5G networks will enable connected societies – *"smart cities"*, *"smart businesses"*, and *"smart industries"*, that will transform society and offer long-term sustainable socio-economic wellbeing.

While 4G network technology continue to support the evolution of the Gigabit Economy, it is believed that 4G will soon reach its limits in terms of its ability to support the exponential growth in demand for bandwidth speed and capacity requirements in wireless networks. For example, 4G networks will be inadequate for the next set of high-bandwidth, low-latency video applications such as remote surgeries in the health sector, guided vehicles, robotic, drone and 3D printing in manufacturing processes, autonomous/connected vehicles etc.

To fully realise the socio-economic benefits of the 5G technologies as detailed in this study, the Region will require an integrated approach regarding the broadband network capability deployed by the ISPs. For example, Ciena (a major US based telecom technology firm), in its 2017 whitepaper noted *"5G is not just about the Radio Access Network (RAN). Next-generation wireless is going to need a lot of help from wireline technologies to deliver on its promises.*

In this sense, the availability of next-generation high speed broadband connectivity (both wireline and wireless) in the Region will be critical to enable the economic benefits of 5G technologies. Accordingly, it has been recognized by policy makers such as CRTC that a modern broadband infrastructure is a critical enabler for widespread availability of high-speed internet services and correspondingly, digitally enabled citizenry, as well as innovation and growth in all sectors of the economy.

It is worth noting, that as with previous communications technology windows, it is likely that 5G networks in Canada will also be deployed first in large metropolitan areas with progressive deployments





along the transportation corridors and smaller centres. Therefore, it is critical for the Region to implement an effective digital access strategy to ensure it is not left behind from its peers in the adoption of 5G enabled technologies, which will be instrumental for sustainable growth in the emerging digital economies.

Given the exponential growth in broadband usage, it is likely that in the near future the demand for internet speeds will be significantly higher than the CRTC's current target speed of 50/10 Mbps. The CRTC reports also indicate that there has been an exponential growth in the broadband usage in Canada. Therefore, it is reasonable to believe that demand for internet speeds will reach up to 1 Gbps in the Region in the medium term. We also believe that businesses, industry, and MUSH (Municipalities, Universities, Schools, and Hospitals) institutions are likely to require 1 Gbps or higher speed internet services. Similarly, residential, including self-employed and work-from-home, demand for the internet speed is also expected to increase exponentially, ranging between 100 Mbps and 1 Gbps

The full realization of the economic benefits of 5G technologies will depend on the availability of a fully integrated wireless and wireline broadband capability across the Region, using next generation network technologies i.e., 5G (wireless) network supported by FTTH/P (wireline) network. This means the FTTH/P network capability across the Region will be a key enabler of the delivery of reliable 5G services and full realisation of the associated economic benefits. However, based on our assessment a significant gap exists in most parts of the Region in terms of broadband capability in meeting the emerging demands for reliable and scalable highspeed services in a digital (1Gig+) economy

As per ISED data the households in the Region are mostly covered with 50/10 Mbps. It is worth noting that availability of reliable internet speed depends on the technology (e.g., copper-based DSL, Fibre, Wireless etc.) used to deliver services. Since, the majority of those households are not served with Fibre-to-home technology ISED broadband coverage data, in our view, appears to present a very optimistic view. According to our estimates about less than a one third (30.6%) of the households in the Region may have access to reliable internet services potentially meeting the CRTC target speed of 50/10 Mbps or more. This means a significant gap exists in most parts of the Region in terms of broadband capability in meeting the emerging demands for reliable and scalable highspeed services in a digital (1Gig+) economy.

Therefore, there is need for deployment of a unified broadband network by the ISPs in the Region using future proof FTTH/P technology. A unified broadband network means an integrated fibre based wireline network delivering broadband connectivity services across the Region, using uniform standards in terms of internet speed capability and quality of service. We believe a unified FTTH/P network capability across the Region will be critical to the full realization of the economic benefits of 5G technologies as presented in this study.

According to our assessment, the ISPs would require about \$362.8 million investment to deploy FTTH/P network in the unserved/underserved areas of the Region. This investment 82% of the total \$439.5 million to deploy a future proof FTTH/P network across the entire Region. This means it will make more sense for the ISPs to deploy a unified future proof FTTH/P network in the Region, with an additional investment of \$76.7 million. However, the \$439.5 million represents our estimate of total the investment required for the deployment of FTTH/P network in the Region - *excludes the value of any existing FTTH/P network deployed in the Region and the impact of any potential Federal and Provincial funding for the Region*.

In our view a unified FTTH/P network would future proof the Region's broadband infrastructure capability in terms of meeting the exponentially increasing demand for internet speed and broadband usage in emerging digital world. The unified broadband service would be scalable up to and beyond 1





Gbps as required and ensure service reliability and redundancy. We also believe there is need for an open access regime to prevent deployment of duplicate networks by different ISPs. An open access regime would encourage competing service providers to offer a range of innovative and affordable services to different subscribers' groups across the Region.

Organization of report

After a brief introduction to this study in Section 1, we provide a detailed understanding of 5G technology in terms of its definition, evolution and capabilities as well as presentation of evidence to confirm that it has no adverse health impacts.

In Section 3 we demonstrate the need for digital access strategy for the Region, followed by assessment of digital infrastructure readiness in Section 4, and analysis of options to implement next generation broadband connectivity in the Region in Section 5. Section 6 the details modelling framework used to estimate the socio-economic benefits of 5G technologies, which are presented in Section 7. In Section 8 we present our recommended digital access implementation plan, followed by our conclusion in Section 9.





1. Introduction

There is extensive empirical evidence in the economic literature that shows the presence of modern digital infrastructure is an important driver for sustainable economic growth². The advancements in digital technologies have played an instrumental role in accelerating economic and productivity growth across all sectors of the economy. That is, the presence of modern digital infrastructure is a key enabler of innovation and modernization for industries like *agriculture, mining, manufacturing, trade, services,* among others. Widespread use of digital technologies has led to job creation in existing industries as well as the emergence of new services and industries. A modern digital infrastructure also facilitates economic integration, improves living standards, and effectively assists *health, education,* and *businesses* in all sectors.

Therefore, the presence of a modern digital infrastructure enabled by the next-generation broadband capabilities is becoming increasingly important for long-term economic development and sustainable growth. The building blocks of the next-generation digital infrastructure are illustrated in Figure 1 below.

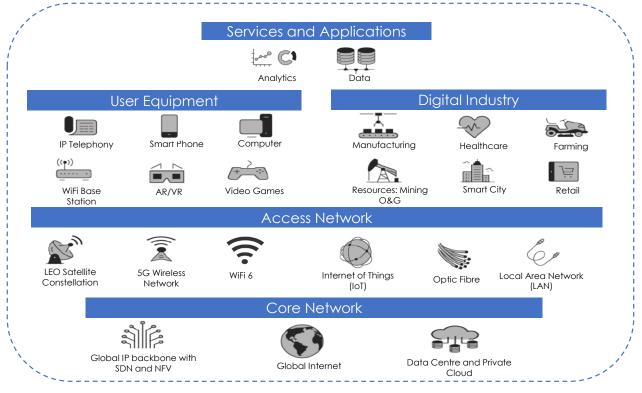


Figure 1: Digital Infrastructure Building Blocks

As shown in the above figure, the quality and capacity of both *wireline* and *wireless* broadband networks, encompassing "Core Network", and "Access Network" play a foundational role in the development of a modern digital infrastructure capability. Next-generation broadband capability means deployment of a future-proof³ fully integrated fibre-based wireline and 5G wireless networks. That is, a high-quality fibre-based access network capability will be critical to fully realize the economic benefits of 5G enabled services. As 5G networks are enabled, the demand for broadband connectivity (i.e., internet speed requirement and data usage per capita) in urban, suburban, as well as rural areas will exponentially increase. This means the network operators will need high-performing 5G transport





network capabilities that are easy to scale - "5G is not just about the Radio Access Network (RAN). Nextgeneration wireless is going to need a lot of help from wireline technologies to deliver on its promises.⁴"

The adoption of 5G technologies will transform key sectors of the national as well as regional economies and improve the quality of life for its '*digital citizens*'. The rollout of 5G technologies require the deployment of 5G wireless communication networks as the existing 3G and 4G networks will not be able to provide the comprehensive key performance characteristics such as "adaptive architecture", bandwidth speed and capacity necessary for the massive number of connected devices in Internet of Things (IoT) ecosystem. The 5G networks are required for *mission-critical, high-bandwidth, low-latency* applications such as *autonomous vehicles, patient-centric health, enhanced-reality,* etc.

2. Understanding 5G Technology

2.1 Defining a 5G Network

5G networks provide a significantly higher capacity than current 4G networks based on higher data rates, better spectral efficiency, coverage, and lower latency. 5G networks enable a much higher density of mobile users, massive IoT, and machine communications, amongst other benefits. In sum, 5G wireless broadband network technologies are *"a set of technologies connecting people-to-people and people-to-information to a unified connectivity fabric connecting people to everything"⁵.*

5G networks operate primarily on mid-band spectrum (3.5GHz and above) but also require multiple lower spectrum bands (currently used by 3G and 4G networks) through dynamic network optimization technology.

2.2 Wireless Networks – Evolution and Capabilities

Since the inception of the first generation (1G) analog cellular networks in the 1980s and through the subsequent evolution of 2G through 4G digital networks, the telecoms industry has seen rapid growth in the penetration and adoption of mobile telecom services in Canada and the USA as well as globally ⁶.

The exponential growth in the demand for mobile services led to major advancements in wireless network technologies approximately every 10 years, resulting in the emergence of groundbreaking 4G networks in 2010.

As shown in Table 1 below - *summarizing the key characteristics and features of wireless network generations deployed,* the focus of previous advancements in wireless technologies (1G to 4G) was to enable subscribers to add data services to voice in wireless service offerings and subsequently improve data speeds and usage.

The rollout of 4G/LTE networks has spurred exponential growth in wireless broadband usage and correspondingly, opportunities for new technologies that are affecting all parts of our society – *Internet of Things (IoT), Autonomous Vehicles (AV), eHealth, mobile banking.*

The commercialization of these technologies will transform our existing socio-economic system into, what is referred to as the "*Gigabit Economy*"⁷.





Table 1: Basic Comparison of Different Generations of Wireless Network Technologies

Basic comparison among mobile system generations*									
Feature	1G	2G	3G	4G	5G				
Deployment	1980	1990	2001	2010	2020+				
Frequency band	800 MHz	900 MHz	2,100 MHz	2,600 MHz	3–90 GHz				
Speed	2 Kbps	64 Kbps	2 Mbps	Less than 1 Gbps	1 Gbps and more				
Latency ¹	In seconds	500-1000 ms ¹	200 ms ¹	100 ms ¹ and less	1 ms ¹ and less				
Technology	Analogue cellular	Digital cellular	– HSPA – UMTS – 1xRTT/EVDO	 – LTE Advanced – Wi-Fi 	– Multi-radio access technology – Wi-Fi – Wi-Gig				
Services	Voice	 Digital voice SMS Packet (General Packet Radio Service), Low-rate data 	 Higher quality audio and video calls mobile broadband 	 High data rate Wearable devices 	 Very high data rate¹ to fulfill extreme user demands Device-to-device, Machine-to-machine, Internet of Things 				

To realize the full benefits of the *Gigabit Economy*, 5G wireless networks are required as only these networks can provide the requisite key features:

- higher data rates (> 1 Gbps),
- improved spectral efficiency,
- lower delays (latency), and
- greater reliability (performance).

While 4G network technology continue to support the evolution of the Gigabit Economy, it is believed that 4G will soon reach its limits in terms of its ability to support the exponential growth in demand for bandwidth speed and capacity requirements in wireless networks. For example, the initial service sets for the *Internet of Things* being deployed in 4G networks as narrow band applications (NB-IoT), are inadequate for the next set of high-bandwidth, low-latency video applications such as remote surgeries in the health sector, guided vehicles, robotic, drone and 3D printing in manufacturing processes, autonomous/connected vehicles etc.

5G communications networks can enable the capacity and efficiency required to support the large-scale commercialization of new technologies in all sectors of the economy and in turn, generate benefits throughout our society. That is, *"As the demand for high-speed and low-latency applications increases dramatically, the 5G system should have the technology and flexibility to meet those requirements and support multifold increases in network capacity and connectivity."*⁸

5G will deliver capacity and efficiency not currently possible with the existing wireless network technologies⁹

For example, 5G enabled networks can offer speeds of up to 1Gbps for tens of connections and tens of Mbps for tens of thousands of connections. Examples of key improvements in the operating characteristics of 5G over 4G networks include the following:

- Greatly enhanced mobile broadband data rates that enable ever faster flows of greater amounts of information.
- Ultra-low latency and reliability—which is suitable for mission-critical services (see Figure 14 below)
- Ability to scale significantly and efficiently to connect a massive number of sensors; and,





• Enhanced security, such as capabilities around biometric identification to help safeguard the integrity of information.

5G networks will enable connected societies – *"smart cities"*, *"smart businesses"*, and *"smart industries"*, that will transform society and offer long-term sustainable socio-economic wellbeing.

2.3 5G Technology – Potential Health Impacts

Over the last 50 years, manufacturers and wireless service providers have steadily innovated over various 2G, 3G and 4G iterations to meet consumer demand for a vast range of services and improved quality and reliability. $5G^{10}$ services - first launched in April 2019 for the consumer markets in South Korea and the US¹¹, offer significantly higher performance parameters (bandwidth speeds, extreme lower latency, reliability), as mentioned above.

5G networks comprise small (micro) cell antenna and cellular towers (macro cells) for data throughput and coverage respectively. The very high data flow traffic in urban and suburban (higher population density) areas, require a densification of the radio access network (RAN) via the installation of small cell antennas. These small cells use mid band spectrum characterized by higher bandwidth but lower coverage. Thus, service providers are in the process of installing radio antenna on the streetlights, rooftops and sides of buildings. While there are more small cell transmitters in a 5G network, the RF (Radio Frequency) energy emitted by these transmitters is significantly lower than that emitted from cell towers developed for 2G-4G networks.¹²

Leading international standard setting organizations and regulatory agencies which set health and safety standards for wireless networks and devices include the Institute of Electrical and Electronics Engineers (IEEE)¹³, the International Telecommunications Union (ITU)¹⁴, World Health Organization (WHO)¹⁵, US Federal Communications Commission (FCC).¹⁶

Since the 1980s - when commercial cellular services were first mass marketed¹⁷, there have been concerns raised by consumers globally and in Canada, regarding potential hazards from the emissions of radiofrequency (RF) energy as well as the cumulative effects of all wireless devices¹⁸.

These concerns have led to debates around the IEEE and WHO standards and extensive studies of RF energy¹⁹ emissions from cell towers and from the mobile devices. While a few studies have raised doubts about RF emissions²⁰, <u>the consensus among scientific researchers and public health authorities is that</u> <u>wireless networks and devices – including 5G, do not pose a public health risk</u>. A recent, comprehensive study concluded: *"the widely perceived health risks that are attributed to 5G are not supported by scientific evidence from communications engineering"*.²¹

In Canada, Industry Canada (ISED) sets stringent standards for RF emissions for all emitting devices including cell phones and towers²², which concord with those of international organizations such as the IEEE, ITU and FCC. Similarly, Health Canada sets RF standards for devices under its Safety Code 6 under its public health mandate.

Both ISED and Health Canada have concluded that the RF emissions – including those from 5G networks, do not pose a danger to the public.

Health Canada's review of scientific public health studies in Canada and internationally concluded that health impacts associated with exposures to 5G networks and devices are well below its Safety Code 6 standards.²³





3. The Need for Digital Access Strategy for the Halton Region

The 5G wireless network technologies are currently being deployed in the global marketplace. With the development of complete 5G standards in 2018-19, the telecom operators in Canada recently started the commercial deployment of 5G networks, following pre-commercial tests started in 2017.

In this study, we will demonstrate that 5G network technologies will have a transformative effect on employment, productivity, and GDP in the different sectors of the economy. It is worth noting that the investment in the next generation of both wireline and wireless broadband networks is mainly led by the private sector telecom operators in Canada. As with previous communications technology windows, it is likely that 5G networks in Canada will also be deployed first in large metropolitan areas with progressive deployments along the transportation corridors and smaller centres. It is also likely that 5G will co-exist with 4G networks for a few years given the major Canadian operators recently (starting in 2012) made significant investments for deployment of their 4G LTE and LTE Advanced networks. Therefore, it is expected that LTE will remain the baseline technology for wide-area broadband coverage.²⁴ This will also allow the wireless network operators to continue to realize their return on their 4G LTE investment.

In this context, it is critical for the Region to implement an effective digital access strategy to ensure it is not left behind from its peers in the adoption of 5G enabled technologies, which will be instrumental for sustainable growth in the emerging digital economies.

The main purpose of this study is to demonstrate to the Region's key stakeholders the critical importance of digital access strategy for deployment of both wireline and wireless broadband networks, which in turn, will enable the economic potential of 5G services and applications - as measured by GDP and employment impacts and sustainable economic growth.

For this purpose, the study aims to fulfill five broad sequential milestones:

- Establish an economic baseline status of digital economic activities in the Halton Region and its four municipalities namely Burlington, Oakville, Milton & Halton Hills. This part of the of study will include a thorough retrospective assessment of the state of Digital economy (2016- 2020) in Halton and four municipalities.
- 2) Conduct **gap analysis digital infrastructure readiness assessment** to identify the key prospects and challenges of digital economy in Halton and municipalities.
- 3) Identification of options for the Region to implement the next generation broadband connectivity
- 4) Assess the **socio-economic impact of 5G adoption** through its various use cases on other sectors of Halton Region & the municipal economy.
- 5) Recommended digital access action plan.

3.1 Current Economic Baseline

As a result of rapid technological advancements in recent years, the domain of the digital economic sector has stretched beyond the use of information & communication technologies (ICT) to include several other verticals like *digital intermediary platforms* and *digitally delivered goods*, as shown in Figure 2 below.





Defining Digital Economy									
ICT / Digital Enabling Infrastructure	E-Commerce	Digital Intermediary Platforms	Digitally Delivered Products	Support Services					
 Hardware Software Telecommunications Other Support Services 	•Hardware •Software •Telecommunications •Other Support •Online vholesalers		 Digital only firms providing finance & insurance services Travel arrangement, reservation and planning services 	•Education Services •Other information Services					

Figure 2: Pillars of the digital economy

An understanding of key elements (verticals) of the digital economy is thus critical in measuring its impact across the region. This study borrows heavily from definitions and concepts of the digital economy used by Statistics Canada²⁵, U.S. Bureau of Economic Analysis²⁶, and the vast literature on digital economy measurement published by the Organisation of Economic Co-operation and Development (OECD)²⁷, including its proposed national accounting framework for measuring digital economy sectors as distinct satellite accounts.²⁸

3.1.1 Defining Digital economy

As shown in Figure 2, the standard Digital Supply-Use framework classifies digital economic activities into the following seven main categories:

- **Digitally delivered products**: Digitally delivered products consist of content transmitted and consumed in digital format. It includes purchasing or renting music and videos, reading books and newspapers, storing photos and documents, or accessing banking services online
- **E-commerce**: E-Commerce refers to the sale of goods or services where the order is received and the commitment to purchase is made via the Internet. The goods or services are ordered via online methods, but the payment and ultimate delivery of the goods or services do not have to be conducted online.
- **Hardware**: Hardware is an important component of Digital Enabling Infrastructure. It consists of the manufactured physical elements that constitute information & communications systems
- **Software**: Software is also categorized as a part of Digital Enabling Infrastructure which includes the programs and other operating information used by computing devices and servers.
- **Support services**: Support Services are an important component of digital economy that includes services necessary for digital infrastructure such as education services, consulting services and computer repair services. A portion of these services like computer repair & maintenance services form a part of Digital Enabling Infrastructure.
- **Telecommunications:** The equipment and services required for the digital transmission of information over a distance by cable, telegraph, telephone, broadcasting, or satellite. Telecommunication goods and services are also considered as Digital Enabling Infrastructure





• **Digital Intermediary Platforms**: Digital intermediary platforms provide links between the service providers and users. These platforms are set up purely to act as intermediaries, matching buyers, and sellers, where typically one or the other pays an intermediation fee; and those that are set up as electronic retailers.

A well-defined classification of digital sector based on the nature of the economic activity is critical in ensuring consistency in the evaluation of the digital economy's contribution to economic growth and for comparative analysis with other sectors and other jurisdictions. The digital categories - listed above, are then mapped to the economic sectors according to the North American Industry Classification Systems (NAICS).

The North American Industry Classification System (NAICS) of all economic activities has been widely used by countries as an international standard to classify data according to economic activity in economic statistics, such as for production or national income, employment, population, and others.

Mapping Digital Industry to Economic Sectors

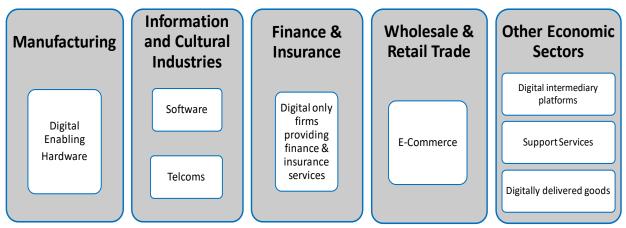


Figure 3: Digital Mapping to ISIC Economic Sectors

This mapping exercise will enable us to understand the cross-sector linkages formed by the digital industries with the other sectors of the Halton economy & municipalities.

3.1.2 Sizing Halton's Economy (GDP)

As shown in Figure 4 below, Halton's GDP witnessed a steady increase from \$24.0 billion in 2016 to \$26.2 billion in 2019, before exhibiting a decline to \$25.4 billion in 2020 principally due to Covid 19. A similar pattern was observed in all municipalities except Oakville where the GDP increased throughout the 2016-2020 period from \$9.3 billion (2016) to \$10.4 billion (2020).





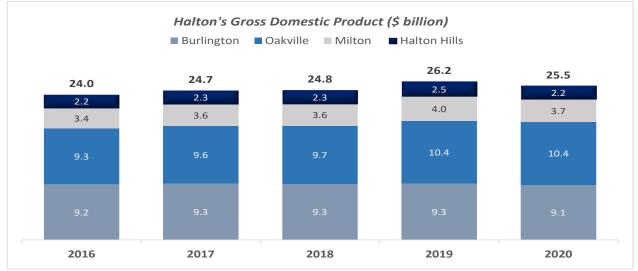


Figure 4: Halton Region's Domestic GDP

Source: Nordicity's calculations based on Halton Employment Survey & Statistics Canada Data

The impact of Covid 19 was also reflected in the distribution of GDP among various economic sectors. As shown in Table 2, sectors like "Transport and Warehousing", "Arts, Entertainment & Recreation", "Management of Companies, and Enterprises", and "Accommodation & Food Services" were worse hit, presumably due to shutdowns caused by the pandemic.

			Halt	ton		
Economic Sectors	2016	2017	2018	2019	2020	Growth (CAGR)
Manufacturing	\$4.49B	\$4.33B	\$4.22B	\$4.65B	\$4.11B	-2.18%
Wholesale trade	\$1.47B	\$1.61B	\$1.43B	\$1.41B	\$1.36B	-1.89%
Retail trade	\$1.57B	\$1.66B	\$1.69B	\$1.71B	\$1.87B	4.38%
Transport and Warehousing	\$1.00B	\$1.02B	\$0.98B	\$1.00B	\$0.73B	-7.58%
Information and cultural industries	\$0.94B	\$0.92B	\$1.04B	\$0.98B	\$1.03B	2.27%
Finance and insurance	\$1.72B	\$1.92B	\$1.74B	\$1.98B	\$2.20B	6.32%
Management of companies and enterprises	\$0.54B	\$0.51B	\$0.49B	\$0.35B	\$0.22B	-20.37%
Professional, scientific, & technical services	\$1.86B	\$1.86B	\$1.89B	\$2.11B	\$1.84B	-0.31%
Admin. support, and waste mgt. etc.	\$0.32B	\$0.36B	\$0.33B	\$0.36B	\$0.32B	0.60%
Education services	\$1.70B	\$1.85B	\$1.83B	\$1.78B	\$1.71B	0.21%
Arts, entertainment, and recreation	\$0.40B	\$0.40B	\$0.43B	\$0.46B	\$0.26B	-10.25%
Accommodation and food services	\$0.54B	\$0.56B	\$0.55B	\$0.58B	\$0.42B	- 5.81%
Other Services	\$0.65B	\$0.68B	\$0.68B	\$0.74B	\$0.67B	0.82%
Remaining sectors	\$6.83B	\$7.04B	\$7.46B	\$8.08B	\$8.66B	6.10%
Total	\$24.03B	\$24.71B	\$24.76B	\$26.19B	\$25.40B	1.40%
A detailed account of GDP distribution by economic sect	ors for four mu	nicipalities is p	resented in Ap	oendix A		

Table 2: Halton's GDP Mix (2016-2020)

Halton's Digital Economy (GDP) 3.2

The digital sector is considered to be a catalyst of economic growth and hence its contribution in terms of its share in the overall economy reflects upon the sector's strength in driving Region's GDP growth. Halton's overall GDP increased by 1.40% per year (see Table 2 above), from \$24.0 billion in 2016 to \$25.5





billion in 2020. However, as shown in Figure 5 below, the share of its digital sector almost remained constant – *slightly increased from 9.2% (2016) to 9.3% (2020)*.

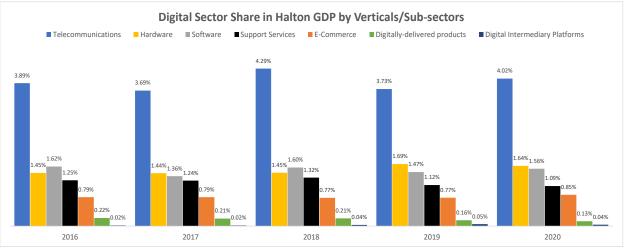


Figure 5: Digital Sector Share in Halton GDP by verticals/sub-sectors Source: Nordicity's calculations based on Halton Employment Survey, Statistics Canada Data & Digital Supply -Use Tables. Note: A detailed account of Digital GDP impact by verticals for the four municipalities is presented in Appendix B.

For better understanding of the economic trends that steered the performance of the Region's Digital Sector in 2016-2020, the Figure 5 above provides its breakdown verticals/sub-sectors. The largest contributor has been the *Telecommunications* sector with its share of about 4.02% in 2020 followed by *Hardware* (1.64%), *Software* (1.56%), *Support Services*, (1.09%), *E-Commerce* (0.85%). The contribution of *Digitally-Delivered Products* and *Digital Intermediary Platforms* has been minimal (below 0.15%).

Although share of Digital sector in the Region's employment has been relatively lower at around 7.2% in 2016-2020, similar trends were found in terms contribution of vertical/sub-sectors as shown Figure **6** below.

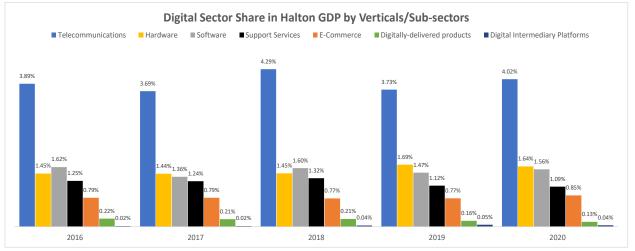


Figure 6: Digital Sector Share in Halton Employment by Verticals/Sub-sectors Source: Nordicity's calculations based on Halton Employment Survey, Statistics Canada Data & Digital Supply -Use Tables A detailed account of Digital Employment impact by verticals for the four municipalities are presented in Appendix C.

It is worth noting that while Telecommunication is the key enabler of digital infrastructure the role of sub-





sectors such as **Software**, **E-Commerce**, **Support Services**, **Digitally Delivered Products**, and **Digital Intermediary Platforms**, will be instrumental role in future economic growth given. As demonstrated in the following section these sectors produce higher value-added products and services (GDP per worker) and create highly paid jobs.

3.3 Productivity Impact Analysis

Productivity estimates have been long recognized as an important contributor to income growth and economic development. There has been an accentuated focus to explore the relationship between economic growth and factor productivity of different sectors of the economy.

Factor productivity serves as an indicator of the overall economic performance of the sector and provides useful insights for policymaking and investment decisions.

This study provides estimates for labor productivity as a key measure of the economic performance of the Halton's digital sector. Labour productivity is defined as output per labor input²⁹. A review of the current productivity levels across Halton's digital economy is instrumental in understanding the extent of 5G's impacts on the sales enablement and economic growth in future. As GDP and output are used interchangeably in economic literature, this study produced productivity estimates by calculating GDP generated per worker for the Digital sector³⁰.

As an expected outcome of digitization, productivity gains were realized in each sub-sector/vertical of Halton's digital economy during 2016-2020. The increase in productivity is attributed to increased automations of operations and higher value jobs in the sector. As shown in Figure 7, GDP per employee growth was highest for Digital Intermediary platforms (5.2%) followed by Digitally Delivered products (2.4%), E-Commerce (2.3%), Support-Services (2.1%), Software (1.6%), Hardware (0.85%) and finally telecommunications (0.5%). Of the four municipalities, Milton's overall digital productivity exhibited highest compound annual growth (2.25%) followed by Burlington (1.57%), Halton Hills (1.32%) and Oakville (1.19%).

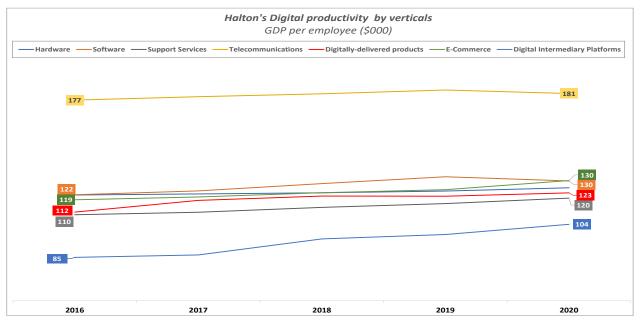


Figure 7: Halton's Digital Productivity by verticals/sub-sectors Source: Nordicity's calculations based on Halton Employment Survey, Statistics Canada Data & Digital Supply -Use Tables A detailed account of Digital Productivity impact by verticals for the four municipalities is presented in Appendix D.





4. Digital Infrastructure Readiness Assessment

4.1 Broadband Connectivity - Current Status

The analysis presented in Section 3 above provides the baseline and helps identify key challenges and opportunities for each municipality in terms of economic growth and productivity, i.e., how 5G enabled services and applications can help address economic challenges and create new development opportunities for long term sustainable economic growth for the Region. As noted above, the availability of next-generation high speed broadband connectivity (wireline as well as wireless) network across the Region will be critical to enable the economic benefits of 5G technologies. In other words, a fully integrated viable broadband network is critical for provision of reliable internet services for the Region's sustainable economic development. **That is, in order for 5G wireless network to be able to offer exponentially higher (1 Gig+) speeds and capacity, the wireline network must also improve proportionately³¹.**

In this context it has been recognized by the CRTC³², and many other Canadian jurisdictions³³ that a modern broadband infrastructure is a critical enabler for widespread availability of high-speed internet services and correspondingly, digitally enabled citizenry, as well as innovation and growth in all sectors of the economy.

However, in terms of the internet speed targets presently set by the CRTC, all Canadian homes and businesses should have access to the broadband Internet speeds of at least 50 Mbps for downloads and 10 Mbps for uploads with the option for unlimited monthly data transfer. According to the ISED data about 96% of the 198K households in the Region appear to have access to fixed broadband internet services with speed of 50/10 Mbps or more – see Table 3 below. That is only 6,998 (3.5%) households are under that threshold or are not served, including 2,587 in Halton Hills (12%), 2,569 in Milton (7.2%), 1,325 in Burlington (1.8%), and 517 Oakville (0.8%).

Wireline Bro	oadband Coverage	Oakv	ille	Burlin	gton	Milt	on	Haltor	n Hills	тот	AL
	Total	68,634	100.0%	72,555	100.0%	35,554	100.0%	21,481	100.0%	198,224	100.0%
Households	50/10 or more	68,117	99.2%	71,230	98.2%	32,985	92.8%	18,894	88.0%	191,226	96.5%
	Under Served	517	0.8%	1,325	1.8%	2,569	7.2%	2,587	12.0%	6,998	3.5%
Population	Total	193,805	100.0%	183,212	100.0%	109,936	100.0%	61,233	100.0%	548,186	100.0%
	50/10 or more	192,475	99.3%	179,222	97.8%	103,164	93.8%	53,805	87.9%	528,666	96.4%
	Under Served	1,330	0.7%	3,990	2.2%	6,772	6.2%	7,428	12.1%	19,520	3.6%
	Total	139	100.0%	190	100.0%	366	100.0%	275	100.0%	970	100.0%
Area (KM ²)	50/10 or more	79	56.8%	57	30.0%	58	15.8%	50	18.2%	244	25.2%
	Under Served	60	43.2%	133	70.0%	308	84.2%	225	81.8%	726	74.8%

Table 3: Halton Region – Fixed (Wireline) Broadband Coverage





It is worth noting that although ISED Broadband Coverage data show that while 96% of Region's current population – as currently distributed, has 50/10 Mbps speeds via fixed infrastructure, this coverage is only available in 25.2% (244 Sq. km) of Halton region's total area of 970 Sq. Km – see Figure 8 below.

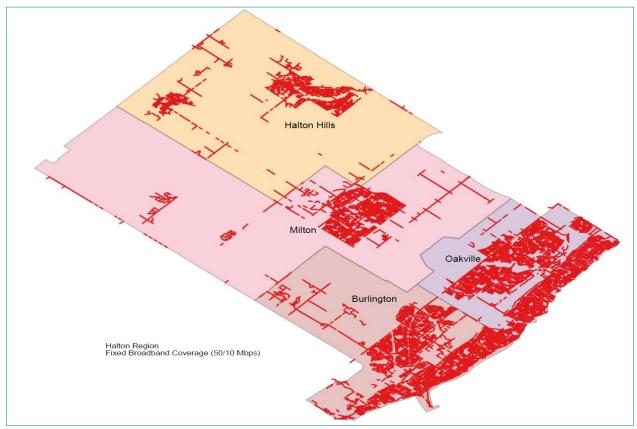


Figure 8: Halton Region - Wireline Broadband Coverage Area Source: Nordicity's calculations based on ISED's Broadband Coverage Database

With 25% of the Region's total area covered by the fixed broadband services with the internet speed of 50/10 Mbps, we believe the benefits of 5G wireless network capability will be only partially realized, i.e., restricted to the high population density (urban) areas.

We also believe that in terms of availability of fixed (wireline) internet services, the ISED Broadband Coverage data appear to overstate the availability of broadband coverage - as explained below.

4.2 Broadband Connectivity – Gap Analysis

The internet service providers (ISPs) that provide fixed broadband services across Canada mainly use the following four broad categories of technologies:

DSL	Digital Subscriber Line (DSL) is a legacy technology, and its further deployment has been universally discontinued. Furthermore, given its constraint, this technology is not considered as a practical solution for the provision of high-speed Internet in low density rural areas - the maximum speed this technology can deliver is approximatively 50 Mbps, only under specific conditions and contingent on	
	the subscriber being located within 2km from the Central Office (CO).	





DOCSIS	Data Over Cable Service Interface Specification (DOCSIS) is a broadband technology used by cable- based carriers (such as Rogers, Cogeco) to deliver high speed internet services using Hybrid Fibre Coaxial (HFC) cable network. This technology meets the current requirements set by CRTC for 50/10 Mbps as well as future midterm needs but not the ultimate goal of 1Gbps in the anticipated long- term evolution of broadband speed standards. For example, according to CRTC's 2020 Communications Monitoring Report, <i>fibre-based gigabit services have far faster upload speeds than</i> <i>their DOCSIS-based counterparts</i> (p.104)
FTTH/P	Fibre to the home/premise (FTTH/P) with the Gigabit-Passive-Optical-Network (GPON) architecture and to be released GPON2 (NG-PON2/10G-PON) is the most typical wireline deployment in recent years. GPON can deliver up to 1Gbps to a subscriber, without any constraints. In the future, GPON2 will be able to deliver between 2.5Gbps to 10Gbps to a subscriber. Furthermore, as noted above fibre based (GPON) services have far faster upload speeds than those delivered through DOCSIS based technology.
FWA	Fixed Wireless Access (FWA) is an interesting and efficient solution for the deployment of internet connectivity in less densely populated areas. However, similar to DSL technology, it is rarely possible to reliably obtain speeds of 50/10 Mbps with technologies using unlicensed frequencies (2.4 GHz or 5 GHz Wi-Fi). Technologies such as LTE (Long Term Evolution), licensed frequencies, and a robust design may allow them to obtain higher speeds and more stable performances. However, it is unlikely to be able to meet the current broadband demands for larger industries and MUSH institutions. Critically, FWA will not allow service providers to scale up to ISED and CRTC goal 1 Gbps service in the future.

The main ISPs currently providing internet services in the Region include:

- **Bell** provides internet services using DSL, and FTTH/P technologies. It is worth noting that according to the CRTC, FTTH/P based internet services are only available to 45% of the Canadian households which are mainly in the large urban areas such as GTA, MTA, Vancouver, Calgary (see CRTC CMR 2020, p. 51). This means, Bell's FTTH/P deployment in the Region is limited to high density (more than 100 households per sq. km) areas. Therefore, it is reasonable to assume that the remaining vast majority of the households are served through DSL and/or DOCSIS (Cable) technologies.
- **Rogers**, as mentioned above delivers high speed internet services, using DOCSIS Hybrid Fibre Coaxial (HFC) cable network, to mainly high-density household areas.
- Cogeco also as mentioned above delivers high speed internet services, using DOCSIS Hybrid Fibre Coaxial (HFC) cable network, to mainly high-density household areas.
- **Standard Broadband**, provides internet services using FTTH/P technology but only in Ballinafad (Halton Hills), and Moffat and Brookville (Milton)
- **Xplornet** provides internet services mainly using FWA (Fixed Wireless Access) technology.

Although the ISED data indicates that about 96% of the 198K households in the Region to have access to fixed broadband internet services with speed of 50/10 Mbps or more, we believe it is critical to further examine state of broadband coverage in the Region. In our view, 96% coverage is based internet speeds offered by the service providers. This means if a service provider offers a 50 Mbps download speed it is based on a "best effort" service model, which usually refers to an "up to" or "average" speed promise. In other words, the actual internet speed delivered to the subscribers can be significantly lower than the promised speed. In this sense, it is important to examine the reliability of speed offered by the service providers, which depends on different factors such as:





- Broadband Technology: The broadband network technology (DSL, DOCSIS, FTTH/P, FWA etc.) used to deliver internet services can significantly influence delivery of internet speed. For example, on a DSL/FWA platform the internet speed decreases as the subscribers are further away from the service hub (central office/cell site). The internet speed can decrease significantly on DSL, and FWA networks, if the subscribers located beyond a certain distance. For example, it becomes very challenging for service providers to deliver more than 25Mbps speed on a DSL network to a customer located beyond 1 Km from their service hub.
- **Oversubscription Rate:** Oversubscription rate refers to the ratio used by the telecom operators to dimension their broadband service/network. It refers to the assumption that not all subscribers will demand peak service e.g., 50 Mbps at the same time. Typically, wireline network operators assume only 10% to 20% of the subscribers will demand peak service at the same time. Broadband service speed can significantly decrease if the actual ratio of those subscribers exceeds the oversubscription rate assumed by the telecom operator. In such situation, it is difficult to deliver reliable internet service if the broadband network lacks flexibility and scalability for upgrade e.g., DSL, DOCSIS, and FWA.
- Quality of Service (QoS): The quality of service refers to the ability of the broadband network to maintain a performance level (e.g., internet speed) required for a reliable delivery of different service applications such as IP-TV, Videoconferencing, telemedicine etc. For example, a constant internet speed of 15-25 Mbps is required for uninterrupted delivery of IP-TV service, depending on whether it is a Standard Definition (SD), High Definition (HD), or 4K etc., video service. For example, 1-2 HD TVs on a DSL platform can significantly degrade broadband speed offered by ISPs when used at the same. FTTH/P (wireline), and 5G (wireless) technologies would only meet QoS level required for critical applications in the emerging digital world.

In this context we further examined the ISED data for the broadband coverage in the Region. Using ISED, Census Canada geomatics data we first categorized the Region's households according to five density levels as below.

Density Level	Definition
Very Low Density	<=Less than 10 Households per KM ²
Low Density	> 10 to <=25 Households per KM ²
Medium Density	> 25 to <=50 Households per KM ²
High Medium Density	> 50 to <=100 Households per KM ²
High Density	> 100 Households per KM ²

Then we assigned coverage (internet speed) to each density level, according to the characteristics of the available network technologies described above. For example, according to CRTC FTTH/P based internet services are mainly deployed in large urban areas. On this basis, we assumed high-density areas in the Region would likely have FTTH/P, and therefore meet or exceed the CRTC speed target of 50/10 Mbps. For the other four density levels we assigned internet coverage speeds based on our industry experience and knowledge on similar project, some involving field surveys of broadband infrastructure³⁴.

On this basis we estimate that less than one third (30.6%) of the households in the Region may have access to reliable internet services potentially meeting the CRTC target speed of 50/10 Mbps or more - see Table 4 below.





The five ISPs listed above mainly deliver internet services to households in the Region using FTTH/P, DSL and DOCSIS-HFC technologies. As explained above, only FTTP/P (using GPON technology) can deliver up to 1Gbps to a subscriber, without any constraints. That is, only 21,613 (10.9%) of the households in the Region may have access to a future proof fixed broadband internet services including 1,118 in Halton Hills (5.2%), 3,609 in Milton (10.2%), 4,832 in Burlington (6.7%), and 12,054 Oakville (17.6%).

Broadband Coverage by Technology	Oakv	ville	Burlin	gton	Milt	on	Haltor	n Hills	тот	AL
FTTH/P	12,054	17.6%	4,832	6.7%	3,609	10.2%	1,118	5.2%	21,613	10.9%
50/10Mbps	18,845	27.5%	5,500	7.6%	9,236	26.0%	5,494	25.6%	39,075	19.7%
Below 50/10Mbps	27,518	40.1%	10,412	14.4%	16,483	46.4%	8,731	40.6%	63,144	31.9%
25/5Mbps	10,027	14.6%	46,162	63.6%	5,979	16.8%	6,032	28.1%	68,200	34.4%
Below 25/5Mbps	190	0.3%	5,649	7.8%	247	0.7%	106	0.5%	6,192	3.1%
Total	68,634	100.0%	72,555	100.0%	35,554	100.0%	21,481	100.0%	198,224	100.0%

Table 4: Halton Region – Fixed (Wireline) Broadband Coverage by Internet Speed

Source: Nordicity's estimates based as based on the analysis of household density per square kilometer using ISED Census Canada, and MPAC data.

Note: Given the methodology applied, the broadband coverage for the new sub-divisions developed in 2015 or later (which are likely to be served with FTTH/P) may not have been properly represented in our above assessment.

Based on our estimates almost 90% of the households currently do not have access to internet services with speeds of 50/10 Mbps or more, using future proof (FTTH/P) fixed broadband.

We believe the impacts of the weakness in broadband coverage will grow significantly in the future.

According to CRTC's CMR report (2020), Canadians continue to use more data, subscribe to faster, larger packages and allocate more money to Internet access services (p. 51). That is, with the exponential growth in broadband usage, it is likely that in the near future, the demand for internet speeds will be significantly higher than 50/10 Mbps, reaching up to Gigabit³⁵ service in the Region.

We believe also that based on current trends of broadband usage it is reasonable to believe that demand for internet speeds will reach up to 1 Gbps in the medium term. We also believe that businesses, industry, and MUSH (Municipalities, Universities, Schools, and Hospitals) institutions are likely to require 1 Gbps or higher speed internet services. Similarly, residential, including self-employed and work-fromhome, demand is also expected to increase exponentially, ranging between 100 Mbps and 1 Gbps.

That is, the availability of reliable and scalable high-speed internet services is not only essential to meet the emerging demand for high-speed internet connectivity but also for the enablement of digital infrastructure in the Region to assure its long term sustainable economic development. In other words, the presence of a modern digital infrastructure is becoming increasingly critical to achieve the objectives of inclusive prosperity, tackling social and governance challenges and enriching citizens' quality of life.

The sectors that play an instrumental role in achieving this objective include *businesses*, *agriculture*, *education*, *health*, and *public safety*. Correspondingly, the *availability of broadband networks can have a significant impact on the performance of these sectors, as illustrated below*.





Business	 Broadband is critical for businesses to improve their productivity and efficiency to remain competitive. Adequate broadband connectivity is essential to attract new business and retain existing business
Agriculture	 Transition to smart agriculture and smart farming is critical to remain competitive. This requires broadband infrastructure to leverage advanced technologies in farming such as big data, cloud computing, internet of things (IoT) for tracking, monitoring, automating, and optimizing operations.
Education	 Access to high-speed internet and online applications are becoming increasingly important for high quality education. Modern educational technologies including application such as augmented reality (AR), virtual reality (VR) depend on high-quality broadband services, at school and at home
Workforce	 Reliable access to online applications are becoming increasingly important to improve workforce efficiency and competitiveness
Health	 Efficient functioning of health care services - eHealth, telemedicine is becoming increasingly dependent on high-quality broadband capability e.g., connecting with patients virtually for remote consultation, monitoring and some medical procedures.
Public Safety	 High quality broadband capability is critical in a modern community to ensure effective response to emergencies, and public safety incidents, without any delays.
Government Services	 Reliable broadband enables more effective interaction with citizens and more efficient delivery of public services.

5. Next Generation Broadband Connectivity Implementation Options Analysis

Based on the assessment presented in the previous section, we believe significant gap exists in most parts of the Region in terms of broadband capability in meeting the emerging demands for reliable and scalable highspeed services in a digital (1Gig+) economy. That is, in most cases 50/10 Mbps speed is delivered through copper-based Digital Subscriber Line (DSL) or cable-based Data Over Cable Service Interface Specification (DOCSIS) wireline networks. As stated above, DSL is a legacy technology, and its further deployment has been universally discontinued. DOCSIS technology (used by Rogers, and COGECO) delivers high speed internet services using Hybrid Fibre Coaxial (HFC) cable network. Although this technology meets the current requirements set by CRTC for 50/10 Mbps and future midterm needs, it lacks the scalability to deliver reliable speed of 1 Gbps plus in the anticipated long-term evolution of broadband speed standards.

As such, the technological limitation of existing broadband networks could significantly inhibit the full realization of the benefits of 5G enabled services in the Region. To address this gap, we present the following three options for consideration.

- Status Quo Model
- Status Quo with an Accelerated FTTH/P Deployment
- Unified FTTH/P Deployment³⁶

5.1 Status Quo Model

The status quo model assumes the existing ISPs and potentially new entrants will continue to upgrade their existing broadband networks to meet the growing demand for internet services with higher speed requirements. The main limitation of this option is that it will primarily depend on the level of the interest of the ISPs to upgrade their broadband network capabilities. Typically, ISPs implement network upgrades on an incremental basis, depending on their ability to retain subscribers in the face of competitors' comparative capabilities and the opportunity to gain market share and higher subscriber revenues. That is, ISPs will only consider FTTH/P deployment where it is feasible from their financial perspective e.g., higher density areas ensuring return on investments expected by their shareholders, and/or where they anticipate a significant gain or loss in their market share. Under this status quo





approach, it will likely take several years (at least 7 to 15 years) for ISPs to meet the demand for highspeed internet connectivity on equitable basis for all the residents across the Region. This option will also restrict the full realization of economic benefits of 5G technologies across different sectors of the Region's economy – 5G rollout will be restricted to the deployment of small cells only to enable operators to support more subscribers with faster speed without the need to acquire additional spectrum. Therefore, we believe the wireless network operators (MNOs) in the Region such as Bell, and Rogers will likely focus on 5G (small cell) deployments to enhance their wireless network capacity mainly in high density areas and along transportation corridors to meet the needs of their mobile broadband subscribers who are demanding faster speed and more data.

5.2 Status Quo with an Accelerated FTTH/P Deployment

The objective of this option is to accelerate FTTH/P deployment where required, to ensure all of residents have access to the internet services with similar speeds across the Region. For this purpose, we propose that the Region, in collaboration with the telecom network operators, advocates for funding through public sources to subsidize the higher cost of FTTH/P deployment in low density areas.

As in the case of Status Quo Model this option also has similar limitations. For example, it will primarily depend on the level of the interest of the ISPs to upgrade their broadband network capabilities in the lower density areas. However, depending on the availability of provincial and federal funding programs and their eligibility criteria, this option will accelerate the FTTH/P deployment in selected areas of the Region, particularly lower density, and rural areas.

It is worth noting that FTTH deployment cost per household in very low-density rural areas of the Region - representing about 6,192 households, is almost 3 times higher than the deployment cost in medium density areas, as shown in Figure 9 below.

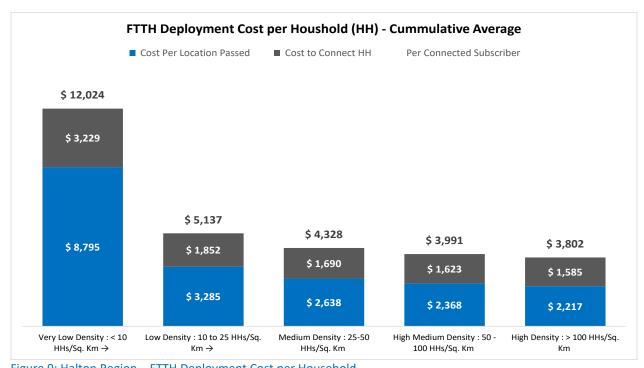


Figure 9: Halton Region – FTTH Deployment Cost per Household Source: Estimated amounts based on Nordicity's Broadband Investment Model using ISED's Broadband Coverage, Census Canada, GIS data





This option lacks the integrated approach required to fully realize the economic benefits of 5G technologies across different sectors of the Region's economy. Furthermore, as stated above, the wireless network operators (MNOs) such as Bell, Rogers, will likely limit their 5G technology rollout to small cell deployments only to increase their network capacity to meet the growing demand for higher speeds and data from their wireless broadband subscribers, mainly in high density areas and along transportation corridors.

5.3 Unified FTTH/P Deployment

It is worth noting that an initial investment of \$54.5m is estimated to be required to serve 6,192 lowdensity (which are mostly rural areas) with future proof FTTH broadband capacity – costing \$8,895 per household or \$12,024 per connect household (subscriber). However, in the scenario that a unified FTTH network is deployed across the Region covering 198K households, while total initial investment will increase to \$439m, the average FTTH cost per household will be significantly reduced: from \$12,024 to \$3,802, as shown in Figure 13 above. This means, a significant amount of subsidy per household will be required if FTTH deployment is targeted only to address the connectivity gap for the 6,192 households in low-density/rural areas only.

	Very Low Density: < 10 HHs/Sq. Km	Low Density: 10 to 25 HHs/Sq. Km	Medium Density: 25- 50 HHs/Sq. Km	High Medium Density: 50 - 100 HHs/Sq. Km	High Density: > 100 HHs/Sq. Km	Total Region
Estimated households/locations passed	6,192	68,200	63,144	39,075	21,613	198,224
Penetration rate (connected ratio assumed)	80.00%	80.00%	80.00%	80.00%	80.00%	80.00%
Estimated connected households/locations	4,954	54,560	50,515	31,260	17,290	158,579
Average monthly subscription rate	130.62	130.62	130.62	130.62	130.62	130.62
Net present value (NPV)	(\$49,491,287)	(\$47,065,254)	\$26,249,364	\$37,909,743	\$32,397,434	-
Payback (years)	Over 25 Years	19	13	10	8	15
Breakeven (NPV=0) monthly rate	\$189.69	135.72	127.54	123.45	119.54	130.62
Total initial capex	\$54,460,095	\$189,914,854	\$118,393,576	\$55,433,958	\$21,259,438	\$439,461,922
Rate of Return (assumed borrowing cost)	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
Study (useful) life	25 Years	25 Years	25 Years	25 Years	25 Years	25 Years
Cost per household/location passed	\$8,795	\$2,785	\$1,875	\$1,419	\$984	\$2,217
Cost per connected household/location	\$10,993	\$3,481	\$2,344	\$1,773	\$1,230	\$2,771
Activation cost per household/location	\$1,031	\$1,031	\$1,031	\$1,031	\$1,031	\$1,031
Total cost per connected household/location	\$12,024	\$4,512	\$3,374	\$2,804	\$2,260	\$3,802

Table 5: Halton Region – FTTH Deployment Investment Analysis

The analysis shown in Table 5 above indicates that it might be more cost efficient to implement a uniform future proof broadband infrastructure across the region, which will permanently address the internet connectivity challenges in the Region. Furthermore, this option will help eliminate the digital-divide and enable equitable realization of the socio-economic benefits of 5G technologies by all the residents in the Region.

This option has been considered by some jurisdictions in Ontario outside GTA such as Northumberland County, Township of Leeds and Thousand Islands, and the City of Quite West. For example, Northumberland considered a utility approach to deploy a unified broadband network across the County





using FTTH/P technology, financed through a combination of public funding and P3 (Public Private Partnership) investment.

Some jurisdictions in Ontario have considered creation of municipally owned dark fibre network – YorkNet. YorkNet, incorporated in 2017 as YTN Telecom Network Inc. is a wholly owned Regional corporation that operates and manages the expansion of the fiber-optic network in York Region. YorkNet currently operates about 400Km of dark fibre along the regional roads, with the objectives including.

- To improve delivery of Region's services (traffic management, transit, infrastructure monitoring and policing).
- To provide a reliable and cost-effective connectivity to municipalities, schools, hospitals, and other public-sector organizations in the Region
- To provide open access to ISPs and business to deliver affordable internet services, particularly in rural areas of the Region.

It seems the main focus of YorkNet is to promote access to and affordability of broadband services – especially in rural areas where the major ISPs have historically delayed the roll out of high speed broadband networks (fixed and mobile) due to lower profitability. We believe YorkNet provides an effective platform for the Region to ensure a unified a broadband capability across the Region. However, it will depend on its ability to collaborate with the ISP in prioritizing their FTTH/P, and 5G network roll outs, and attracting public funding.

The Durham Region has a mixed approach in which it has mostly favoured private investors. For example, it promoted creation of Durham Broadband, which is owned by a group of private local firms, providing dark fibre network access services, like YorkNet, to institutions and businesses across the region.

However, in May 2021 the Regional Council, recognizing that the citizens in many rural areas did not have access to affordable broadband due to the higher costs of service and issues with funding programs, have indicated the desire to play a direct role by deploying a fibre optic backbone network along the regional roads connecting hamlets and rural communities. The purpose of building the fibre optic backbone network is to make it available for lease by the private sector in order to reduce the time and cost required for ISPs to bring service to rural communities.

We believe both York and Durham dark fibre network models may provide an effective platform to ensure a unified broadband infrastructure required for 5G capabilities across the regions. However, it will depend on their ability to collaborate with the ISPs in attracting public funding/investments, and prioritizing their FTTH/P, and 5G network roll outs for the regions.

5.4 Leveraging Region's Pole Infrastructure for 5G Deployment

As part of their 5G roll out plans, the mobile network operations such as Rogers, Bell, and others will need to deploy small cell technology. These small cells are essential for 5G network capability as they allow the operators to support more users with faster speeds without the need to acquire additional spectrum. Small cells are mini cellular towers (antennas), which are roughly the size of a standard laptops, which can be installed on top of the buildings, traffic signals, streetlights, and utility poles. In this context the Region can leverage its existing pole infrastructure (mainly street-light and utility poles) to facilitate faster deployment of 5G network capability. The breakdown of 82,327 poles in the Region is provided in Table 6 below.





	Number of Poles by Ownership						
Municipality	Hydro (Utility)	Municipal (Street Light)	Combined				
Burlington	14,471	11,184	25,655				
Halton Hills	9,398	3,569	12,967				
Milton	9,799	9,786	19,585				
Oakville	8,682	10,293	18,975				
Region	-	5,145	5,145				
Halton Region	42,350	39,977	82,327				
Note: Traffic signal poles, due to operational a	nd technical reasons cannot be	used for 5G equipment installation	on, therefore excluded				

Table 6: Halton Region – Vertical Assets (Poles) Inventory

The emergent need of wireless operators (mainly Bell and Rogers) for deployment of their 5G small cells presents an opportunity for the Region to partner with the LDCs to effectively utilize their vertical assets (street-light, and utility pole assets as shown Table 6) for a faster rollout of 5G networks. In this context the Halton Utility Group (HUG) has proposed to aggregate Halton's poles for their optimal utilization for 5G small cells deployments.

In our view the HUG proposal presents certain benefits in terms of optimal use of the Region's existing pole infrastructure including:

- Pooling of assets will allow the Region to negotiate more favourable rates, given the critical mass, as compared to municipalities negotiating rates individually.
- The HUG LDCs may effectively manage operations of 5G attachments based on HUG's existing dayto-day working relationship with the network operators. Although, some municipalities may have an existing relationship with the telecom operators for use of their pole infrastructure, they may required a framework to manage the use of their poles for 5G small cells operations. This would mean incremental costs for capacity-building and loss of synergies that may occur under combined operations as proposed by the HUG.

We also believe there are certain risks associated with HUG proposal, which need to be carefully examined and mitigated, as explained below.

Utilization Factor Risk: As mentioned above, the main driver of small cells deployments by the wireless operators is to increase their network capacity to support their mobile broadband users demanding faster speed and more data, which is mainly in high density areas. That is, small cells split the macro coverage areas into smaller coverage areas, which allows the wireless network operators to support their subscribers without the need to acquire additional spectrum. For this purpose, depending on the network capacity requirements, about 4 to 10 small cells are typically needed for every macro cell site. This may mean small cells deployment in the Region could range from 3,300 to 8,300 representing a maximum pole utilization ratio of 4% to 10% in the next 3-5 years. This utilization may increase significantly in a fully developed 5G ecosystem, encompassing a massive IoT infrastructure. However, such a scenario would occur in the long run, which will also depend on the overall broadband network capability and roll out of 5G use cases across different economic sectors of the Region. In the scenario with less 10% utilization of total poles for 5G small cells may present revenues risk for the HUG to fully recovering its operating expenses.





Regulatory Risk:

HUG proposal is based on assumption occupancy fees for 5G small cells will be commercially negotiated. In the recent years, mobile operators in Ontario, agreed to pay LDCs commercially negotiated rates for the installation of wireless on utility poles but only for a relatively small number of their 4G (LTE) cell sites.

It is worth noting that wireless attachments to utility poles typically have not been subject to any regulations for rate determination, and therefore have been commercially negotiated. That is, there has been no complaints regarding the wireless attachment rates. This is mainly due to the limited number of wireless attachments under the 3G/4G environment. However, with the emergence of 5G technologies the telecom operators are likely to deploy a far greater number of wireless equipment (small cells) to increase their overall network capacity. The standards for wireless cell sites are federally regulated in Canada by the ISED – Ministry of Innovation, Science and Economic Development. In recent years both the Federal and Ontario governments have introduced programs and initiatives to accelerate the deployment of broadband networks particularly in unserved and underserved areas. In October 2020 the CRTC initiated consultation proceeding: CRTC 2020-366³⁷, stating:

"The Commission is concerned, based on submissions received in the proceeding initiated by Telecom Notice of Consultation 2019-406, that untimely and costly access to poles owned by Canadian carriers has negative impacts on the deployment of efficient broadband-capable networks, particularly in areas of Canada with limited or no access to such networks. Therefore, the Commission is initiating a proceeding to identify and implement regulatory measures that will make access to such poles more efficient."

Also, earlier this year the Government of Ontario introduced Bill257: "Building Broadband Faster Act, 2021.", which received royal assent on April 12 2021³⁸, stating it purpose as:

"The purpose of the Act is to expedite the delivery of broadband projects of provincial significance by removing barriers and streamlining processes related to infrastructure that may result in delays to the timely completion of these broadband projects, while enhancing co-ordination and engagement with and being fair to public and private sector stakeholders"

The Act also amended Ontario Energy Board Act, enabling the Board to facilitate the efficient development of, use of and access to electricity infrastructure to which this Part applies.

In this context, there is a great risk that the Canadian regulators (CRTC and/or OEB) may, following the precedence of the US regulator - FCC (Federal Communications Commission), take steps to bring the wireless small cells attachments to the poles under regulated framework for rate setting. For example, the FCC in its September 27, 2018, declaratory ruling (FCC 18-33) concluded that the state and local governments are limited to charge fees that are no greater than a reasonable approximation of objectively reasonable costs for processing applications and for managing deployments in the rights-of-way.

Under such a scenario the HUG may be required to charge regulated fees, which could be significantly lower than the commercially negotiated rates.

Detailed assessment, including financial analysis of this opportunity will be provided in the commercial reports to be submitted in January 2022 for each Halton municipality. The commercial reports will also outline framework between the local municipalities and the LDCs for coordination of the operations and management of 5G small cell attachments to municipal and LDC poles.





6. Modeling 5G Benefits

We have modelled 5G use cases for different sectors of the economy as applicable to the Halton Region and its four municipalities, in order to estimate the socio-economic benefits of 5G technologies.³⁹ Based on a detailed economic modeling, we have estimated the potential contributions of 5G enabled services and applications across different sectors of the Halton economy as explained in the following subsections.

5G benefits include the following:

(a) direct benefits, i.e., increased revenues (new demand) to the 5G service providers, as well as network infrastructure providers.

(b) socio-economic benefits across different sectors of the economy in terms of increased revenues (new demand), new investments and productivity gains.

6.1 5G Direct Benefits – Telecom Services and Broadband Infrastructure Providers

The telecom services and broadband infrastructure providers are expected to generate incremental revenues with the adoption (subscriptions) of 5G services across different sectors of the economy, including consumers, businesses, government organizations. The three primary sources of 5G-related benefits include:

- **IoT Connectivity**: Incremental connectivity revenues enabled through (IoT) application across all sectors of the economy comprising:
 - Connected Business
 - Connected Car
 - Connected Cities
 - Connected Consumer Electronics
 - Connected Energy
 - Connected Health
 - Connected Home
 - Connected Industry
- **5G-enabled Applications**: Incremental revenues generated by new applications that telecom service providers will be able to offer on their 5G network, viz. **Augmented Reality** and **Ultra-HD Video**.
- **5G Migrated Subscribers:** Incremental data usage results from subscribers migrating from 4G to 5G networks and the adoption of 5G enabled services.

According to our Canadian economy survey, 5G-enabled telecom services revenues under the above three categories will increase exponentially at an annual growth rate of approximately 34%, reaching an estimated \$84b over the next 10 years. In order to realize these revenues opportunities, we estimate that the telecom services and network infrastructure providers will need to invest approximately ~\$11b in the next 3-5 years to deploy 5G wireless networks across Canada. We believe similar economic benefits will occur in the Region with 5G roll outs, as detailed in Section 7 below.

6.2 Long term Socio-economic benefits of 5G technologies

As noted above, 5G will enable applications - currently not possible with 4G technology, by providing the following capabilities:

- Broadband is available everywhere at speeds up to 10 Gbps.
- Smart vehicles enabled with a reliable and secure connection to the cloud.





- Super-high-definition media distribution.
- Critical control of remote devices enabled by ultra-low latency and reliability; and
- Better interaction of humans and the internet of things with support for such capabilities as tactile internet.

As illustrated in Figure 10 below, 5G will enable disruptive technologies for all economic sectors through enhanced capabilities that are not available on a wide scale in the existing 4G networks:

- eMBB: Enhanced Mobile Broadband,
- **mMTC:** Massive machine-type communications or capacity for massive machine to machine connectivity; and,
- **uRLLC:** Ultra-reliable low latency communications providing reliability to perform critical operations wirelessly.

Figure 14 below provides key examples of **uRLLC** applications, such as conducting robotic surgeries using augmented reality (AR) and virtual reality (VR) in health sector and enabling additive manufacturing using 3D printing in fully connected factories in the manufacturing sector.

		Enhan	iced Mobile Br	oadband			
	Massive Ma	chine Connections	Mission Critical				
	Capacity				Reliability		
	Bandwidth usage	Connection density	Throughput	Device power	Latency		
Mining		Smar	rt Mining - satelli	te operations using connect	ed equipment		
Utilities			Sma	art Grid and Distributed Ger	eration		
Manufacturing				Industry 4.0 - Additive Man	ufacturing		
Transportation		Autonomous Drivir	ng, fleet platooni	ng, and intelligent system to	o avoid accidents		
Real Estate		VR 360 Tour					
Finance and Insurance		businesses connec	ted to end-users	- mobile banking, block cha	in (public ledger)		
Information and Cultural Industries				Head	lsets using AR/VR		
Health Care				VR/AR technology for rot	otic surgeries		
Construction				Tele-operated driving			
Agriculture		precision farming - satellite farming and dron					
Wholesale		AGV (automated	guided vehicle)				
Retail		Smart	IoT				



As shown in Figure 10 above, the three key applications of 5G network technologies – **eMBB**, **mMTC**, and **uRLLC**, are based on capacity and reliability factors (parameters) which are not available in the existing wireless networks as summarized below:

Conscitu	 Very high bandwidth density
Capacity	 Very high connection density
Speed	 Very high throughput
Deliability	 Very low device power usage
Reliability	 Very low latency





That is 5G will be the key enabler for development of several disruptive technologies – which are needed for industry, the public sector, and the services sectors. Some of the examples of 5G Use Cases for Transport, Health, Energy & Utilities, and Manufacturing sectors are listed below.

Transport

- Autonomous Vehicles / Automated Driving
- Enhanced Road Safety and Traffic Management Services with applications such as Vehicle-to-Vehicle and Vehicle-to-Road Infrastructure (e.g., traffic lights etc.) Communication.
- Digital Transport and Logistics Systems
- Intelligent Navigation

Health

- Remote Surgery, Rehabilitation, Assisted Living Services, and Emergency Response Care Services
- Realtime Remote Health Care, Wellness Monitoring and Telemedicine
- Artificial Intelligence Based Diagnosis (Increased Accuracy)

Energy & Utilities

- Smart Grid ability to accurately predict energy loads and system maintenance requirements
- Remote monitory of energy sites solar/wind farm (e.g., wind conditions), power generation stations.

Manufacturing

- Additive Manufacturing or 3D Printing
- Automated Guided Vehicles (Robots, Drones, Vehicles) including Collaborative Robotics
- Augmented Reality (Remote) Maintenance, Troubleshooting, and Production Operations Management.
- Analytics to predict breakdown and downtime
- Seamless intra-/inter-enterprise communication capability to monitor facilities and installation distributed in larger area, and enable efficient coordination of cross value chain activities and optimization of process flows

Figure 11, below illustrates the relative impact of the five 5G factors in the evolution of the future **Digital Economy**, from 3G to 4G to 4G+ leading to 5G networks. It demonstrates the rapidly increasing positive impacts of low latency in generating growth in the digital economy relative to connection and bandwidth density, throughput, and device power.





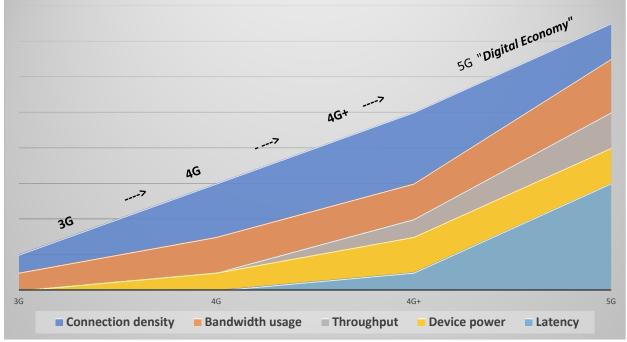


Figure 11: Impact of 5G capabilities on the evolution of the future "Digital Economy"

The deployment of 5G networks will have much broader impacts in the economy than previous 1G to 4G generations as ICT development and the Gigabit economy are both inextricably linked to the availability 5G networks. Thus, 5G will be the integrating force in a single infrastructure for network connectivity, information processing, and data storage - i.e., the "nervous system" of a digital economy. "*The digital economy is now firmly established as a core driver of global growth*."⁴⁰ The next generation of digital transformation across all economic sectors will be instrumental in the evolution of the true digital economy.

5G networks will set the stage for the introduction of new technologies and applications across all sectors of the economy as illustrated in use cases provided in the next subsection.

The deployment of 5G networks will be a prerequisite to attract new investments in next-generation technologies in all sectors of the economy. By matching 5G networks and 5G technologies, economies will be able to generate new demand, efficiency, and technological enablement, resulting in long-term sustainable economic growth. We believe the **key benefit of 5G technologies will be productivity gains measured in terms of GDP growth**. However, according to our assessment, as described in Section 6.3 below, each sector's productivity gains will vary.

6.3 Modelling 5G Use Cases

Adoption and use of 5G technologies will revolutionize and transform existing economic sectors and industries. The 5G capabilities (**eMBB**-Enhanced Mobile Bandwidth, **mMTC**-Massive Machine Type Communications, and u**RLLC**-Ultra-reliable and Low-latency Communications) will enable applications (5G Drivers) such as Artificial Intelligence (AI), Cloud Computing and Internet of Things (IoT) etc., as shown in Table 7 below.





Table 7: Revenue Impact of 5G Benefit Drivers

5G Benefit Driver	5G Revenue Impact*				
5G Enabled Telcom Services Demand	0.017%				
Artificial intelligence (AI)	0.043%				
Virtual, mixed, and augmented reality	0.013%				
Integrated Internet of Things (IoT) systems	0.055%				
Additive manufacturing	0.023%				
3D printing	0.022%				
Advanced robotics	0.013%				
Big data analytics	0.020%				
Blockchain technologies	0.003%				
Cloud computing	0.364%				
Internet-connected smart devices, or Internet of things (IoT)	0.185%				
Software and hardware using artificial intelligence (AI)	0.381%				
*Nordicity's calculations based on StatsCan data and literature review					

These applications will support a variety of use cases, *as explained in Appendix G*, that will drive economic resiliency in the future and increase cross-industry benefits by enabling revolutionary technical abilities. As shown in Table 7 above Cloud Computing, Internet of Things (IoT) and Artificial Intelligence will generate revenue multiplier effect to the magnitude of 0.364%, 0.185% and 0.381% respectively and hence are the major contributors to the Region's economic benefits enabled by the 5G technology. According to our estimates, 5G technologies, with its roll out starting in 2022 will generate incremental revenue of \$12.4 billion in 2022-2036. Accordingly, the estimated incremental revenue will increase from \$598 million in 2022 to \$1,126 billion by 2026 as shown in Figure 12 below.

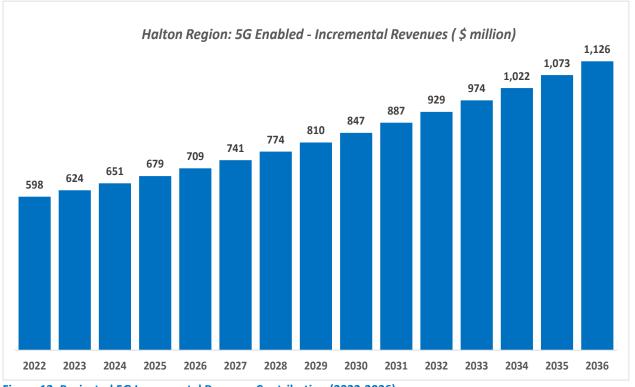


Figure 12: Projected 5G Incremental Revenue Contribution (2022-2036) Source: Nordicity's projections based on Baseline modelling, Statistics Canada Data on emerging technology adoption rates





Over 80% of the Region's 12.4 billion revenues in 2022-2026 will enabled by the three key 5G applications including *Artificial Intelligence, Cloud Computing,* and *Inter-connected Smart Devices and IoTs*, as shown in Figure 13 below.

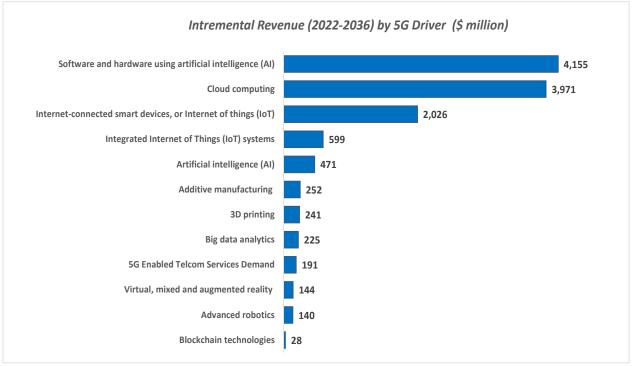


Figure 13: Cumulative impacted revenues by 5G drivers Source: Nordicity's projections based on Baseline modelling, Statistics Canada Data on emerging technology adoption rates

7. 5G Socio-economic Impact Analysis

The present value of the \$12.4 billion incremental revenue forecast is \$9.66 billion - *averaging about \$809 million per year or 1.65% of the existing revenues of \$49 billion*. These incremental revenues (demand) will attract about \$2.56 billion new investment to enable 5G applications across the 19 economic sectors of the Region. About \$770 million (30%) of these investments will made by the telecommunications sector, and the remaining \$1.79 billion will be invested by the business and industries across the other economic sectors of the Region. These investments represent the estimates for the development and commercialization of 5G-enabled technologies and applications across different Halton's economic sectors such as manufacturing, health care, energy, transportation and so forth.

The increased economic activities in terms of incremental revenues and new investments enabled by 5G applications in the Region will generate \$12.25 billion in new GDP and will support 91,644 additional jobs in 2022-2036, as Figure 14 below. The new GDP impact will double the Region current growth trends – by additional 1.46% growth per year, representing a socio-economic return of 18.38% and a productivity gain of 1.20%.





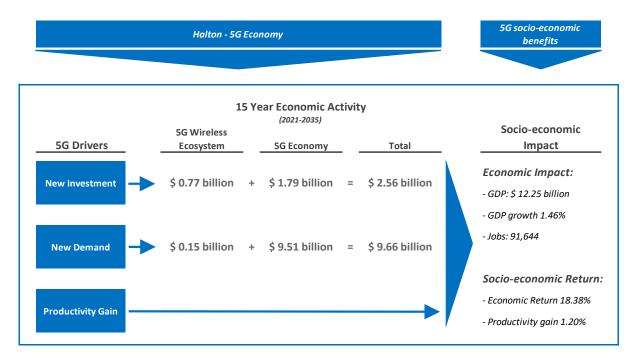


Figure 14: 5G Economic Impact Analysis Summary

Source: Nordicity's projections based on Baseline modelling, Statistics Canada Data on emerging technology adoption rates. The basis of above estimates are explained in Appendix H

As shown in Figure 15 below, the largest economic GDP impact of 5G will occur in the following five sectors of the Halton Region:

- Manufacturing (30% of the total impact)
- Utilities (15% of the total impact)
- Real Estate Rental & Leasing (8% of the total impact)
- Finance and Insurance (7% of the total impact)
- Information & Cultural Industries (7% of the total impact)

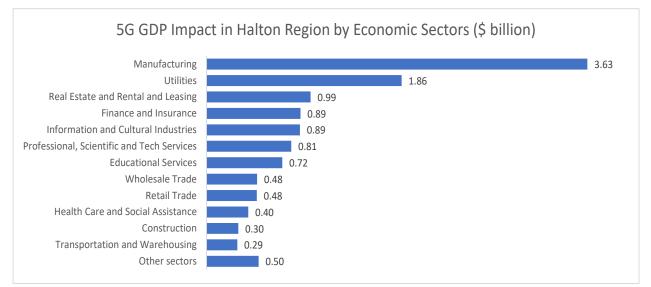


Figure 15: 5G GDP Impact in Halton Region by Economic Sectors

Source: Nordicity's projections based on Baseline modelling, Statistics Canada Data on emerging technology adoption rates





As shown in Figure 16 below, the following five sectors will lead Halton Region's 5G-driven growth in job creation.

- Manufacturing (27% of the total impact)
- Utilities (12% of the total impact)
- Real Estate Rental & Leasing (8% of the total impact)
- Education services (8% of the total impact)
- Retail Trade (7% of the total impact)

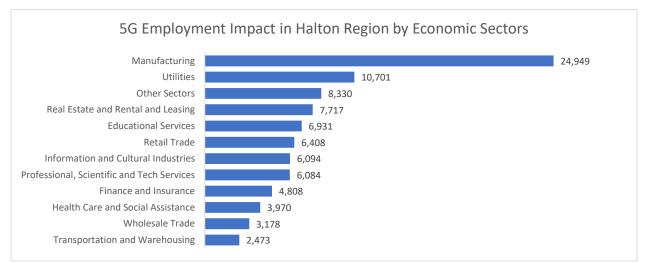


Figure 16: 5G Employment Impact in Halton Region by Economic Sectors

Source: Nordicity's projections based on Baseline modelling, Statistics Canada Data on emerging technology adoption rates

8. Recommended Digital Access Implementation Action Plan

Our analyses presented in the previous sections demonstrate that the adoption of 5G technologies will enable digital transformation across different economic sectors of the Region. The digital transformation will result significant economic benefits for the Region. The key benefits drivers include investments of \$2.56 billion in new technologies, and generation of \$9.66 billion of new demand, which will result in:

- a) \$12.25 billion GDP over the next 15 years, representing an annual GDP growth of 1.46% over and above the existing trends, and
- b) productivity improvements of 1.20% representing creation of high value 91,644 jobs over the next 15 years.

8.1 FTTH/P – A Key Enabler of 5G Economic Benefits

The realization of economic benefits of 5G technologies, as explained will depend on the availability of a fully integrated wireless and wireline broadband capability across the Region, using next generation network technologies – FTTH/P (wireline), and 5G (wireless). It is worth noting that for a 5G network to deliver its promised service capabilities it is critical to provide a fiber optic connection to the 5G small cell sites. Wireless networks have limited capacity to carry data over any distance, whereas as fibre networks can carry very large size data over long distances (up to 10 kilometers) without such limitations. Furthermore, given 5G services face significant challenges in penetrating walls, foliage, etc., multiple 5G small cells are required within buildings to ensure service reliability. This means fibre connectivity will be needed into such buildings in order to provide reliable 5G services - FTTH/P network capability across the





Region will be a key enabler of the delivery of reliable 5G services and full realisation of the associated economic benefits.

8.2 A Unified Future Proof Broadband Capability Required

Although ISED data indicates most of the households in the Region have access to CRTC's current target speed of 50/10Mbps. However, according to our assessment about 137.5K (69%) households in the Region do not have access to internet services that meet the CRTC target (see Table 4 above). This gap may be addressed according to the two status approaches presented in sections 5.1 and 5.2 above. However, these approaches may take several years in addressing this gap given a vast majority of these households would not qualify for funding under the Federal/Provincial broadband infrastructure program. Further, both approaches will lack the integrated approach required to fully realize the economic benefits of 5G technologies across different sectors of the Region's economy.

It is worth noting that the CRTC's current speed target do not appear to align with the emerging demand for internet speed. According to our estimates over the next three to five years, the demand for internet high speed broadband services across the Region is expected to exceed the CRTC's target of 50/10 Mbps as shown in Table 8 below.⁴¹

Ligh Speed Internet Convices Demand Drivers	Expected Demand for Internet High Speed			
High Speed Internet Services Demand Drivers	3 – 5 years	Beyond 3 years		
Residential (including self-employed, and work from home)	50 Mbps to 100 Mbps	100 Mbps to 1 Gbps		
Small Medium Enterprises (SMEs)	50 Mbps to 1 Gbps	100 Mbps to 1 Gbps		
Large Enterprises & Institutions (more than 100 employees)	100 Mbps to 10 Gbps	1 Gbps to 10 Gbps		
Municipalities, Utilities, School and Health (MUSH)	100 Mbps to 10 Gbps	1 Gbps to 40 Gbps		

Table 8: Emerging Demand Trends for Internet High Speed Services

We believe that the COVID19 pandemic has demonstrated that the emerging demand trends for internet high speed services shown above will equally apply to rural, sub-urban, and urban areas. Therefore, there is a need to address the connectivity gap on an urgent basis. One option could be to assure 50/10 Mbps in the underserved and unserved areas using FWA (Fixed Wireless Access) technology, which can be deployed relatively quickly. Under this option broadband infrastructure with 50/10 Mbps capability could be extended to the underserved and unserved areas in the Region. However, given the limitations of FWA technology we believe 50/10 Mbps would be available on a best effort basis. Furthermore, the limited ability of the FWA technology to scale up to higher speeds and the relatively small quantum of spectrum currently available for this technology, will be a limiting factor for this option. This implies that depending on the availability of spectrum and bandwidth usage trend of the internet users, future scalability to speeds higher than the 50/10 Mbps speeds under this option cannot not be guaranteed for the users. It is also worth noting that if the CRTC's target speeds are increased in the future, major upgrades of FWA network would be required in terms of deployment of additional wireless sites for capacity. This means it might be more cost efficient to consider a future proof broadband network infrastructure option, which is FTTH/P.

Since under the FTTH/P option presented in Section 5.2, the broadband networks in different parts of the Region would be deployed by different ISPs, the operational capability of the broadband networks would also depend on the different technological and network configuration choices made by the individual ISPs. Thus, quality of service and network reliability might vary as the broadband networks are deployed and





operated by different ISPs operating in the Region. On this basis we recommend the **Region proactively** advocates and collaborates with the ISPs and stakeholders for an implementation of a unified broadband network in the Region using FTTH/P technology approach as explained Section 5.3. A unified FTTH/P network capability across the Region will be critical to full realization of the economic benefits of 5G technologies presented above.

8.3 Unified Broadband Network Business Model

Future proof broadband capability in the Region will be critical to support advanced 5G applications such as smart agriculture, automated vehicles, home-based medical consultations and diagnostics, advanced manufacturing – Industry 4.0. These applications will require a reliable and scalable broadband capability to support large scale deployment of IoTs including but not limited to smart homes, buildings, offices, connected vehicles etc. Therefore, we believe it would be more cost efficient to consider a future proof broadband network infrastructure option. Accordingly, we recommend implementation of a unified broadband network across the Region using 100% FTTH/P technology. Under this approach, the broadband infrastructure would be operated by a single entity, to deliver broadband services on a wholesale basis using an open access framework.

The broadband infrastructure may be jointly owned and/or operated by a group of private sector players (as in case of Durham Broadband) such as investors, ISPs, etc.

We believe this option would future proof the Region's broadband infrastructure capability in terms of meeting the exponentially increasing demand for internet speed and broadband usage in emerging digital economy world. The unified broadband service would be scalable up to and beyond 1 Gbps as required and ensure service reliability and redundancy. Open access to the network would encourage competing service providers to offer a range of affordable services to different subscribers' groups across the Region.

The analysis shown in Table 5 above indicates that it might be more cost efficient to implement a uniform future proof broadband infrastructure across the region, which will permanently address the internet connectivity challenges in the Region. Furthermore, this option will help eliminate the digital-divide and enable equitable realization of the socio-economic benefits of 5G technologies by all the residents in the Region.

The unified broadband service would be scalable up to and beyond 1 Gbps as required and ensure service reliability and redundancy. We also believe there is need for an open access regime to prevent deployment of duplicate networks by different ISPs. An open access regime would encourage competing service providers to offer a range of innovative and affordable services to different subscribers' groups across the Region. Therefore, we recommend the Region undertakes initiatives to encourage deployment of a unified broadband network by the ISPs.

9. Conclusion

We believe the Region can play an instrumental role in adoption of 5G technologies leading to the evolution of 1Gig+ economy. This study demonstrates that the 5G technology will have a transformative effect on employment, productivity, and GDP in the different economic sectors of the Region. For example, according to our estimates the adoption of 5G technologies will significantly increase the digital sector share, create higher value jobs (productivity improvement), doubling its annual GDP growth, which currently trends at 1.40%. However, the realization of these benefits will depend on the availability of reliable and scalable high-speed internet services - which is not only critical to meet the





emerging demand for high-speed internet connectivity but also for the enablement of digital infrastructure in the Region to ensure its long term sustainable economic development.

It is worth noting that in the 5G world, wireless network would represent a small portion of the massive capacity required for data traffic generated by a large-scale deployment of IoTs including but not limited to smart homes, buildings, offices, connected vehicles etc. This means the 5G promise is heavily predicated on the deployment of future proof wireline broadband network technology which is FTTH/P.

Based on our estimates almost 90% of the households currently do not have access to internet services with speeds of 50/10 Mbps or more, using future proof (FTTH/P) fixed broadband. This means a significant gap exists in most parts of the Region in terms of broadband capability in meeting the emerging demands for reliable and scalable highspeed services in a digital (1Gig+) economy

To fill this gap, we recommend implementation of a unified broadband network in the Region using FTTH/P technology to deliver broadband services which may be based on an open access framework. We believe a unified FTTH/P network capability across the Region will be critical to the full realization of the economic benefits of 5G technologies as presented in this study.

Furthermore, the ISPs would require about \$362.8 million investment to deploy FTTH/P network in the unserved/underserved areas of the Region. This investment represents 82% of the total \$439.5 million to deploy a future proof FTTH/P network across the entire Region. This means it will make more sense for the ISPs to deploy a unified future proof FTTH/P network in the Region, with an additional investment of \$76.7 million.

The unified broadband service would be scalable up to and beyond 1 Gbps as required and ensure service reliability and redundancy. We also believe there is need for an open access regime to prevent deployment of duplicate networks by different ISPs. An open access regime would encourage competing service providers to offer a range of innovative and affordable services to different subscribers' groups across the Region. Therefore, we recommend the Region undertakes initiatives to encourage deployment of a unified broadband network by the ISPs.





Appendix A: GDP Mix – Halton Region Municipalities

Economic Sectors	Burlington - Total					
Economic Sectors	2016	2017	2018	2019	2020	Growth
Manufacturing	\$1.80B	\$1.83B	\$1.75B	\$1.84B	\$1.69B	-1.60%
Wholesale trade	\$0.57B	\$0.58B	\$0.51B	\$0.43B	\$0.42B	-7.43%
Retail trade	\$0.62B	\$0.65B	\$0.66B	\$0.64B	\$0.73B	4.32%
Transport and Warehousing	\$0.31B	\$0.32B	\$0.29B	\$0.29B	\$0.19B	-11.03%
Information and cultural industries	\$0.43B	\$0.45B	\$0.54B	\$0.46B	\$0.51B	4.33%
Finance and insurance	\$0.66B	\$0.75B	\$0.65B	\$0.71B	\$0.79B	4.67%
Management of companies and enterprises	\$0.20B	\$0.19B	\$0.21B	\$0.16B	\$0.10B	-16.25%
Professional, scientific and technical services	\$0.74B	\$0.74B	\$0.72B	\$0.80B	\$0.79B	1.79%
Administrative and support, waste management and remediation services	\$0.16B	\$0.17B	\$0.16B	\$0.16B	\$0.13B	-4.68%
Education services	\$0.66B	\$0.68B	\$0.70B	\$0.60B	\$0.60B	-2.13%
Arts, entertainment and recreation	\$0.09B	\$0.10B	\$0.12B	\$0.12B	\$0.07B	-5.59%
Accommodation and food services	\$0.21B	\$0.22B	\$0.22B	\$0.24B	\$0.17B	-5.71%
Other Services	\$0.27B	\$0.28B	\$0.27B	\$0.29B	\$0.25B	-1.23%
Remaining sectors	\$2.48B	\$2.36B	\$2.46B	\$2.57B	\$2.64B	1.60%
Total	\$9.20B	\$9.32B	\$9.26B	\$9.30B	\$9.11B	-0.26%

Note: Growth rate above is compound annual growth rate

Economic Sectors	Oakville- Total					
Economic Sectors	2016	2017	2018	2019	2020	Growth
Manufacturing	\$1.65B	\$1.48B	\$1.43B	\$1.54B	\$1.38B	-4.47%
Wholesale trade	\$0.42B	\$0.45B	\$0.44B	\$0.46B	\$0.45B	1.74%
Retail trade	\$0.53B	\$0.57B	\$0.57B	\$0.57B	\$0.61B	3.47%
Transport and Warehousing	\$0.33B	\$0.34B	\$0.32B	\$0.28B	\$0.20B	-11.05%
Information and cultural industries	\$0.33B	\$0.30B	\$0.33B	\$0.35B	\$0.35B	1.37%
Finance and insurance	\$0.88B	\$0.98B	\$0.92B	\$1.09B	\$1.26B	9.19%
Management of companies and enterprises	\$0.32B	\$0.30B	\$0.27B	\$0.18B	\$0.11B	-23.25%
Professional, scientific and technical services	\$0.94B	\$0.94B	\$0.99B	\$1.05B	\$0.95B	0.18%
Administrative and support, waste management and remediation services	\$0.09B	\$0.12B	\$0.10B	\$0.11B	\$0.09B	1.34%
Education services	\$0.64B	\$0.75B	\$0.72B	\$0.76B	\$0.74B	3.59%
Arts, entertainment and recreation	\$0.15B	\$0.15B	\$0.16B	\$0.18B	\$0.10B	-9.84%
Accommodation and food services	\$0.20B	\$0.21B	\$0.21B	\$0.20B	\$0.15B	-7.54%
Other Services	\$0.24B	\$0.26B	\$0.25B	\$0.27B	\$0.25B	0.68%
Remaining sectors	\$2.53B	\$2.71B	\$2.95B	\$3.36B	\$3.80B	10.75%
Total	\$9.26B	\$9.57B	\$9.65B	\$10.39B	\$10.44B	3.03%

Note: Growth rate above is compound annual growth rate





Economic Sectors	Milton - Total					
	2016	2017	2018	2019	2020	Growth
Manufacturing	\$0.54B	\$0.51B	\$0.52B	\$0.66B	\$0.53B	-0.58%
Wholesale trade	\$0.43B	\$0.52B	\$0.43B	\$0.47B	\$0.43B	-0.06%
Retail trade	\$0.20B	\$0.21B	\$0.22B	\$0.24B	\$0.24B	4.25%
Transport and Warehousing	\$0.25B	\$0.25B	\$0.23B	\$0.26B	\$0.19B	-6.89%
Information and cultural industries	\$0.04B	\$0.04B	\$0.05B	\$0.05B	\$0.05B	4.71%
Finance and insurance	\$0.12B	\$0.13B	\$0.11B	\$0.11B	\$0.11B	-1.77%
Management of companies and enterprises	\$0.01B	\$0.01B	\$0.01B	\$0.01B	\$0.00B	-20.50%
Professional, scientific and technical services	\$0.12B	\$0.12B	\$0.13B	\$0.19B	\$0.15B	6.23%
Administrative and support, waste management and remediation services	\$0.05B	\$0.06B	\$0.05B	\$0.08B	\$0.06B	3.08%
Education services	\$0.27B	\$0.29B	\$0.28B	\$0.29B	\$0.26B	-0.59%
Arts, entertainment and recreation	\$0.11B	\$0.10B	\$0.10B	\$0.11B	\$0.05B	-16.08%
Accommodation and food services	\$0.08B	\$0.08B	\$0.08B	\$0.09B	\$0.07B	-2.61%
Other Services	\$0.08B	\$0.09B	\$0.10B	\$0.12B	\$0.11B	8.29%
Remaining sectors	\$1.06B	\$1.17B	\$1.28B	\$1.37B	\$1.47B	8.41%
Total	\$3.36B	\$3.58B	\$3.57B	\$4.02B	\$3.72B	2.56%

Note: Growth rate above is compound annual growth rate

Economic Sectors	Halton Hills - Total						
Economic Sectors	2016	2017	2018	2019	2020	Growth	
Manufacturing	\$0.49B	\$0.50B	\$0.51B	\$0.61B	\$0.48B	-0.48%	
Wholesale trade	\$0.05B	\$0.05B	\$0.05B	\$0.05B	\$0.05B	1.43%	
Retail trade	\$0.22B	\$0.23B	\$0.24B	\$0.26B	\$0.27B	4.70%	
Transport and Warehousing	\$0.11B	\$0.12B	\$0.14B	\$0.17B	\$0.10B	-2.61%	
Information and cultural industries	\$0.13B	\$0.12B	\$0.13B	\$0.13B	\$0.10B	-6.80%	
Finance and insurance	\$0.06B	\$0.06B	\$0.07B	\$0.07B	\$0.07B	6.04%	
Management of companies and enterprises	\$0.01B	\$0.01B	\$0.01B	\$0.01B	\$0.00B	-20.00%	
Professional, scientific and technical services	\$0.07B	\$0.06B	\$0.06B	\$0.08B	\$0.07B	-0.60%	
Administrative and support, waste management and remediation services	\$0.01B	\$0.01B	\$0.02B	\$0.02B	\$0.01B	3.23%	
Education services	\$0.13B	\$0.13B	\$0.13B	\$0.13B	\$0.12B	-1.61%	
Arts, entertainment and recreation	\$0.05B	\$0.05B	\$0.05B	\$0.05B	\$0.03B	-9.66%	
Accommodation and food services	\$0.05B	\$0.05B	\$0.05B	\$0.05B	\$0.04B	-7.84%	
Other Services	\$0.06B	\$0.06B	\$0.06B	\$0.06B	\$0.06B	0.18%	
Remaining sectors	\$0.77B	\$0.79B	\$0.79B	\$0.78B	\$0.82B	1.87%	
Total	\$2.20B	\$2.25B	\$2.29B	\$2.47B	\$2.23B	0.29%	

Note: Growth rate above is compound annual growth rate





Appendix B: Halton's Digital Economy (GDP)

As part of this analysis, we estimated the current digital share in the GDP of the Halton Region and four municipalities. The Digital share represents the economic value of digital economic activities in the region. For this purpose, we leveraged StatsCan's recently published Digital Supply-Use framework, which captures and presents the digital and non-digital components of the production by domestic industries, imports of products, and their use, either as inputs for final consumption, investment, and exports.

As shown in Figure 17 below, the Halton Region's digital sector generated GDP of \$2.22 billion in 2016, which increased to \$2.37 billion in 2020, representing a compound annual average growth rate (CAGR) of 1.67%. While the *"direct"* contribution constituted a major proportion of the total impact, the intersectoral linkages captured in *"indirect"* impact reflect a lower but evolving contribution towards the digital sector's growth. The accelerated spread of COVID-19 in 2020 uncovered and intensified numerous operational constraints in every economic sector globally. The pandemic also affected the digital economy sectors in both positive and negative ways. Negative effects include the shut down of some of the ICT goods manufacturing units, which formed a key component of digital economy and globalized supply chain, roadblocks posed by travel restrictions, and finally, lack of spending by consumers in early COVID phase adversely affected some digital industries. However, these adverse effects were more than offset by a boom in *e-commerce, "telecommunications (broadband connectivity", "software"*, and the other digital economy verticals, which ensured a growth rate of the sector in 2020.

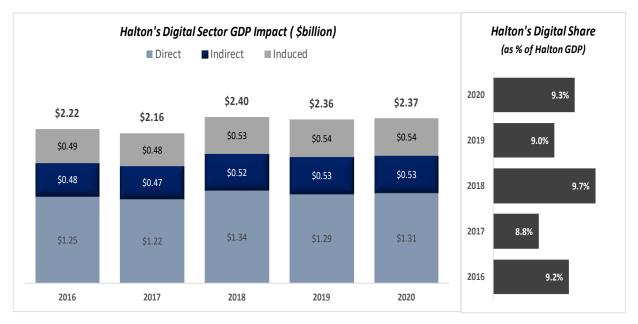


Figure 17: Digital Sector GDP Impact (Direct + Indirect + Induced) & Digital Economy Share Source: Nordicity's calculations based on Halton Employment Survey, Statistics Canada Data & Digital Supply -Use Tables. Note: The above estimates were developed based on the methodology outlined in Appendix C.

The digital sector is considered to be a catalyst of economic growth and hence its contribution in terms of share in national economy reflects upon the sector's strength in driving the Halton region's GDP growth. As shown in Figure 4, Halton's overall GDP (nominal) increased from \$24.0 billion in 2016 to \$25.5 billion in 2020, representing a compound annual growth rate of 1.40 % (using GDP at current prices). Because of higher growth in GDP driven by Halton's digital sector, its contribution (share) in its overall GDP increased from 9.2% in 2016 to 9.3% in 2020, as shown in Figure 5 below.





Figure 18 below presents the Halton region's GDP broken out by the four municipalities: Burlington, Oakville, Milton, and Halton Hills.

- **Burlington:** Digital GDP grew at a compound annual rate of 2.42% from \$1.16 billion (2016) to \$1.27 billion (2020).
- Oakville: the digital sector grew at 2.19%(CAGR) from \$761 million (2016) to \$830 million (2020).
- Milton: the digital sector GDP increased from \$99 million (2016) to \$105 million in 2020 at 1.54%.
- Halton Hills: the digital sector contributed \$204 million of value-add (GDP) in 2016; however, it declined in subsequent years to \$147 million in 2020.

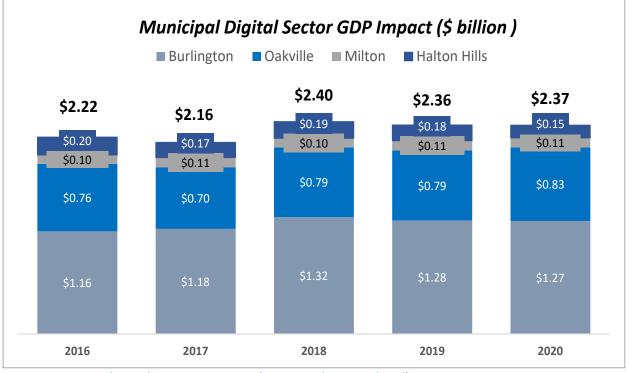


Figure 18: Municipal Digital Sector GDP Impact (Direct + Indirect + Induced) Source: Nordicity's calculations based on Halton Employment Survey, Statistics Canada Data & Digital Supply -Use Tables

Halton Region Digital Sector GDP Mix

To better understand the economic trends that steered the performance of Digital Sector in 2016-2020, the total Digital GDP component was broken down by verticals. The contribution of each vertical to the Halton's digital economy (GDP) is described in Figure 19 below.

Halton Region, a prominent manufacturing centre in North America, boasts of a rich innovation ecosystem focused on advanced manufacturing firms in automotive, steel, and materials. in addition, Halton's manufacturing base supports the technology clusters (ICT, cleantech, fintech, e-commerce, etc.) thriving in the region.





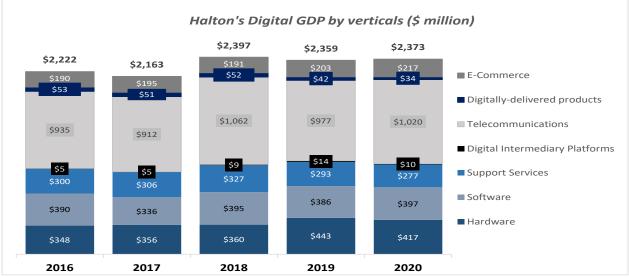


Figure 19: Halton's Digital Sector GDP Impact (Direct + Indirect + Induced) by verticals/ sub-sectors Source: Nordicity's calculations based on Halton Employment Survey, Statistics Canada Data & Digital Supply -Use Tables. Note: A detailed account of Digital GDP impact by verticals for the four municipalities is presented in Appendix D.

The <u>hardware segment/ICT manufacturing</u> of Halton's Digital economy remained robust during 2016-2020 with its total contribution to Halton's GDP increasing from \$348 million (2016) to \$417 million (2020). This performance occurred despite the worldwide shut down of manufacturing units and supply chain disruptions which adversely impacting production and trade of hardware or ICT goods.

The shutdown of manufacturing units in the east Asia – the world's ICT manufacturing hub, in 2020, triggered an increase in component prices by 2-3% due to shortage of supplies ⁴². This surge in input prices also caused the increase in the prices of finished hardware goods, further accentuated by a fall in production of ICT hardware, including computer, communication, and electronic equipment/components. However, despite this global slowdown, Halton's Digital hardware sector registered 4.6% growth (CAGR) in 2016- 2020.

A major portion of this growth was driven by Burlington, which contributed \$353 million in 2020 to the hardware sector, exhibiting a growth of 3.3% (CAGR) from its contribution in 2016 (\$310 million). Oakville was second to Burlington with a \$64 million contribution to GDP in 2020. Milton & Halton Hills both had positive but small contributions to Halton's Digital hardware GDP in 2016 (\$1.1 million, and \$696 thousand, respectively), however, these were reduced substantially (by over 60%) in 2020 (\$6K & \$15K)

The <u>software development</u> segment of Halton's Digital Economy contributed \$397 million to Total Digital GDP in 2020 exhibiting a growth of 0.5% CAGR from 2016 (\$390 million). Oakville led the development of software services in 2016 (\$202 million) and remained the top contributor in 2020 with a total GDP impact of \$197 million. Burlington's contribution to Halton's software segment exhibited a steady growth of 5.25% (CAGR), increasing from \$142 million (2016) to \$174 million in 2020. Milton's software segment showed a steady increase in its GDP contribution from \$11.7 million in 2016 to \$14 million in 2020 whereas Halton Hill's contribution declined from \$34.8 million in 2016 to \$12.1 million in 2020.

<u>Support Services</u> contribution to digital GDP declined by 2% in Halton region. A similar downward trend was observed in Burlington, Halton Hills, and Milton where the support services GDP contribution declined by 4.6% 7.1% and 14.8%, respectively. Oakville emerged as an exception with an increase in support services GDP: from \$107 million in 2016 to \$123 million in 2020, exhibiting a growth rate of 3.4% CAGR.





<u>Telecoms</u> also emerged as a resilient sector in the Halton Region amidst the economic downturn triggered by the spread of Covid 19. While the demand for telecommunication services took a hit from its business customers due to derailment of sectors like travel, tourism & hospitality, and closure of businesses, households have seen a surge in demand. Mandatory work from home and streaming as the safest means of entertainment, have strengthened the demand for broadband services. As a result, the GDP contribution of telecommunications sector increased from \$935 million in 2016 to \$1020 million 2020, exhibiting a compound annual growth rate of 2.2%. In 2016-2020, the growth of the telecom sector in Milton and Burlington were among the highest with 4.6% and 4.2 % respectively. Oakville exhibited a modest growth of 1.3% during the same period. Halton Hills, however, experienced decline in the telecom sector with its contribution decreasing from \$130 million in 2016 to \$97.8 million in 2020.

<u>Digitally delivered products</u> included in the analysis were products created and delivered (either to intermediaries or final consumers) in digital format by finance & insurance industries and arts & entertainment and recreation sectors - including gambling industries. While digital financial services witnessed a growth in its contribution to GDP, the non-depository credit intermediation services, entertainment, and gambling industry have experienced steady decline in the region during 2016 -2020. As a result, the contribution of this vertical to Halton's digital economy declined from \$53 million (2016) to \$34 million (2020). The rate of decline was greater in 2020, possibly because the arts & entertainment sector took a huge hit during the peak of Covid crisis. A similar trend was observed in other municipalities, where the contribution of digitally delivered products declined in all years during 2016-2020.

Finally, Halton region's <u>e-commerce and digital intermediary services</u> sub-sectors exhibited substantial growth during 2016-2020. While e-commerce grew at a compound annual growth rate of 3.4 %, the digital intermediary services exhibited substantial growth of 21.2% (CAGR) during 2016-2020. The peer-to-peer services intermediated by digital intermediary platforms such as Airbnb, Uber, etc. facilitate transactions in goods and services. These platforms have become increasing popular and have witnessed exponential growth in last few years. In 2020, Burlington and Oakville contributed \$3 million each in Digital Intermediary platforms followed by Milton (\$2.3 million) and Halton Hills (\$1.2 million). All four municipalities registered over 15% growth in this subs-sector during 2016-2020.





Appendix C: Halton Region Digital Sector Employment

In 2016 the Halton Digital sector employed 16,216 FTE (Full Time Equivalent) employees, referred to as "employment", which increased to 16,384, a modest average increase of 0.26% per year as shown in Figure 20. As a result, the share of digital employment in Halton's over all economy remained the same at around 7.2% during the study period.

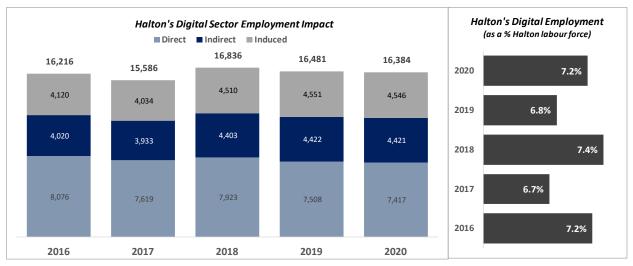


Figure 20: Halton's Digital Sector Employment Impact (Direct + Indirect + Induced) & Digital Share Source: Nordicity's calculations based on Halton Employment Survey, Statistics Canada Data & Digital Supply -Use Tables

As shown in Figure 21, Burlington with an average 55% share in Halton's employment impact, exhibited a modest growth of 0.84% by increasing from 8,599 FTEs in 2016 to 8,890 FTEs in 2020.

Following a similar growth trend, Oakville's FTEs increased from 5,535 in 2016 to 5,757 in 2020, constituting on an average 34% of Halton's employment impact. Whereas Milton and Halton Hills constituted about 4% and 7% of Halton's Employment impact, respectively.

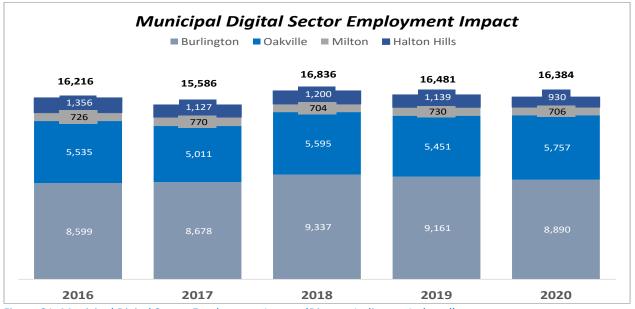


Figure 21: Municipal Digital Sector Employment Impact (Direct + Indirect + Induced) Source: Nordicity's calculations based on Halton Employment Survey, Statistics Canada & Digital Supply -Use Tables





Halton Region Digital Sector Employment Mix

Halton's ICT sector employment impact by vertical/sub-sector is shown in Figure 22 below. Telecommunications, Software, and Hardware have been major contributors to employment to Halton's Digital sector. While the share of digitally delivered products and support services declined during 2016-2020, the share of e-commerce exhibited a modest growth of 1.1% during the same year. Digital Intermediary platforms, yet again emerged as a vertical/sub-sector with the highest growth potential with a compound annual growth rate of 15.2%.

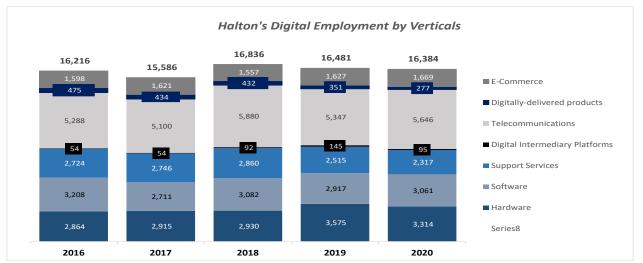


Figure 22: Halton's Digital Sector Employment Impact (Direct + Indirect + Induced) by verticals/sub-sectors Source: Nordicity's calculations based on Halton Employment Survey, Statistics Canada Data & Digital Supply -Use Tables A detailed account of Digital Employment impact by verticals for the four municipalities are presented in Appendix E.

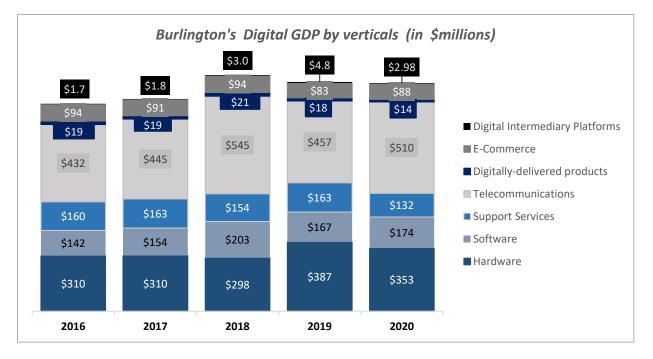
Of the four municipalities, Burlington contributed most towards employment in the hardware sub-sector, constituting an average share of 86% at a compound annual growth rate of 2.42%. Burlington also registered positive employment growth in the Software (3.57%) and Telecommunications (3.69%) sub-sectors. While Oakville exhibited substantial compound annual growth in its Hardware (13.9%), E-commerce (9%) and Digital Intermediary Platforms (9%) sub-sectors, in Milton growth occurred in Software (3.05%), Telecommunication (4.07%), and Digital Intermediary Platform (24.82%) sub-sectors of its digital economy.

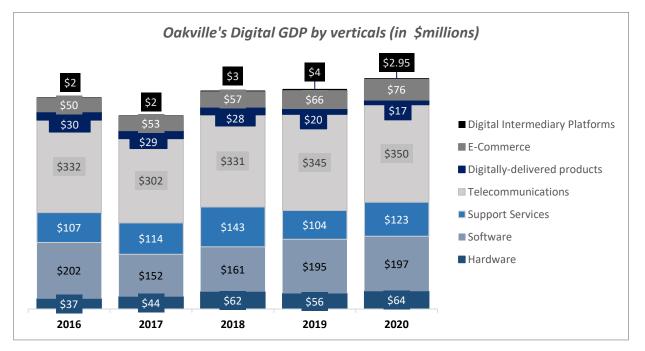
Finally, for Halton Hills, E-commerce and Digital intermediary platforms were the sub-sectors with a positive annual growth of 1.2% and 27.9%. The steep decline in employment for some sub-sectors like hardware in Milton & Halton Hills could be the result of the economic meltdown caused by Covid Crisis. The prolonged lockdown in the region could have caused temporary & even permanent shutdowns of specific businesses leading to decline in employment in these sub-sectors.





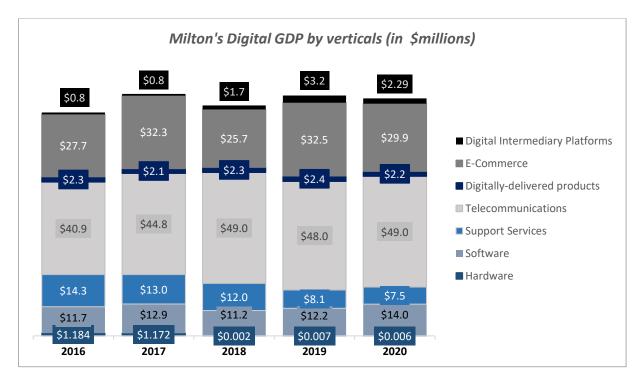
Appendix D: GDP Impact by Verticals

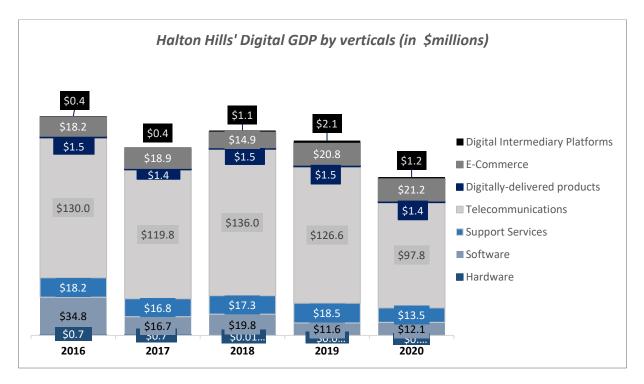






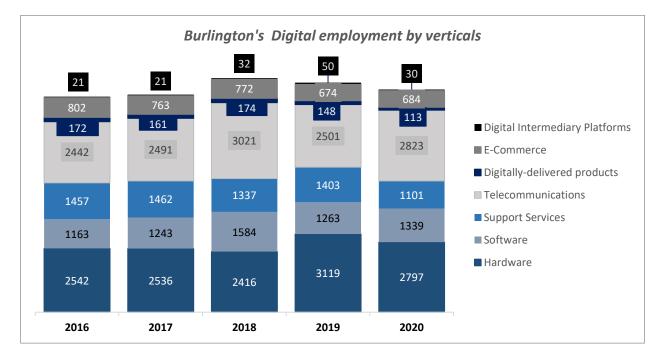




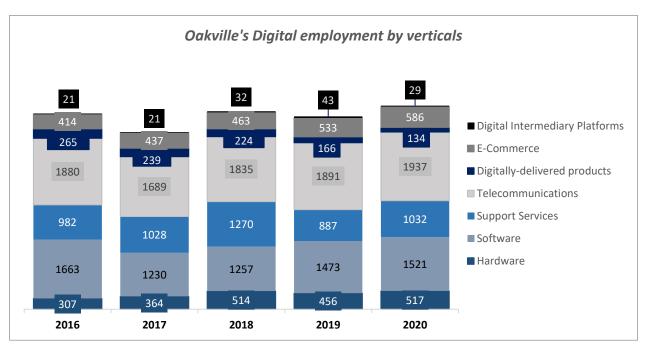






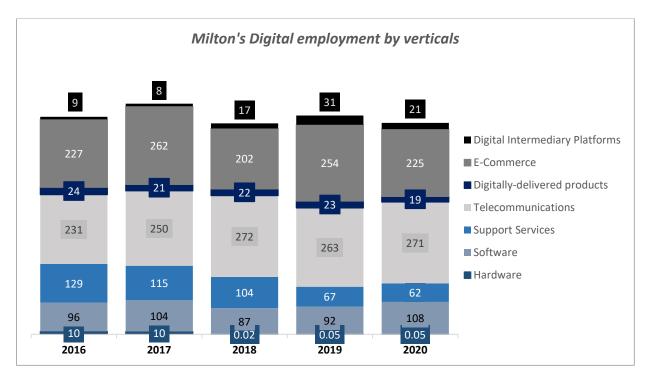


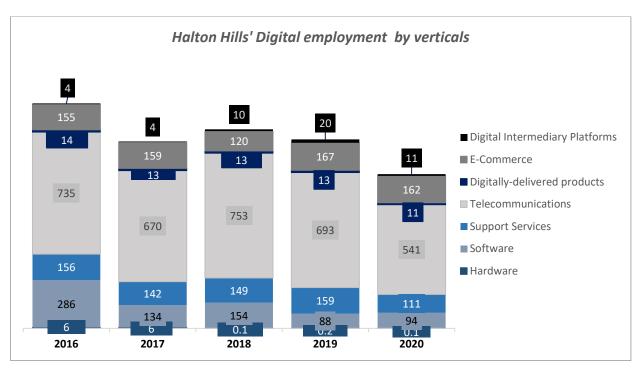
Appendix E: Employment Impact by Verticals







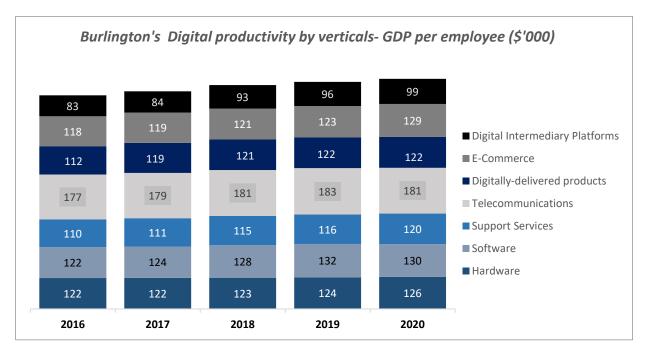


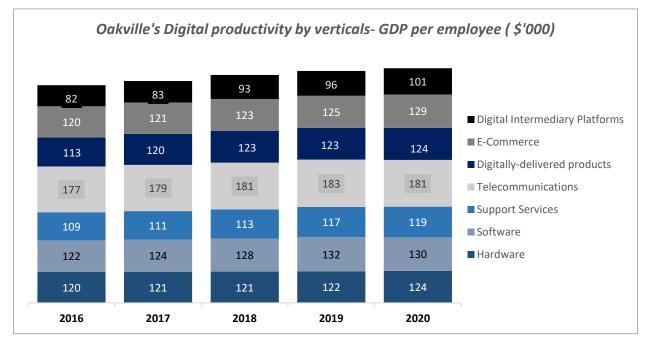






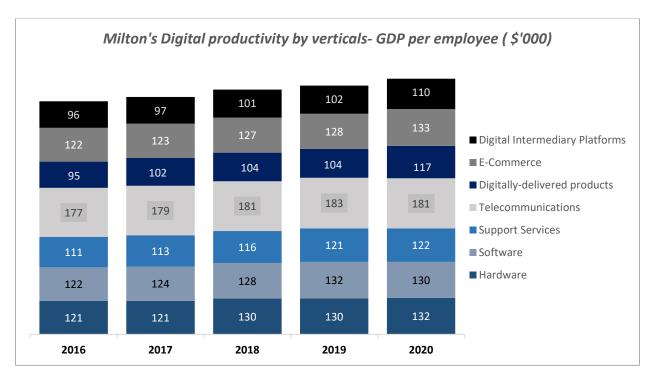
Appendix F: Productivity Impact by Verticals

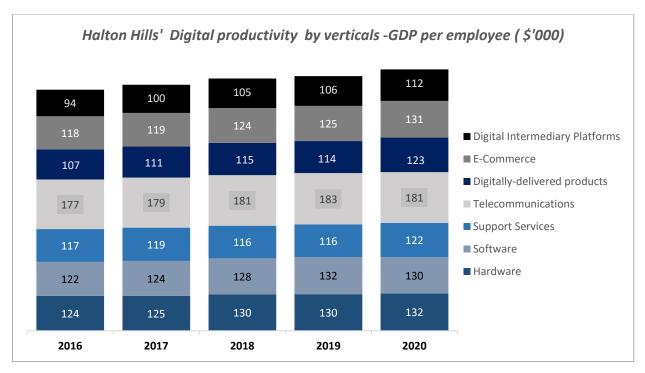
















Appendix G: 5G Use Cases by Sector

To understand the magnitude and timing of the economic impact 5G adoption and use, we analyzed the following 19 economic sectors of Halton Region and its municipalities.

- a) Accommodation and Food Services
- b) Admin. & Support, Waste Management Services
- c) Agriculture, Forestry, Fishing and Hunting
- d) Arts, Entertainment and Recreation
- e) Construction
- f) Educational Services
- g) Finance and Insurance
- h) Health Care and Social Assistance
- i) Information and Cultural Industries
- j) Manufacturing
- k) Mining, Quarrying, and Oil and Gas Extraction
- I) Other Services (except Public Administration)
- m) Professional, Scientific and Technical Services
- n) Public Administration
- o) Real Estate and Rental and Leasing
- p) Retail Trade
- q) Transportation and Warehousing
- r) Utilities
- s) Wholesale Trade

We modelled the impact of 5G applications (*5G benefit drivers*) to demonstrate their economic impact on the 19 economic sectors in terms of GDP, jobs and productivity improvements.

Adoption and use of 5G technologies will revolutionize and transform existing economic sectors and industries. The 5G capabilities including eMBB-*Enhanced Mobile Bandwidth*, mMTC-*Massive Machine Type Communications*, and uRLLC-*Ultra-reliable and Low-latency Communications* will enable applications that will drive productivity improvement and new demand for products and services resulting in new (incremental) revenue (demand) streams in the above listed 19 economic sectors. The 5G applications their estimated impact on new revenues generation in the Region's economy are shown in Table 7 in Section 6.3 above.

These applications will support a variety of use cases that will drive economic growth in the future and increase cross-industry benefits by enabling revolutionary technical abilities. For example, as shown in Table 7 the Artificial Intelligence, Cloud Computing, and Internet of Things (IoT) will generate revenue multiplier effect to the magnitude of 0.364%, 0.185% and 0.381% respectively and hence will be the major contributors of the economic benefits in the Region's 19 economic sectors. For these sectors about \$12.4 billion new revenues are estimated in the next 15 years, representing \$598 million with 5G initial rollout in 2022 (assumed), increasing at rate of 4.6% per year to \$1.26 billion by 2036, as shown in Figure 12 in Section 6.3 above. Top three 5G applications that will account for over 80% of the forecasted 12.4 billion revenues include *Artificial Intelligence (34%), Cloud Computing (32%)* and *Inter-connected Smart Devices and IoTs (16%)*, as shown Figure 13 in Section 6.3 above.

In 2020 total revenues generated in the Region by the 19 economic sectors are estimated to be \$48.95 billion, manufacturing being the largest with is share of 30.7% (\$15.03 billion), followed by Real Estate 8.3% (\$4.03 billion), and others as shown in Table 9 below.





Table 9: Halton 2020 Revenues Mix by 19 Key Economic Sectors

Halton's Key Economic Sector	Current Sales	(2020)
Haiton's Key Economic Sector	Amount (\$ billion)	Share
Manufacturing	15.03	30.7%
Real Estate and Rental and Leasing	4.08	8.3%
Finance and Insurance	4.01	8.2%
Retail Trade	3.19	6.5%
Professional, Scientific and Technical Services	2.97	6.1%
Health Care and Social Assistance	2.70	5.5%
Educational Services	2.42	4.9%
Wholesale Trade	2.31	4.7%
Public Administration	2.07	4.2%
Information and Cultural Industries	1.93	3.9%
Construction	1.82	3.7%
Transportation and Warehousing	1.61	3.3%
Utilities	1.24	2.5%
Other Services (except Public Administration)	1.13	2.3%
Accommodation and Food Services	0.96	2.0%
Arts, Entertainment and Recreation	0.53	1.1%
Admin. & Support, Waste Management Services	0.52	1.1%
Agriculture, Forestry, Fishing and Hunting	0.35	0.7%
Mining, Quarrying, and Oil and Gas Extraction	0.08	0.2%
Total	48.95	100.0%

The \$12.4 billion incremental revenue estimated to be enabled by 5G application, represent an annualised average of \$809 million per year (representing a compound growth rate of 1.65%) to the \$48.95 billion revenues currently generated by the businesses in the Region.

While all 19 sectors in the Region will benefit from the 5G applications, the greatest impacts (over 2% annual increase in revenues) will occur in certain sectors such as *Utilities, Information and Cultural Industries, Professional, Scientific and Technical Services*, and *Educational Services* - the revenue growth effect of 5G technologies will vary across sectors ranging from 0.01% to 5.10%, as shown Figure 23 below.

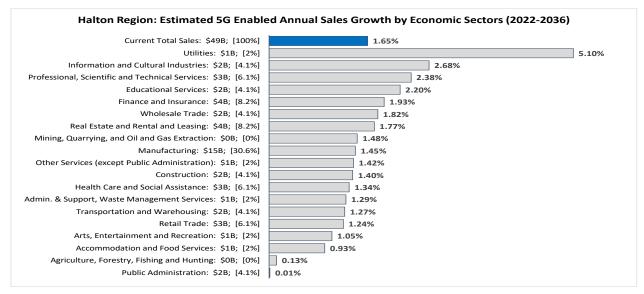


Figure 23: Halton Region: 5G Enabled Annual Sales Growth by Economic Sectors *Source: Nordicity's projections based on Baseline modelling, Statistics Canada Data on emerging technology adoption rates*





The basis of our estimates for 5G related revenue growth impacts as shown in Figure 23 above is explained below for the Region's 8 key economic sectors: "*Manufacturing*", "*Real Estate*", "*Utilities*", "*e-Health*", "*Trade*", "*Transportation*", "*Information, Culture & Education*", and "*Finance & Insurance*".

Manufacturing

Manufacturing is the Region's largest sector representing 30.7% (\$15.03 billion) of the total revenues in 2020. While the Canadian manufacturing sector has declined in recent years as production has been 'off-shored' to low labour cost plants, Halton's manufacturing sector remained steady - powered by sectoral expansion in Burlington, and Oakville. In this context, the 5G technology representa an opportunity for Region's manufacturing sector to increase efficiency and competitiveness by facilitating the digitization of factories. 5G technologies will be instrumental in the evolution of next generation of advanced manufacturing systems e.g., *Industry 4.0*. For example, most of the factory processes, controls, and machines are currently connected through a wired local area network to ensure the reliability of operations. However, wired connectivity alone is not sufficient to address the needs of applications generated by emerging mobility technologies such as guided vehicles, robotics, and drones. Therefore, 5G communications capabilities will be the key enabler for transformation of Industry 4.0 manufacturing processes. That is, *with billions of sensors, machine-controlled robots, and autonomous logistics, all capable of communicating and operating remotely in real-time via 5G networks, manufacturers can achieve massive productivity gains.*⁴³

In other words, connected drones, remote robotics, teleoperated driving vehicles, and VR/AR applications enabled by 5G networks will further increase the precision, quality, flexibility of manufacturing facilities. Similarly, various combinations of teleoperated vehicles, remote control robotics and AR/VR applications will significantly reduce costs, increase productivity, and improve on safety in manufacturing industries.

Real Estate

With its 8.3% (\$4.08 billion) share in the Region's 2020 total revenue output, the Region's Real Estate appears to be its second major economic sector – also exhibiting the second highest GDP growth rate of 4.38% in 2016-2020. High growth momentum places this sectors in a unique position to gain from digital transformation to be enabled by 5G network deployments. Commercial real estate investors can benefit from leasing space within and on the building envelop, particularly in larger cities. While 4G and previous generations relied on large cell towers, 5G will transmit from many smaller cell towers which telecoms can place on rooftops, inside buildings and on vertical surfaces. The Covid19 crisis imposed several setbacks on the commercial real estate sector with reduced occupancy, new safety regulations, closure of associated business leasing to delay in payments. For this severely impacted sector, the rollout of 5G can present several revenue generating opportunities when the workforce returns to offices.

Besides commercial real estate, residential estate is also set to gain from 5G revolution in form of **connected homes**. Smart Homes with "connected" fixtures and appliances will redefine the way of living. From automatic detection of damage on roofs to reminders for gutters maintenance and grocery refills will improve efficiency around maintenance of property. 5G will support tech and amenities that enhance the occupier experience and strengthen cyber and business security.

Big data analytics will enable smooth collection and management of data around transactions in this sector. Real estate agents, builders and property managers will have unprecedented access to usage analytics. **Virtual Reality** will provide more engaging virtual reality tours that will help buyers looking to buy properties in distant locations, including holiday homes in remote & rural areas. As result one can





expect a surge in demand for properties in less dense areas, making them lucrative & cost-effective options for those who can live and work in remote setups.

Utilities

Utilities represented 3.4% of the Regions' 2020 GDP, increasing from \$46.9m (2016) to \$501 million (2020) according to our estimates. The sector exhibited a very high GDP growth (24.3%) between 2016 and 2020 primarily driven by its robust performance in Oakville (60% GDP growth) and Halton Hills (27% GDP growth).

Current wireless technologies have enabled the introduction of smart meters and smart grid applications to a certain extent. However, the reliability and latency requirements for certain operations – such as switching electricity sourcing to lowest cost suppliers in real-time e.g. solar to wind according to demand, is currently not offered by current wireless networks.

Utilities are currently faced with rising costs due to increasing system complexities while at the same time, lack the necessary automation tools and real-time preventive controls. 5G can enable **remotely-connected machine intelligence** to real-time preventive control systems. This combined with **connected drones**, and **smart IoT** will enable a significant reduction in costs that can be transferred towards consumer welfare. Furthermore 5G will offer a platform to use civic and energy resources more efficiently and reliably through smart cities and smart grid applications.

5G will facilitate better waste management with applications such as pay-as-you throw digital tracking which monitors and charges for a solid waste disposal using digital technologies and hence reduce the volume of solid waste. The sensors and analytics on water networks can also be used by utilities to manage water resources efficiently thereby reducing water leakages.

e-Health

Healthcare represented 7.3% of the Region's 2020 GDP. The rapid increase in communication technology - adopted by the health sector during the COVID-19 pandemic has laid the foundation for the future of health by enabling several avenues of remote care.

Continuous and **real-time communication** between doctors and patients enhanced by use of 5G technologies, can greatly reduce number of hospital visits and length of hospital stay for patients. This will in turn allow cost savings for patients and better time management by doctors resulting in improved health outcomes.

Advanced technologies like **AI**, **IoT** and **big data analytics** showed potential for growth under current Covid crisis. For example, Internet of Things (IoT) are widely used in current pandemic situation by epidemiologists in the process of tracing contacts of infected people, monitoring and managing infected patients who need to quarantine themselves at home, provisioning medical check-ups and remote monitoring of non-infected patients with chronic conditions. This has enabled faster and more accurate collection and sharing of health information both among health systems and between healthcare providers and patients.

While the existing wireless network technologies have enabled a connected health ecosystem comprising of doctors, patients, and health facilities, access to specialized health services such as surgical operations for patients have been a major challenge, due to lack of availability of doctors (surgeons) and fully equipment health facilities in remote and rural areas. 5G can address these challenges by enabling applications such as **remote diagnosis**, **remote imaging**, and **remote surgery**, as they require a very low latency to support reliable audio and video operations.





"Moreover, the haptic feedback enabled by various sensors located on the surgical equipment is also needed in remote surgery such that the surgeons can feel what the robotic arms are touching for precise decision-making...it is haptic feedback that requires the tightest delay requirement with the end-to-end round-trip times (RTTs) lower than 1ms ."⁴⁴

5G networks connected to region's health service centres will enable these applications and vastly increase access to specialized services for residents in rural and remote areas.. 5G-enabled applications promise significant cost savings by reducing the need for transportation and accommodation of patients from rural areas in metropolitan health centres and by enabling better scheduling and utilization of facilities, equipment, professional services in the health sector.

Trade

The Trade sector including both wholesale and retail represented 12.7% of the Region's 2020 GDP. Increased 5G adoption and use by consumers and businesses have enhanced their interactions - thus generating vast new commercial opportunities in sales, marketing, and after-sale customer service. Capturing and analyzing data through analytics, AI and automation have ushered new era of even more immersive shopping experiences. Retailers using online platforms are better able to guide consumers' preferences by pushing personalized ads / offers to their virtual accounts. **Augmented Reality (AR)** allows the customer to visualize the item they wish to shop in a personalized setting. For example, many online furniture stores allow the customer to visualize the furniture item in their room settings, thereby improving the shopping experience and encouraging purchase. Consumers will be able to use highspeed mobile data to have "any time access" to online shopping from the comforts of their home without having to travel to nearby stores for making purchases.

Transportation

Transportation represented 2.7% of the Region's 2020 GDP. The low latency and reliability features of 5G networks will enable major transformations in the transportation sector currently not possible with existing wireless network technologies. For example, while current wireless technologies can provide ondemand information and vehicle-to-vehicle information, **fully autonomous vehicles**, and **fleet platooning** require the ultra-reliability and low latency offered by 5G technology.

The operation of fully autonomous vehicles - in parallel with the roll out of 5G wireless networks, promises to ensure significant improvements in road safety and traffic efficiency as part of a major transformation in the transport infrastructure. Driverless vehicles will require instantaneous and reliable access to data from other vehicles and the surrounding environment to safely automate decisions such as secure spacing between and passing other vehicles.

Fully autonomous vehicles will enhance the productivity of all other sectors that involve vehicle operations, such as warehousing, and particularly mining, construction, manufacturing, health, and so forth. 5G technology will enable advances in e-Transportation that will foster social benefits by making transportation safer as well as making it more accessible for the disabled and elderly populations.

Information, Culture and Education

The Information, Culture and Education sectors combined represented 14% of the Region's 2020 GDP. With 5G, we expect the demand for IT solutions to grow beyond the levels expected before Covid 19 outbreak across sectors including entertainment, gaming, over the top (OTT) platforms and Education Specific solutions such as videoconferencing, intelligent cloud computing, e-learning platforms, and heightened interest in contactless, underscores contribution of 5G technology in assisting businesses and





societies adapt and stay functional in the remote set-up. As a result, we expect wider adoption of digital solutions variously by workers, performers, students, employers, professionals alike.

5G-enabled virtual reality / augmented reality (VR/AR) applications will transform the notions of viewer and audience by enabling 'fully immersive experiences.

The distinctions between 'live' in-theatre and home viewing will be largely removed. For example, **4K/8K** streaming and **AR/VR** to mobile devices enabled by 5G will enable a fully immersive experience for users at sporting events and live concerts.

Other major 5G applications include AR-enabled city tours, museum guides and remote learning/teaching. Overall, 5G will greatly facilitate the development of new applications and these in turn, will create new demand in this sector driven by factors such as better coverage, consistent and improved customer experience, faster time-to-market, and increased productivity.

Finance and Insurance

The finance and Insurance sector represented 8.8% of the Region's 2020 GDP. As is the case in other sectors, 5G technology will generate incremental demand and productivity in this sector - primarily due to its ultra-reliable capability. Ultra-reliability will ensure secure, instantaneous delivery of financial transactions over wireless networks. Furthermore, instead of onsite visits, banking agents will be able to conduct remote (training, advisory, consultation, transaction handling) sessions with their client. Ultra-reliability and remote session capabilities will increase customer experience and confidence resulting in new demand and significant cost reductions in this sector. **5G-enabled AI advisers** in banks can replace human interaction with customers to help them through their banking needs. Besides banking, insurance companies and investment advisors also use 5G enabled drones to inspect & monitor insured properties to help streamline client management and reduce fraud. 5G applications are instrumental in strengthening security measures such as facial recognition while accessing high value accounts and making transactions more secure and fraud-proof.





Appendix H: 5G Socio-economic Impact Analysis

The \$12.4 billion (worth 9.66 billion in present value) incremental revenues (demand) projected to be enabled by 5G roll out in the Region will also attract about \$2.56 billion new investment to enable 5G applications across the 19 economic sectors of the Region. About \$770 million (30%) of these investments will made by the telecommunications sector, and the remaining \$1.79 billion will be invested by the business and industries across all other economic sectors of the Region. These investments represent the estimates for the development and commercialization of 5G-enabled technologies and applications in different economic sectors of the Region such as manufacturing, health care, energy, transportation and so forth.

This means the adoption of 5G wireless technologies in the Region will drive *new investments* to deploy 5G applications (use cases) in different business sectors, which will generate **new demand**, and *productivity improvements*.

To demonstrate economic benefits of 5G technology for the Region our estimates, based on three parallel lines of evidence: *literature review, benchmarking, and analysis*, were modelled into the following two main categories.

• **5G use case benefits** – incremental sales (demand) and economic gain ratios were developed to estimate the benefits of the development and adoption of 5G technologies in the 19 economic sectors.

• **5G Investment Impact** – investments expected by the businesses for adoptions of 5G applications for initial commercialization leading to follow-on investments for adoption on larger scales.

Accordingly for 19 impacted sectors, we developed the cash flow forecasts (incremental revenues and investments) for the 15-year period (2022-2036). As shown in Table 10, the 5G use case cash flows were estimated based on multiplier ratios developed based on the parallel lines of evidence: literature review, historical data on sales, adoption & use of emerging 5G technologies, and an estimation of the factor to determine economic benefits attributable to 5G technologies.

Impacted Driver	Incremental Demand	Explanation		
Impacted Variable (15 Year - Present Value)	Revenue: \$847 B	Α		
5G Adjustment factor	1.1%	В		
Success rate (assumed)	100.00%	С		
Adjusted Revenue/Productivity Factor	1.140%	D = B x C		
GDP/Revenue Ratio	n.a.	Е		
Incremental Revenue	\$9.66 B	F = A x D		
Total Incremental Revenue	\$9.66	\$9.66 B		

Table 10: 5G Use Case Industry Revenue Impact in Halton Region

Based on the historical growth rate of sales for the past 10 years, total sales (demand) for impacted sectors are estimated to be \$847 billion over 2022-2036. With the adoption of 5G technologies across the impacted sector, the projected revenues are estimated to increase by additional 9.66 billion (1.14%).

To enable these incremental revenues the businesses in the Region will deploy 5G applications (use cases), which according to our estimate will result in new investment of \$2.56 billion as shown in Table 11 below.





Table 11: 5G Investment Impact in Halton Region

Impacted Driver	5G Tech Investment	Explanation
Impacted Variable (15 Year - Present Value)	Revenue: \$847B	Α
5G Adjustment factor	1.1%	В
Average Capital Intensity	7.95%	С
Initial Incremental Investments	\$0.77 B	D=A x B x C
Follow on investment factor (assumed)	2.33	E
Follow-on Investments (3 Yr. lag)	\$1.8 B	F = D X E
Total Investment	\$2.56 B	G= D + F

HALTON REGION ECONOMIC IMPACT ANALYSIS

The overall 5G-enabled economy is expected to generate total GDP of **\$12.25 billion** and **91,644** jobs in the Region in 2022-2036.

- The total GDP impact of \$12.25 billion includes the direct impact of \$6.22 billion, the indirect impact of \$2.97 billion, and the induced impact of \$3.05 billion.
- The total employment impact of 91,644 includes the direct impact of 49,103, the indirect impact of 20,752, and the induced impact of 21,788.

		Halton	Total 5G Economic Impact	
	Direct impact	Indirect impact	Induced impact	Total impact
Employment (FTEs)	49,103	20,752	21,788	91,644
Gross Domestic Product (\$ million)	\$6,223	\$2,971	\$3,051	\$12,246

The total 5G GDP and employment impact as above will include 5G Investments and 5G Use Case impact. The 5G investment will generate overall GDP of **\$2.28 billion** and 18,977 jobs over 2022-2036.

- The GDP impact of \$2.28 billion includes the direct impact of \$1.02 billion, the indirect impact of \$0.62 billion, and the induced impact of \$0.64 billion.
- The total employment impact of 18,977 includes the direct impact of 10,007, the indirect impact of 4399, and the induced impact of 4571.

	На	lton	5G Investme	nt Impact
	Direct impact Indirect impact		Induced impact	Total impact
Employment (FTEs)	10,007	4,399	4,571	18,977
Gross Domestic Product (\$ million)	\$1,023	\$615	\$640	\$2,279

The adoption and use of 5G technologies across the Region are expected to generate overall GDP of **\$9.97billion** and **72,667** jobs over 2022-2036.

- The GDP impact of \$9.97 billion includes the direct impact of \$5.20 billion, the indirect impact of \$2.36 billion, and the induced impact of \$2.41 billion.
- The total employment impact of 72,667 includes the direct impact of 39,097, the indirect impact of 16,353, and the induced impact of 17,217.





	Halton		5G Use Case	e Impact
	Direct impact Indirect impact I		Induced impact	Total impact
Employment (FTEs)	39,097	16,353	17,217	72,667
Gross Domestic Product (\$ million)	\$5,200	\$2,356	\$2,411	\$9 <i>,</i> 967

BURLINGTON ECONOMIC IMPACT ANALYSIS

Burlington is expected to constitute 36% of Halton's 5G-enabled economy with a GDP contribution of **\$4.43 billion** and **33,466 additional jobs** in 2022-2036.

	Burlington		Total 5G Econo	mic Impact
	Direct impact	Indirect impact	Induced impact	Total impact
Employment (FTEs)	17,512	7,779	8,175	33,466
Gross Domestic Product (\$ million)	\$2,164	\$1,118	\$1,145	\$4,427

The total 5G GDP and employment impact in Burlington, as above will include 5G Investments and 5G Use Case impact as below.

	Burlington 5G Investment Impact		pact	
	Direct impact	Indirect impact	Induced impact	Total impact
Employment (FTEs)	3,185	1,376	1,422	5,983
Gross Domestic Product (\$ million)	\$303	\$192	\$199	\$695

	Burlington		5G Use Case	e Impact
	Direct impact	Indirect impact	Induced impact	Total impact
Employment (FTEs)	14,327	6,403	6,753	27,483
Gross Domestic Product (\$ million)	\$1,861	\$925	\$946	\$3,732

OAKVILLE ECONOMIC IMPACT ANALYSIS

Oakville's 5G-enabled economy is expected to generate a GDP contribution of **\$5.13 billion**, and **37,458** additional jobs over 2022-2036, reflecting 42% of Halton's 5G driven growth.

	Oakville		Total 5G Econo	mic Impact
	Direct impact	Indirect impact	Induced impact	Total impact
Employment (FTEs)	20,492	8,292	8,674	37,458
Gross Domestic Product (\$ million)	\$2,734	\$1,179	\$1,215	\$5,128

The total 5G GDP and employment impact in Oakville, as above will include 5G Investments and 5G Use Case impact as below.

	Oakville		5G Investme	nt Impact
	Direct impact	Indirect impact	Induced impact	Total impact
Employment (FTEs)	4,561	2,074	2,163	8,797
Gross Domestic Product (\$ million)	\$502	\$290	\$303	\$1,094





	Oakville		5G Use Case	e Impact
	Direct impact	Indirect impact	Induced impact	Total impact
Employment (FTEs)	15,931	6,218	6,512	28,661
Gross Domestic Product (\$ million)	\$2,233	\$889	\$912	\$4,034

MILTON ECONOMIC IMPACT ANALYSIS

Milton is expected to constitute 13% of Halton's 5G-enabled economy with a GDP contribution of **\$1.62** billion and **12,397** additional jobs over 2022-2036.

	Milton		Total 5G Economic Impact	
	Direct impact Indirect impact		Induced impact	Total impact
Employment (FTEs)	6,903	2,683	2,810	12,397
Gross Domestic Product (\$ million)	\$839	\$382	\$394	\$1,616

The total 5G GDP and employment impact in Milton, as above will include 5G Investments and 5G Use Case impact as below.

	Milton		5G Investment Impact	
	Direct impact	Indirect impact	Induced impact	Total impact
Employment (FTEs)	1,350	567	588	2,505
Gross Domestic Product (\$ million)	\$133	\$79	\$82	\$295

	Milton		5G Use Case Impact	
	Direct impact Indirect impact		Induced impact	Total impact
Employment (FTEs)	5 <i>,</i> 553	2,116	2,222	9,892
Gross Domestic Product (\$ million)	\$706	\$303	\$311	\$1,321

HALTON HILLS ECONOMIC IMPACT ANALYSIS

With a 9% share in Halton's 5G-enabled economy, Halton Hills is expected to generate a GDP contribution of **\$1.11 billion** and **8,487 additional jobs** over 2022-2036.

	Halton Hills		Total 5G Economic Impact	
	Direct impact Indirect impact		Induced impact	Total impact
Employment (FTEs)	4,376	1,994	2,116	8,487
Gross Domestic Product (\$ million)	\$524	\$290	\$296	\$1,110

The total 5G GDP and employment impact in Hilton Hills, as above will include 5G Investments and 5G Use Case impact as below.





\$906

	Halton Hills		5G Investment Impact	
	Direct impact	Indirect impact	Induced impact	Total impact
Employment (FTEs)	928	397	414	1,740
Gross Domestic Product (\$ million)	\$90	\$56	\$58	\$204
	Halton Hills		5G Use Case Impact	
	Direct impact	Indirect impact	Induced impact	Total impact
Employment (FTEs)	3,448	1,597	1,702	6,747

\$234

\$238

\$434

TOP FIVE SECTOR DRIVING 5G BENEFITS IN THE REGION

Gross Domestic Product (\$ million)

As shown in Figure 24 and Figure 25, 5G technology is expected to enhance the growth prospects of GDP and jobs in the *manufacturing* sector across all four municipalities. Improved efficiency and effectiveness in production facilities and its supply chain will dominate the benefits unleashed by adoption of 5G technologies by Halton's advanced manufacturing sectors comprising some 1,150 manufacturers – employing 34,750 professionals and 125 engineering firms, employing 3,825 professionals.⁴⁵ Besides manufacturing, 5G is set to offer improvements and opportunities in a wide array of sectors, including *Information and Cultural Industies, Real Estate, Utilities, Professional Services, Trade, Finance & Insurance*, and *Education*, through 5G enabling technologies, such as cloud computing, IoTs and AI.

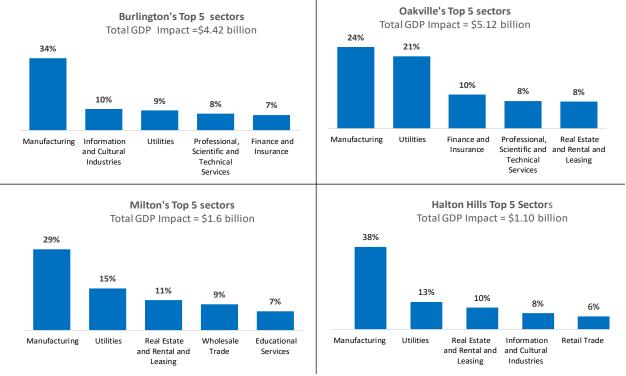


Figure 24: Top 5 impacted sectors by share in total GDP impact in each municipality *Note: Sectors are ranked according to share in respective 5G total GDP Impact*





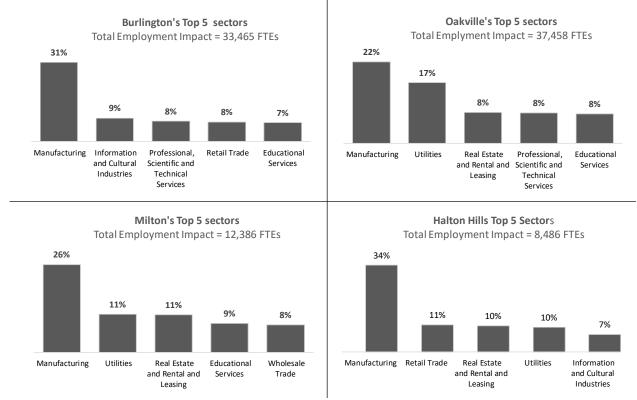


Figure 25: Top 5 impacted sectors by share in total employment impact in each municipality *Note: Sectors are ranked according to share in respective 5G total employment Impact*





Appendix I: Methodology

The entire modelling exercise followed a two-stage process. In the first stage, our project team analyzed the status of the digital economy sector in Halton Region and its four municipalities.

In the second stage, a forecast of macroeconomic impacts of 5G technology was developed with 15-year projections (2022-2036). For both the stages, distinct economic models were created to estimate the contribution of digital technologies to the Halton Economy and its municipalities.

At the outset, Halton and municipal economies were divided into 20 sectors according to North American Standard Industrial Classification of all Economic Activities (NAICS). Macro-economic data from StatsCan (Canada's National Statistical Agency) and employment data from Halton Employment survey was used to estimate each economic sector's GDP, Output, and other financial metric including sales, capital intensity and compensation of employees.

Economic Baseline Model:

The Halton's digital sector was classified into 7 verticals based on type of digital economic activities using Canadian Digital- Supply and Use Tables published by StatsCan and insights developed using Halton's Employment Survey.

While the Halton Employment Survey captures businesses with physical presence (office building, stores, etc.), required adjustments & approximations were made to account for businesses with online presence only (for example non-store retailers) that constitute an integral part of digital economy. Adjustments made to the data were guided by the underlying assumption that the Digital intensity of each sector at sub-provincial level is same as what exists at national level. While this assumption has limitations, there is currently lack of available data on digital metrics at sub-provincial levels.

Canadian Digital Supply and Use tables were then used to extract relevant information on contribution of Digital industries to sectoral GDP at the national level.

The resulting information was later used to:

- 1) Impute values for businesses which have online presence and were hence not captured in employment survey
- 2) Estimate the proportion of digital goods and services produced by non -digital industries.

Finally, the data for each of the seven digital economy verticals were mapped to Input-Output tables (matrix) in our model to determine their respective economic impact results: GDP, Employment, and Productivity.

The Input-Output Modelling approach encompasses quantitative economic impact assessment by mapping the interdependencies between different sectors of a national economy. The symmetric Input-Output Tables, also known as Input-Output Analytical Tables are derived from the "Supply" and "Use" Tables that form a central part of the system of National Accounts. The main use of these tables is to act as an integration framework for balancing the national accounts and determining an estimate of GDP.

Input-Output tables (I-O Tables) derived from "Supply" and "Use" tables are recognized as the basis for a wide range of macroeconomic models and economic impact analyses.

StatsCan's 2017 input-output table for the province of Ontario was used to develop output and GDP multipliers. Two types of multipliers are used to determine the economic impact, "*Type I Multipliers*" and "*Type II Multipliers*". Type I Multipliers sum together direct and indirect effects while Type II Multipliers also include induced effects





Technically, GDP is comprised of Operating Surplus and labour Income. Our team isolated the incremental labour income from this incremental GDP using the Statistics Canada's Input-Output Tables (Ontario province).

The number of jobs was then calculated using estimated incremental labour income and the information on average industry-wise compensation published by Statistics Canada.

Both GDP and employment impact was disaggregated into the direct, indirect, and induced effects as described below:

- **Direct impact:** Refers to GDP and employment generated due to direct expenditure made by digital industries or in simple terms the value added by the digital industries
- Indirect impacts: Refers to GDP and employment generated by the sub-industries that supply inputs to economic agents described above. These digital industries they purchase inputs from other industries called the supplier industries, so when the digital production increases the production of these supplier industries also increases. Indirect impacts capture that part of supplier industries' GDP and employment that is generated while providing inputs to digital industry.
- Induced impact: Refers to GDP and employment generated through the re-spending of income earned by the participants in the direct and indirect expenditure ecosystem described above. That is, induced impacts arise from re-spending that occurs in the economy at the household level, e.g., employees of participating firms using their income to purchase goods and services in the general economy.
- **Total economic impact:** The total economic impact is equal to the sum of the direct, indirect, and induced economic impacts.

Economic Impact Forecast Model

From an economic perspective, there are two main drivers of economic impact of 5G adoption and use:

- Investments made in 5G technology contributes *directly* to GDP via the network build-out. The deployment of 5G infrastructure requires heavy investments in equipment and labor, such as the construction of new wireless towers and data centers, upgrades of existing sites to add 5G capabilities, and development of new network architecture and supporting software. These investments generate demand for additional inputs and labor resulting in a substantial impetus to GDP and employment.
- 2) 5G use case Impact: As 5G infrastructure expands, it boosts the uptake 5G applications by enabling improvements to existing applications and development of new use cases across industries. This would add new revenue streams in the sector and generate employment within the economy.

5G adoption and use comes along with advances in speed, latency, and capacity – all leading to productivity improvement across sectors. Besides technical efficiencies – 5G would also enable more efficient and high valued services across businesses.

At its core, the model provides an assessment of how adoption of 5G technologies generates ripples of economic activity through the Halton Region resulting in incremental sales and complimentary capital expenditure.

To estimate the socio-economic contribution of 5G technologies in the Halton Region, a comprehensive modeling approach was applied as illustrated in Figure 26 below⁴⁶:





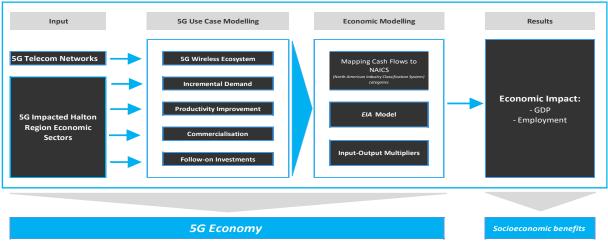


Figure 26: 5G Economic Impact Analysis Modelling Framework

As shown above, based on the modelling of applicable 5G use case for Halton Region's and four municipalities' economic sectors, we develop a 10-year forecast financial model, which is then converted into GDP and employment impacts. That is, we map the outputs of the financial model to the NAICS (North American Industry Classification System) categories, after conversion into present values using a suggested 3% hurdle rate⁴⁷. Finally, EIA Model is used to estimate economic impact results (GDP, Employment), based on Stats Canada relevant Input-Output (I-O) multipliers. The economic impact assessment (GDP and employment) is including the direct, indirect, and induced effects, as described below:

Economic Impact Type	5G Wireless Ecosystem	Commercialization of Research and Development	
Direct Impact	Jobs and economic activities created and retained in the Region because of the deployment and operation of 5G Wireless networks in the Region.	Jobs and economic activities generated as result of demand generation, productivity improvement, and new investments, attributable to the development, commercialization of 5G-enabled technologies in the Region.	
Indirect Impact	Jobs and economic activities generated by purchases of equipment, supplies and services from other industries		
Induced Impact	Employment and economic activities generated by direct and indirect workers' re-spending of labor income in the Region		





Glossary

1xRTT:	Single-Carrier Radio Transmission Technology
3GPP:	"3rd Generation Partnership Project" between groups of telecommunications associations
AR:	Augmented Reality
AV:	Autonomous Vehicle
CAGR:	Compound Annual Growth Rate
CMDA:	Code Division Multiple Access Technology
CO:	Central Office (Telephone Exchange)
CSA:	Climate Smart Agriculture
eMBB:	Enhanced Mobile Broadband
EVDO:	Evolution-Data Optimized
FDMA:	Frequency Division Multiple Access
FTE:	Full-time equivalent (of an employee)
FWA:	Fixed Wireless Access
Gbps:	Gigabit Per Second
GDP:	Gross Domestic Product
GHz:	Gigahertz
GSM:	Global System for Mobile Communication
HD:	High Definition
HSPA:	High Speed Packet Access
Hurdle Rate	Refers to the minimum rate of return acceptable to stakeholders on a capital investment project.
ICT:	Information and Communication Technology
IMT:	International Mobile Telecommunication system
I-O:	Input-Output
IoT:	Internet of Things
ISED:	Ministry of Industry Science and Economic Development (ISED) of Canada
Kbps:	Kilobit Per Second
LTE:	Long-Term Evolution (LTE) - 4G Mobile Communications Standard
MHz:	Megahertz
mMTC:	Massive Machine Type Communications
ms:	Millisecond
EIA Model:	Economic Impact Assessment Model
NAICS:	North American Industry Classification System
OFMDA:	Orthogonal Frequency-Division Multiple Access
PSTN:	Public Switched Telephone Network
RAN:	Radio Access Network
RTT:	Round-Trip Time or Round-Trip Delay Time (RTD) i.e., length time to send and receive a signal
UMTS:	The Universal Mobile Telecommunications System
uRLLC:	Ultra-reliable and Low-latency Communications
VR:	Virtual Reality





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Endnotes



¹ Nordicity (<u>www.nordicity.com</u>) was assisted by its partner firm NE&S: Networks, Economics & Strategy Inc. (<u>www.nesglobe.com</u>) in the completion of this study

² See United Nations (UN) 2030 Agenda for Sustainable Development. According to the UN 2030 Agenda widespread and equitable access to digital technology are instrumental in achieving a country's sustainable economic development goals (SDG). For example, enhanced digital capabilities help build resilient infrastructure, promote sustainable industrialization, and foster innovation (SDG # 9). It is also instrumental in creating economic and social value across industrial sectors of the economy. For instance, smart and automated manufacturing along with improved digital performance management results in enhanced operational efficiency enabling responsible consumption and production (SDG # 12). Similarly, adoption of advanced digital technologies in health sector will ensure good health and promote well-being for all (SDG# 3), eradicate poverty (SDG # 1); ensure inclusive and equitable quality education and promote lifelong learning opportunities for all (SDG # 4), gender equality (SDG # 5), generate productive employment and economic growth (SDG# 8), reduce inequality (SDG # 10), and build strong institutions (SDG # 16)

³ Existing broadband network technologies such as wireline: Copper-Based (DSL), Coaxial Cable Based wireline, and wireless: 4G/LTE has limitations in terms of meeting future demand for higher speed (over 1Gig Mbps) for internet connectivity and supporting exponential growth in internet traffic (volume). Modern broadband network technologies such as FTTH (Fibre to the home) and 5G Wireless do not have such speed and capacity constraints.

⁴ See Ciena White Paper, **"Five Key Wireline Network Improvements Needed for 5G"** <u>https://media.ciena.com/documents/Five-Key-Wireline-Network-Improvements-Needed-for-5G_WP.pdf</u>

⁵ The 5G Economy Qualicom study See: https://www.qualcomm.com/invention/5g/economy

⁶ "The US and Canada are notable examples of markets where migration to next-generation devices and networks as been fast. Both were among the first few countries in the world to reach 50% smartphone adoption in 2012, and 50% LTE adoption three years later" (GSMA, 2017, "The Mobile Economy North America 2017")

⁷ For example, see "*Creating a Gigabit Society – The role of 5G*", A report by Arthur D. Little for Vodafone Group Plc (March 2017)

⁸ Naser Al-Falahy and Omar Y. Alani, *"Technologies for 5G Networks: Challenges and Opportunities"*, IT Professional, Vol. 19, Issue: 1, Jan.-Feb. 2017.

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¹² Small cells and health Published by GSMA 2015. Source: <u>https://www.gsma.com/publicpolicy/wp-content/uploads/2015/03/SmallCellForum 2015 small-cells and health brochure.pdf</u>

¹³ IEEE is generally recognized as the global standards setting organization for wireless services See IEEE C95.1-2019 - IEEE Standard for Safety Levels with Respect to Human Exposure to Electric, Magnetic, and Electromagnetic Fields, 0 Hz to 300 GHz Source: https://standards.ieee.org/standard/C95_1-2019.html

¹⁴ ITU: Preparing for 5G: Evolution of RF-EMF Compliance Standards and Regulations for Mobile Devices Source: https://www.itu.int/en/ITU-D/Regional-

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¹⁵ WHO: Framework for Developing Health-Based EM F Standards published by WHO, 2006

¹⁶ US Federal Communications Commission: Source: https://www.fcc.gov/engineering-technology/electromagnetic-compatibility-division/radio-frequency-safety/faq/rf-safety

¹⁷ https://www.knowyourmobile.com/phones/the-history-of-mobile-phones-from-1973-to-2008-the-handsets-that-made-it-all-happen-d58/

¹⁸ RF energy is also emitted by common household appliances such as radios, baby monitors, microwaves as well as navigational radar, welding machines, etc.

¹⁹ Also referred to as RF-EMF or radiofrequency - electromagnetic field spectrum. RF-EMFs range in frequency from 3 kilohertz (kHz) to 300 gigahertz (GHz).





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Mohamed-Slim Alouini, Fellow, IEEE. Published by Cornell University. June 2020 Source: https://arxiv.org/abs/2006.00944

²² Industry Canada: "The (RF) limits are set far below the threshold (at least 50-fold safety margin) for all known established adverse health effects" Source: https://www.ic.gc.ca/eic/site/smt-gst.nsf/eng/sf11467.html

²³ Technical Guide for Safety Code 6: Health Canada's Radiofrequency Exposure Guidelines.

Safety Code 6, administered by Health Canada, encompasses the evidence-based safety limits for human exposure to RF-EMFs in the range of 3 kHz to 300 GHz, which includes the operating frequency range of 5G and other wireless communication technologies. Source: https://www.canada.ca/en/health-canada/services/environmental-workplace-health/reports-publications/radiation/safety-code-6-health-canada-radiofrequency-exposure-guidelines-environmental-workplace-health-health-canada/technical-guide.html

²⁴ Source: 3GPP system standards heading into the 5G era. http://www.3gpp.org/news-events/3gpp-news/1614-sa_5g

²⁵ "Measuring digital economic activities in Canada: Initial estimates" National Economic Accounts Division, Statistics Canada, 2019

²⁶ Defining and Measuring the Digital Economy, U.S. Bureau of Economic Analysis (2018)

²⁷ "Towards a Framework for Measuring the Digital Economy", OECD (2018)

²⁸ OECD's proposed accounting framework for the digital economy are referred to as satellite accounts, which are are supplementary statistics that allow measurement and analysis of the digital economy in the existing macro-economic frameworks.

²⁹ Key Indicators of the Labour Market, Ninth edition Geneva, International Labour Office, 2016, Chapter 16.

³⁰ Productivity is commonly defined as a ratio between output (e.g., GDP) and inputs (unit of labour). That is, it measures how efficiently production inputs such as labour are being used in an economy to produce a given level of output. "There are different measures of productivity and the choice between them depends either on the purpose of the productivity measurement and/or data availability. One of the most widely used measures of productivity is Gross Domestic Product (GDP) per hour worked." http://www.oecd.org/std/productivity-stats/40526851.pdf.

³¹ For example, see Ciena's white paper: "Five Key Wireline Network Improvements Needed for 5G" (<u>https://www.ciena.com/insights/white-papers/5-Key-Wireline-Network-Improvements-Needed-for-5G.html</u>)

³² "We recognize that a well-developed broadband infrastructure is essential for Canadians to participate in the digital economy. (<u>https://crtc.gc.ca/eng/internet/performance.htm</u>)

³³ For example, 2021 Business Plan of Northumberland County, ON states "....broadband connectivity in the County is essential to sustainable growth. Work on the development of a Broadband Strategy aims to address these challenges" (<u>https://www.northumberland.ca/en/county-government/resources/Documents/2021-Budget-Docs/BP-and-IP/IT-2021-Draft-BP-IP.pdf</u>)

³⁴ Based on our past experience we believe it is reasonable to assume that our assessment represents broadband coverage in the Region with +/(-) 20% accuracy level.

³⁵ Gigabit service is any service with a downstream data rate at or above 940 Mbps (CRTC CMR 2019, p.276)

³⁶ A unified broadband network means an integrated fibre based wireline network delivering broadband connectivity services across the Region, using uniform standards in terms of internet speed capability and quality of service.

³⁷ <u>https://crtc.gc.ca/eng/archive/2020/2020-366.htm</u>

³⁸ https://www.ola.org/sites/default/files/node-files/bill/document/pdf/2021/2021-04/b257ra_e.pdf

³⁹ In order to model the socio-economic benefits of 5G technologies we assumed the next generation future proof broadband network infrastructure (both wireline and wireless) will be deployed in the Region over the next 3-5 years. If these deployments are delayed, realisation of 5G benefits in the Region will also be delayed accordingly,

⁴⁰ Huawei and Oxford Economics, "Digital Spillover - Measuring the true impact of the digital economy", 2017, p.3

⁴¹ Based on Nordicity's assessment (field survey) conducted in July 2020 in another similar jurisdiction in Ontario

⁴² Impact of Covid 19 on the global Manufacturing Industries. Accessed at <u>https://www.prnewswire.com/news-releases/impact-of-covid-19-on-the-global-manufacturing-industry-2020-301042150.html</u>

⁴³ Rao, S.K., Prasad, R. Impact of 5G Technologies on Industry 4.0. Wireless Pers Commun 100, 145–159 (2018). https://0-doi-Halton Regioro Pigitipactilisatifiabiscau.ca/10.1007/s11277-018-5615-7





⁴⁴ He Chen, Rana Abbas, Peng Cheng, Mahyar Shirvanimoghaddam, Wibowo Hardjawana, Wei Bao, Yonghui Li, and Branka Vucetic, *"Ultra-Reliable Low Latency Cellular Networks: Use Cases, Challenges and Approaches"*, The University of Sydney, NSW 2006, Australia

⁴⁵ <u>https://www.halton.ca/For-Business/Invest-Halton/Sectors/Manufacturing</u>

⁴⁶ Socioeconomic benefits referred to as benefits in terms of GDP and employment including (a) Direct benefits representing 5G Wireless Networks Ecosystem, and (b) Spillover benefits represent new demand generation and productivity improvement because of 5G-enabled technologies in Canadian impacted economic sectors

⁴⁷ Hurdle rate refers to rate of return assumed/applied to calculate present values (PV) of cash flows. This rate can vary according to the nature of project, rate of return required by the investors/stakeholders. It may range from 3%-8%, depending on actual financing structure of the project. Hurdle rate of 3% is typically used by Treasury for PV calculations.



Report To:	Council		
From:	Jill Hogan, Commissioner, Development Services		
	Glen Cowan, Chief Financial Officer / Treasurer		
Date:	May 29, 2023		
Report No:	ES-008-23		
Subject:	Housing Accelerator Fund (HAF)		
Recommendation:	 THAT Council endorse the action plan and growth targets that will be included as part of the Town's HAF Application including the seven (7) specific initiatives that have been identified to grow housing supply and speed up housing approvals. 		
	2. THAT the Commissioner of Development Services be authorized to submit an application for the HAF Program on behalf of the Town of Milton as outlined in this report, and that the Commissioner of Development Services in consultation with the Chief Financial Officer be authorized to make any further adjustments required in their sole discretion.		
	 THAT the Mayor and Clerk be authorized to execute any agreements that are required in relation to this funding program. 		

EXECUTIVE SUMMARY

- The HAF Program offers the Town a funding opportunity that is associated with the acceleration of, and increase in, housing supply.
- Eligibility for the program requires the development of an action plan, completion of a housing needs assessment report and a commitment to achieving the growth targets.
- The seven initiatives that have been chosen by the Town are expected to result in growth in the community including in the forms of residential development that are prioritized by the HAF program (i.e. transit oriented, missing middle, etc.).
- Growth within Milton has been conservatively estimated for the HAF reporting period at an average annual increase of 5.03% in the number of units within the



EXECUTIVE SUMMARY

Town. They also represent an increase of 102% over the average annual unit growth that the Town has achieved in the last 5 years.

• Funding approved for the Town through the HAF program will be largely utilized for community infrastructure that supports residential growth, including investments in transit, the MTSA, HAF action plan items and other infrastructure investments.

REPORT

Background

The 2022 Federal Budget announced \$4 billion in funding until 2026/2027 to launch the Housing Accelerator Fund (HAF). The program will be administered by the Canadian Mortgage and Housing Corporation (CMHC). HAF is an application-based program with one application window in 2023. The program is intended to drive transformational change within the sphere of control of the local government regarding land use planning and development approvals. HAF's objective is to accelerate the supply of housing across Canada and support lasting changes that will improve housing supply for years to come.

To be eligible for HAF funding, the applicant must:

- Develop an action plan to support growth targets, grow housing supply and speed up housing approvals
- Commit to a growth target of at least 1.1% in new housing units per year as well as a 10% increase in the rate of average annual growth
- Complete a housing needs assessment report as well as the other reporting requirements of the HAF program

Notable points regarding the HAF program include:

- Available to local governments who have delegated authority over land use planning and development approvals
- Funding provided through HAF can be utilized for community related infrastructure that supports housing, HAF action plan investments, affordable housing and housing-related infrastructure
- Applications will be evaluated based on the commitment to increase housing supply, the relevance and effectiveness of the initiatives to the objectives of the HAF, as well as the presence of a current housing needs assessment report
- Funding will be allocated utilizing both a base rate (\$ per unit of HAF incented units), top up funding (\$ per unit of multi-unit housing incented by HAF) and through an affordable housing bonus for those units incented by HAF
- Once approved, funding will be provided through four annual payments
- Reporting during the program will include the progress towards growth targets, the progress on the initiatives as outlined in the action plan, and on the eligible utilization of the funding received



Background

Following the introduction of the HAF program in March 2023, Town and CMHC staff have engaged in regular discussion in relation to the program and CMHC has hosted several related webinars on HAF.

A copy of CMHC's application guide for the HAF program is attached as Schedule 1.

Discussion

Fundamental to the application are the seven primary initiatives that have been identified that are expected to both increase housing supply and accelerate the pace of housing approvals. Details of the initiatives that Milton will submit as its action plan is attached as Schedule 2. With consideration of HAF's evaluation framework, the Town has focused on highlighting those that can be initiated and completed on a timely basis, and that will have a high degree of impact and effectiveness with respect to housing. The seven primary initiatives are:

- 1. Implementation of the Milton Mobility Hub Strategy
- 2. Additional Residential Unit (ARU) Study
- 3. Residential and Non-Residential Land Needs Study
- 4. Development Services Public Portal
- 5. Delegation of Authority Enhancements
- 6. Official Plan Update
- 7. Transportation Mater Plan Update

Through the recommendations included in this report, Council is recognizing the importance of these initiatives and committing to delivering each for the purpose of creating a positive impact on housing within the Town.

Through this process the Town is also committed to establishing an updated Housing Needs Assessment report. The housing needs for Milton have been most recently assessed through the Town's Land Needs Assessment process that was undertaken by Malone Given Parsons Ltd. in 2021, as well as through the Region of Halton's <u>2021 State of Housing report</u> and <u>Comprehensive Housing Strategy</u>. This work will be further updated through the Housing and Non-Residential Needs Analysis Study that was awarded to Watson & Associates Economists Ltd in May 2023. That project is expected to proceed in two key phases in 2023, as the findings of that process will also directly inform the Town's Official Plan update.

With respect to the housing growth anticipated within the reporting period for the HAF program, the following table summarizes the units that are anticipated by year for the purposes of the Town's application.



Discussion

Table 1 - New Unit Forecast for the HAF Reporting Period

	Sept. 2023 to Aug. 2024	Sept. 2024 to Aug. 2025	Sept. 2025 to Aug. 2026	Total
Single Detached Homes	250	560	380	1,190
Multi-unit Housing (close to transit)	540	750	580	1,870
Multi-unit Housing (missing middle)	370	520	580	1,470
Multi-unit housing (other)	710	760	920	2,390
Total	1,870	2,590	2,460	6,920

These forecasted amounts have been developed with consideration of specific developments within Milton that are at various stages of approval. The amounts have been reduced relative to the growth estimates utilized in the Town's planning processes (including the annual budget process) in consideration of the HAF reporting requirements and to err on the side of being conservative. The figures represent an average annual increase of 5.03% in the number of units within the Town. They also represent an increase of 102% over the average annual unit growth that the Town has achieved in the last 5 years. As such, should these amounts materialize as expected the Town would more than exceed the minimum growth targets required by the HAF program.

Should the Town's application to the HAF program be successful, the funding received is expected to be utilized in large part towards supporting community infrastructure that supports housing. Specific projects that may be contemplated include:

- key investments in the Town's transit system including the transit maintenance facility;
- projects that benefit areas such as the MTSA including Nipissing Road;
- investments that align with development in the Town's downtown core including those that support the Town's parking strategy;
- key strategic studies such as the Residential and Non-Residential Needs Analysis Study, Zoning By-law reviews, the transit master plan and growth related studies;
- investments in software solutions that accelerate or benefit growth within the community; and
- investments in infrastructure that achieve a complete and vibrant community as the Town's growth targets are achieved.



Financial Impact

The HAF program has the potential to provide a significant amount of funding to the Town in order to help support growth in housing and housing options within the community. Funding received would be applied towards the investments that will be made during the HAF reporting period, with priority applied to initiatives that support the medium and high density communities that lend themselves to promoting a range of housing options and housing affordability. Reporting to Council of the funding utilization would occur in accordance with the Town financial management policies, and to the CMHC through the reporting requirements of the HAF program.

Respectfully submitted,

Jill Hogan Commissioner, Development Services

Glen Cowan Chief Financial Officer / Treasurer

For questions, please contact:	Jill Hogan, Commissioner, Development Services	Phone: Ext. 2304
	Glen Cowan, CFO/Treasurer	Ext. 2151

Attachments

- 1. Schedule 1 HAF Pre-application Reference Material
- 2. Schedule 2 Town of Milton Action Plan Initiatives for HAF Program

Approved by CAO Andrew M. Siltala Chief Administrative Officer

Recognition of Traditional Lands

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.

Pre-application Reference Material





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Canada

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1. PURPOSE OF THIS GUIDE

This reference document will help applicants to get ready to apply to the Housing Accelerator Fund (the HAF) administered by the Canada Mortgage and Housing Corporation (CMHC). It informs applicants about program requirements and information that they will need to submit as part of their application. Potential applicants are local authorities as described in section four (4).

Through the provision of incentive funding, the HAF is intended to drive transformational change within the sphere of control of the local government regarding land use planning and development approvals with the overall objective to "accelerate supply" of housing.

As part of the application process, applicants must outline the actions that they will take to increase housing supply and reflect these initiatives in an action plan. Given the time that it may take to prepare the application, including the mandatory action plan and to obtain the necessary local approvals, CMHC is providing this document well in advance of the application intake portal opening.

For greater certainty, the formal application form for the HAF will be made available later in 2023 in support of the launch of the initiative when CMHC is ready to accept applications. It is possible that certain information will be requested within the application form that is not referenced in or that differs from this document.

2. PROGRAM BUDGET

With the launch of the HAF, \$4 billion in funds may be available to local authorities (see definition in section four (4)) to incentivize the implementation of local actions that remove barriers to housing supply, accelerate the growth of supply, and support the development of communities that are aligned with several priorities as described in section three (3).

3. OBJECTIVES

The primary objectives of the program are to create more supply of housing at an accelerated pace and enhance

certainty in the approvals and building process, while also supporting the following priorities:

- Supporting the development of complete communities that are walkable, consisting of appropriate residential density and a diverse mix of land uses, providing access to a wide variety of amenities and services through public and active transportation.
- Supporting the development of affordable, inclusive, equitable and diverse communities that encourage clear pathways to achieving greater socio-economic inclusion largely achieved through the equitable provision of housing across the entire housing spectrum.
- Supporting the development of low-carbon and climate-resilient communities.

As a result of investments towards these objectives and priorities, the HAF is expected to result in permits being issued for 100,000 more housing units than would have occurred without the HAF.

4. ELIGIBLE APPLICANTS

Local governments within Canada, including First Nations, Métis and Inuit governments who have delegated authority over land use planning and development approvals are eligible to apply to the HAF.

In the absence of a municipal-level authority, a regional district or province or territory that has authority for land use planning and development approvals may also apply to the HAF.

5. APPLICATION STREAMS

There are two application streams, as follows:

- Large/Urban: A jurisdiction located anywhere in Canada with a population* equal to or greater than 10,000, excluding those within a territory or an Indigenous community.
- Small/Rural/North/Indigenous: A jurisdiction located anywhere in Canada with a population* less than 10,000 or within one of the territories or an Indigenous community.

*Population based on 2021 census data.

6. MINIMUM REQUIREMENTS 7

To be eligible for incentive funding, the applicant must:

- Develop an action plan as part of their HAF application, including satisfying the prescribed minimum number of initiatives as outlined in section seven (7). The purpose of the action plan is to outline a housing supply growth target and the specific initiatives that the applicant will undertake to grow housing supply and speed up housing approvals.
- Commit to a housing supply growth target within their action plan that increases their average annual rate of growth by at least 10%. The growth rate must also exceed 1.1%*.
- Complete or update a housing needs assessment report** and include a reoccurring scheduled review date within the report to ensure that the needs assessment is kept current.
 - The requirement to complete or update a housing needs assessment report may be waived if the applicant recently completed or updated their housing needs assessment. Applicants that have completed or updated their housing needs assessment within two years of the 2022 federal budget announcement (April 7, 2022) can request that this requirement be waived. If there is no reoccurring scheduled review date on this existing housing needs assessment report, there remains a requirement to add a reoccurring scheduled review date.
- Submit periodic reports to CMHC in the form and timelines prescribed. See section 12 for additional details. This includes:
 - Progress reporting on the initiatives and commitments within the action plan.
 - Micro-level permit data for residential buildings for all permitted units.
 - Details that support that HAF funding was used for a permitted purpose.

*CMHC may consider growth targets that fall outside these program guidelines on a case-by-case basis considering actual applications received. Applicants are encouraged to put forward the strongest application possible. Refer to section nine (9) for details on the evaluation criteria.

**For those that need to complete or update their housing needs assessment, resources are available on <u>CMHC's website</u>. The report is not required to be completed at the time of application submission, but it must be completed within the prescribed timeframe (i.e., the third reporting period). See section 13 for details on the reporting schedule.

7. ACTION PLANS

Applicants must provide an action plan as part of their application, which will assist CMHC in selecting applicants. If selected by CMHC, the action plan will form part of the contribution agreement. Refer to Appendix A for details on the type of information required as part of the application, including the action plan.

Each applicant must assess its own housing needs, challenges, and opportunities in considering whether to apply under the HAF. Applicants are encouraged to consider regional matters in developing their action plans. Applicants may wish to consult the information available on the Statistics Canada website as part of its assessment. <u>Table 98-10-0002-02</u> provides information on population and dwelling counts for provinces, territories, and census subdivisions.

Housing supply growth target

Within the action plan submitted as part of the application for HAF, the applicant will be required to provide two projections to CMHC as outlined below. The applicant must calculate their own projections based on reasonable assumptions and data sources, including Statistics Canada and/or its own administrative data. There is no prescribed formula; however, projections should be based on a three-year period ending September 1, 2026.

- The total number of permitted housing units projected without HAF.
- The total number of permitted housing units projected with HAF. This second projection is what is referred to as the "housing supply growth target."

For the purpose of determining if the committed growth rate satisfies the minimum 10% increase and exceeds 1.1%, the following formulas will be used by CMHC:

- The annual projected growth rate without HAF: the total number of permitted housing units projected without HAF/3 years/current total number of dwellings *100%.
- The annual projected growth rate with HAF: the total number of permitted housing units projected with HAF/3 years/current total number of dwellings *100%.

The current total number of dwellings should be consistent with the applicant's 2021 census data adjusted for additional dwellings built since that reporting period.

Additional targets

Applicants will also be able to set targets based on the type of housing supply that is projected to be permitted with the support afforded by the HAF program. These additional targets will increase the amount of funding available to the proponent if selected to participate in the program. The targets can be set for housing types that align with the priorities of the HAF program, which include:

- Multi-unit housing (in close proximity to rapid transit)
- Multi-unit housing (missing middle)
- Multi-unit housing (other)
- Affordable housing units.

Refer to section 10 for an overview of the funding methodology and definitions for each type of housing.

Action plan initiatives

The action plan must include initiatives that will help the applicant achieve their committed housing supply growth target and any additional targets. The action plan items must support enhancements achievable within the program's timeframe, but the intent is for changes to outlive the HAF.

The minimum number of initiatives depends on the application stream, as follows:

- Large/Urban: A minimum of seven initiatives.
- Small/Rural/North/Indigenous: A minimum of five initiatives.

All initiatives included within the action plan should be new initiatives that have not yet started. In exceptional circumstances, CMHC may be willing to consider initiatives that started after the 2022 federal budget (April 7, 2022), which announced the Housing Accelerator Fund, in cases where an applicant may be challenged to meet the prescribed minimum number of initiatives.

The applicant must indicate how each initiative will increase the supply of housing and associated timelines, as well as any other expected results.

The applicant must identify and explain how each proposed initiative supports at least one of the objectives of the program (see section three (3)).

The following list of initiatives are aligned with the objectives of the HAF program and reflect common practices in urban planning, contributing to more housing supply. Applicants are encouraged to select from this list where it makes sense to do so given the local context. There is flexibility for CMHC to consider alternative initiatives proposed by applicants. Actions that do not support the objectives of the program will not be considered.

- Promoting high-density development without the need for rezoning (as-of-right zoning), e.g., for housing developments up to 10 stories that are in proximity (within 1.5km) of rapid transit stations and reducing car dependency
- Allowing increased housing density (increased number of units and number of storeys) on a single lot including promoting "missing middle" housing forms typically buildings less than 4 stories
- Encouraging Accessory Dwelling Units—a second smaller unit on the same property as a primary unit
- Enable mixed-use redevelopment of city-owned properties, while where appropriate maintaining the current government use, e.g., building housing on top of a library or office space
- Promoting infill developments (adding new units to existing communities) with increased housing density and a variety of unit types (e.g., duplexes or secondary suites)
- Implementing rental only zoning
- Implementing land use changes mandating a minimum number of family units (units with more than two bedrooms) or allowing for office conversions to residential with minimum family unit requirements
- Implementing revised parking requirements such as reduced or eliminated parking spaces for new developments
- Implementing disincentives, costing or fee structures to discourage such things as unit vacancy, underdeveloped/ idle land, and low-density forms of housing
- Ensuring that development and amenity charges fees that cover necessary infrastructure to support new housing and amenities such as libraries and recreation centres in and adjacent to the communities where development is occurring – are clear, transparent and pre-determined (not subject to negotiation)

- Aligning development charges with the costs of infrastructure and servicing
- Implementing incentives, costing or fee structures, for example density bonusing, to encourage such things as affordable housing and conversions from non-residential to residential
- Waiving public hearings on all affordable housing projects that conform to the official community plan
- Implementing measures to address or prevent flood plain or climate change risk for example making flood plains park land and/or creating relocation programs to move housing units out of at-risk areas
- Incorporating a climate adaptability plan into Official Community Plan
- Promoting and allowing more housing types that serve vulnerable populations
- Promoting regulated multi-tenanted housing forms (e.g., boarding houses or single room occupancy)
- Implementing inclusionary zoning (the requirement that a developer builds a certain percentage of their units at affordable (below market) prices or rents) in ways that foster development
- Encouraging alternative forms of housing construction such as modular housing, manufactured housing, and prefabricated housing
- Create a process for the disposal of city-owned land assets for the development of affordable housing as-of-right (not requiring rezoning)
- Implementing new/enhanced processes or systems such as case management, e-permitting, land and building modelling
- Implementing changes to decision making such as delegating development approval authority to municipal staff based on established thresholds or parameters
- Partnering with non-profit housing providers to preserve and increase the stock of affordable housing
- Updating infrastructure planning to align with official community plans, growth targets, and housing needs assessment

 Reducing and streamlining urban design and character guidelines, i.e., elimination of height restrictions, visual character requirements, view cones, setbacks, etc.

It is the responsibility of the applicant to determine and confirm that it has the requisite authority, expertise, capacity, and resources to implement any and all chosen initiatives. The contribution agreement shall include a representation and warranty by the applicant confirming the above and CMHC will be relying on the representation and warranty without any independent investigation. All action plans must be approved by elected Council (or equivalent, including delegated authority) and include an attestation of the applicant's Chief Financial Officer (or equivalent) on the viability of the plan using the prescribed form. The attestation must be obtained by the applicant before applying to the HAF. The approval may be obtained by the applicant before applying to the HAF and is required before the contribution agreement is signed.

Note: CMHC may provide successful applicants with an opportunity to propose additional initiatives and increase their housing supply growth target in the event there is unused funding in the later years of the program.

8. INCENTIVE FUNDING AND PERMITTED USES

The HAF is about driving transformational change and creating the conditions for more housing supply over the short and longer term. The HAF is intended to incent applicants to commit to change, show progress and be provided with funding in return.

For clarity, HAF is not directly underwriting specific housing projects or reimbursing proponents for specific costs incurred. Rather, HAF funding can be used in support of housing under any of the following four categories. For further details on how HAF funding would be advanced refer to section 13. Permitted uses of HAF funding:

- Investments in Housing Accelerator Fund Action Plans
 - any initiative included in the proponent's action plan and approved by CMHC.
- Investments in Affordable Housing
 - construction of affordable housing
 - repair or modernization of affordable housing
 - land or building acquisition for affordable housing.
- Investments in Housing-related Infrastructure
 - drinking water infrastructure that supports housing
 - wastewater infrastructure that supports housing
 - solid waste management that supports housing
 - public transit that supports housing
 - community energy systems that support housing
 - disaster mitigation that supports housing
 - brownfield redevelopment that supports housing
 - broadband and connectivity that supports housing
 - capacity building that supports housing
 - site preparation for housing developments.
- Investments in Community-related Infrastructure that supports housing
 - local roads and bridges
 - sidewalks, lighting, bicycle lanes
 - firehalls
 - landscaping and green space.

Proponents will be asked to estimate how much of their funding will be allocated to each category as part of their application (% of total estimated funding). If approved to participate in the program, proponents must report on how HAF funding was used in the form and timelines prescribed. Additional information on reporting requirements can be found in section 12. Subject to the permitted uses outlined above, HAF funding can be used in conjunction with other CMHC or federal government programs, unless expressly prohibited under the terms of such initiatives. Please note that funding from the HAF will not be considered as local or PT (Provinces & Territories) cost-matching under the existing CMHC-PT NHS bilateral agreements, which exclude contributions from Government of Canada sources or from CMHC.

9. EVALUATION CRITERIA

CMHC will review all applications to determine if they meet program requirements of the HAF. The evaluation of the application will be based on the criteria listed in Table 1. All applications will be assessed and scored.

All initiatives outlined in the action plan will be individually assessed and scored; however, for prioritization purposes only the top five initiatives under the Small/Rural/North/ Indigenous stream or top seven initiatives under the Large/ Urban stream will be considered. While only the top five or seven initiatives will be used for prioritization purposes, additional initiatives should still be put forward within the action plan as required to support the committed housing supply growth target and alignment with HAF priorities.

The evaluation criteria are used to assess the application and to determine which applicants are selected to participate in the HAF. It will **not** dictate funding amounts. There is a separate funding framework for those that are selected to participate in the program. Refer to section 10 for the funding methodology.

Table 1: Evaluation criteria

Criteria	Assessment and Prioritization			
The commitment to increase housing supply	Strong proposals will demonstrate a commitment to increase the supply of housing above the minimum requirements of the program.			
Total available points: 10	 Annual growth rate: over 2.5% - 5 points - 1.5% to 2.5% - 3 points - 1.1% to 1.4% - 1 point. Annual growth rate percentage change: - over 20% - 5 points - 15% to 20% - 3 points - 10% to 14% - 1 point. 			
The relevance of the initiative outcome(s) to one or more of the objectives of the HAF Total available points: NA (pass/fail)	 Proposed initiatives within the action plan will be assessed to confirm if they support one or more of the following objectives, including priority areas: Creating more supply of housing at an accelerated pace and/or enhancing certainty in the approvals and building process. Supporting the development of complete communities that are walkable consisting of appropriate residential density and a diverse mix of land uses providing access to a wide variety of amenities and services through public and active transportation. Supporting the development of affordable, inclusive, equitable and diverse communities that encourage clear pathways to achieving greater socio-economic inclusion largely achieved through the equitable provision of housing across the entire housing spectrum. Supporting the development of low-carbon and climate-resilient communities. 			
The effectiveness of the initiative on increasing the supply of housing Total available points: 20	 Proposed initiatives within the action plan will be assessed based on: Implementation: The time it will take to complete the initiative. within 1 year - 5 points within 2 years - 3 points over 2 years - 1 point. Timeliness: The time it will take to start to achieve additional permitted units as a result of the initiative. within 1 year - 5 points within 1 year - 5 points within 1 year - 5 points within 2 years - 3 points within 2 years - 1 point. Supply Impact: The extent to which the initiative increases stability and predictability in the housing system. high degree of stability and predictability - 5 points medium degree of stability and predictability - 3 points low degree of stability and predictability - 1 point. 			
The need for increased housing supply Total available points: 5	 While not a mandatory requirement at the time of application submission, strong proposals will demonstrate housing needs as evidenced by a current housing needs assessment report. Yes, a current report is available - 5 points No, a current report is not available - 0 points. 			

There is only one planned intake window. CMHC will consider take-up across jurisdictions and may adjust application rankings to support a national distribution. CMHC will make formal recommendations to the Minister of Housing and Diversity and Inclusion. Once approvals and final funding decisions are made, CMHC will advise applicants of the outcome.

10. FUNDING METHODOLOGY

For those applicants that are selected for participation in the HAF program (see section nine (9)), a funding framework will be used to determine the amount of funding per successful applicant.

There are three components of the funding framework: (1) base funding, (2) top-up funding and (3) an affordable housing bonus. For the base funding, the per unit amount will be higher for applications pertaining to the territories or Indigenous communities.

While the funding envelope is determined on the basis of per unit amounts, the HAF incentive funding is designed to support the costs associated with the initiatives within the action plan, as well as any other permitted use of funds in order to accelerate the supply of housing in Canada (see section eight (8) for permitted uses of funds). The proponent will have flexibility in how HAF funding is used provided it is for a permitted use.

Components of the funding framework:

1. Base funding is designed to incent all types of supply across the housing spectrum. Base funding is estimated at \$20K* per HAF incented unit (\$40K* per HAF incented unit for applications pertaining to the territories or an Indigenous community). The per unit amount will be multiplied by the number of HAF incented units. HAF incented units refers to the difference between two projections: (1) the number of permitted units that are anticipated **without** the support afforded by the HAF program and (2) the number of permitted units that are anticipated **with** the support afforded by the HAF program. The latter would establish the housing supply growth target, which would be included in the action plan and reflected in the contribution agreement.

- 2. Top up funding is designed to incent certain types of housing supply. Top up funding will depend on the type of housing and the associated projected increase in the number of permitted units. There is no top up funding available for single detached homes. The value ascribed to each category will be multiplied by the associated projected increase in the number of permitted units. The targets established for each unit type would be included in the action plan and reflected in the contribution agreement.
- 3. Affordable housing bonus is designed to reward an applicant that can increase its share of affordable housing units relative to the total projected permitted units with the support afforded by the HAF. The percentage growth will be multiplied by the ascribed value and then by the total projected permitted units with the support afforded by the HAF. The target would be included in the action plan and reflected in the contribution agreement.

*All per unit amounts for the base funding, top up funding and affordable housing bonus are estimated amounts that may assist potential applicants for budgeting purposes. CMHC may adjust these amounts and this flexibility is to help ensure that CMHC can support higher than anticipated housing supply growth targets and outcomes across Canada within the overall program funding.

The following tables provide an illustrative example of the funding framework.

Table 2: Base Funding

	Total projected permitted units without HAF	Total projected permitted units with HAF	HAF incented units	Per unit amount	Base funding amount
Base funding	5,500	6,000	500	\$20,000*	\$10,000,000

A total of 500 HAF incented units * \$20K per unit = \$10M.

*All per unit amounts for the base funding, top up funding and affordable housing bonus are estimated amounts that may assist potential applicants for budgeting purposes.CMHC may adjust these amounts and this flexibility is to help ensure that CMHC can support higher than anticipated housing supply growth targets and outcomes across Canada within the overall program funding.

Table 3: Top-up Funding

	Total projected permitted units without HAF by type of housing	Total projected permitted units with HAF by type of housing	Increase in housing type (#)	Per unit amount	Top-up funding amount
Single detached homes	2,000	2,100	100	\$0	\$0
Multi-unit housing (in close proximity to rapid transit)	400	450	50	\$15,000*	\$750,000
Multi-unit housing (missing middle)	1,000	1,250	250	\$12,000*	\$3,000,000
Multi-unit housing (other)	2,100	2,200	100	\$7,000*	\$700,000
Total units	5,500	6,000	500		
Top up funding					\$4,450,000

For example, an increase of 250 missing middle housing units * \$12K per unit = \$3M.

*All per unit amounts for the base funding, top up funding and affordable housing bonus are estimated amounts that may assist potential applicants for budgeting purposes.CMHC may adjust these amounts and this flexibility is to help ensure that CMHC can support higher than anticipated housing supply growth targets and outcomes across Canada within the overall program funding.

Table 4: Affordable Housing Bonus

	Total projected affordable units permitted without HAF (%)	Total projected affordable units permitted with HAF (%)	Increase in the share of affordable housing units (%)	Per unit amount	Affordable housing bonus amount
Affordable housing bonus	2.00%	3.50%	1.50%	\$19,000*	\$1,710,000

An increase in the share of affordable housing units of 1.50% * 6,000 total projected permitted units with HAF * \$19K per unit = \$1.71M. *All per unit amounts for the base funding, top up funding and affordable housing bonus are estimated amounts that may assist potential applicants for budgeting purposes.CMHC may adjust these amounts and this flexibility is to help ensure that CMHC can support higher than anticipated housing supply growth targets and outcomes across Canada within the overall program funding.

Total Incentive Funding: \$16,160,000

Base funding (\$10M) + top up funding (\$4.45M) + affordable housing bonus (\$1.71M) = \$16.16M

The average amount for each HAF incented unit is: \$32,320

Total incentive funding of \$16.16M / the number of HAF incented units of 500 = \$32,320

Definitions

- Single-detached homes refers to a building containing 1 dwelling unit, which is completely separated on all sides from any other dwelling or structure. This includes link homes, where 2 units may share a common basement wall but are separated above grade. It also includes cluster-single developments.
- Multi-unit housing in close proximity to rapid transit refers to any form of multi-unit housing in close proximity (1500m) to rapid transit, which operates frequent service with high capacity and priority over other modes of transportation typically achieved through an exclusive right-of-way.
- Multi-unit housing characterized as missing middle refers to ground-oriented housing types that exist between single-detached and mid-rise apartments. This includes garden suites, secondary suites, duplexes, triplexes, fourplexes, row houses, courtyard housing, low-rise apartments (less than 4 stories).
- Other multi-unit housing refers to all multi-unit housing excluding missing middle and multi-unit housing in close proximity to rapid transit.
- Affordable housing refers to housing units that are intended for households whose needs are not met by the marketplace. The local definition will be used for the purposes of HAF or in the absence thereof the provincial/territorial definition.

11. MINIMUM DOCUMENTATION REQUIREMENTS

To support their application, applicants will be asked to submit the following minimum documentation:

- Completed application form, including action plan
- Signed integrity declaration
- Most recent audited financial statements (if not available publicly)
- Current housing needs assessment report (if available at time of application)

 Attestation letter signed by the applicant's Chief Financial Officer (or equivalent) using the prescribed form on viability of the action plan.

The action plan template will provide applicants with an opportunity to outline stated goals, objectives, and expected results. The applicant should be able to provide analysis or statistics to support the initiatives put forward in the action plan. This supporting information could be referenced directly in the application or be submitted as supporting documentation, for example, the applicant may wish to refer to a recent housing needs assessment, or other report outlining needs or opportunities for increased housing supply growth.

12. REPORTING REQUIREMENTS

There are three main reporting obligations under the HAF. The proponent will be required to adhere to specific reporting requirements, which include:

- Progress on the initiatives and commitments outlined in the action plan.
 - Actual start and completion date of each initiative
 - Percentage complete for each initiative
 - Overall status for each approved initiative (i.e., Completed, On Track, Delayed, Not Started)
 - Start and completion date of the milestone(s) for each initiative
 - Overall status for the milestone(s) for each initiative (i.e., Completed, On Track, Delayed, Not Started)
 - Rationale for the status of each initiative and/or milestone. Where there are delays and/or milestones have not been met, the applicant must provide a detailed rationale, including a proposed plan to get the initiative back on track
 - Number of net new units permitted for residential buildings during the reporting period*.

*Permitted unit refers to units for which building permits for new housing construction were issued during the reporting period for residential buildings. The reference to "net" is to consider any demolitions or conversions that may have also taken place during that period.

- Permit data for all housing units permitted during the reporting period. CMHC plans to leverage the data points consistent with Statistics Canada Building Permits Survey for consistency purposes.
 - Permit number
 - Submission date of permit request
 - Issue date of permit
 - Construction/demolition location (site address)
 - Type of building code
 - Type of work code
 - Dwelling units created (if applicable)
 - Dwelling units lost (if applicable)
 - Units demolished (if applicable)
 - Secondary suite
 - Number of stories.
- Details on how HAF funding was used during the reporting period.
 - Category and sub-category of incentive funding (see section eight (8) of this document)
 - Annual dollar amount per category and sub-category
 - Cumulative dollar amount per category and sub-category.
 - Details on capital projects facilitated with HAF funding.

There may be additional data points required as part of the reporting requirements listed above. Explanations for the data points will be made available for each reporting requirement in support of the HAF application intake opening later in 2023.

Proponents will be required to make progress reports and how funds were used public through normal governance mechanisms or other means deemed appropriate by the proponent.

13. ADVANCING AND REPORTING SCHEDULES

There will be a total of four advances to successful applicants (referred to herein as proponents), with one advance planned for each year of the program. Each advance will be subject to conditions including those noted below.

The reporting obligations for proponents will be outlined in the contribution agreement. Reporting will be required at the following intervals: (i) a report on a prescribed form due no later than 6 months following the date the agreement is signed; and (ii) for each subsequent advance, reports on a prescribed form due within 60 days of the anniversary of the agreement. A final report on the use of the HAF funds will be due within 90 days of the fourth anniversary of the agreement.

The reports provided below must be accompanied by an attestation of the applicant's Chief Financial Officer or equivalent (on a prescribed form), which confirms that the proponent remains in compliance with the terms and conditions of the contribution agreement and that the proponent's representations and warranties remain true. Requests for annual payments are dependent on meeting applicable reporting obligations.

Advance	Conditions
Year 1 First advance: 25% of total approved funding*	An upfront advance will be provided to the proponent. The upfront advance is intended to enable the proponent to start the initiatives outlined in their action plan and to pursue other investments in housing provided the funds are used for a permitted use(s).
landing	First reporting period (first 6 months of agreement): No later than 6 months following the agreement date the proponent must submit to CMHC a letter (in a prescribed form) attesting that it is on track to undertake items outlined in its action plan and otherwise fulfil its reporting obligations under HAF. No supporting details are required to be submitted unless expressly requested by CMHC at that time.
Year 2 Second advance: 25%	Second reporting period (first year of agreement): Within 60 days of the first anniversary of the agreement the proponent must submit to CMHC the following:
of total approved funding	 A progress report on the action plan initiatives and commitments. This report will be on a prescribed form.
	 A report that includes micro-level permit data for residential buildings for all permitted units issued during the annual reporting period. This report will be on a prescribed form.
	 A report that outlines how HAF funds were spent by the proponent during the annual reporting period. This report will be on a prescribed form.
	 A letter attesting that the proponent is on track to completing the items outlined in their action plan and has fulfilled its annual reporting obligations. This letter will be on a prescribed form.
Year 3 Third advance: 25%	Third reporting period (second year of agreement): Within 60 days of the second anniversary of the agreement the proponent must submit to CMHC the following:
of total approved funding	 A progress report on the action plan initiatives and commitments. This report will be on a prescribed form. All initiatives are required to be completed in support of the request for the third annual advance, including the housing needs assessment, as applicable.
	 A report that includes micro-level permit data for residential buildings for all permitted units issued during the annual reporting period. This report will be on a prescribed form.
	 A report that outlines how HAF funds were spent by the proponent during the annual reporting period. This report will be on a prescribed form.
	 A letter attesting that the proponent has completed the initiatives outlined in their action plan, is on track to achieving growth targets and has fulfilled its annual reporting obligations. This letter will be on a prescribed form.

 $^{\ast}\text{CMHC}$ may on a case-by-case basis consider a higher first advance.

(Continued)

Advance	Conditions
Year 4 Fourth advance: 25%	Fourth reporting period (third year of agreement): Within 60 days of the third anniversary of the agreement the proponent must submit to CMHC the following:
of total approved funding	 A report confirming achievement of the housing supply growth target and any other targets established in the action plan. This report will be on a prescribed form.
	 A report that includes micro-level permit data for residential buildings for all permitted units issued during the annual reporting period. This report will be on a prescribed form.
	 A report that outlines how HAF funds were spent by the proponent during the annual reporting period. This report will be on a prescribed form.
	 A letter attesting that the proponent has achieved the housing supply growth target and any other targets outlined in the action plan and has fulfilled its annual reporting obligations. This letter will be on a prescribed form.
NA	Fifth reporting period (fourth year of agreement): Within 90 days of the fourth anniversary of the agreement the proponent must submit to CMHC the following:
	• A report that outlines how HAF funds were spent by the proponent during the annual reporting period. It is expected that all funds be spent before this final report is submitted and fully accounted for in the report. This report will be on a prescribed form.

CMHC will consider all relevant circumstances when determining whether to approve a request for advance during the prescribed timelines. CMHC will work with the proponent to address situations where achievement is delayed or not progressing as planned. If satisfactory arrangements to rectify the situation are not implemented, then CMHC may reduce or withhold payment of advances. CMHC will communicate funding decisions in writing.

14. CONTRIBUTION AGREEMENT

To participate in the program, approved applicants will be required to enter into a contribution agreement with CMHC in which it agrees to the commitments and to undertake the initiatives set out in the action plan. The form of contribution agreement will be made available closer to when the portal will be opening later in 2023.

15. APPLICATION PROCESS

The following provides a high-level overview of the application process:

- CMHC publishes program parameters and pre-application reference material, including an action plan template on its <u>website</u>
- Applicants assess their own local context, including housing challenges and opportunities
- Applicants develop an action plan unique to their needs in support of HAF, aligned with the prescribed action plan template
- Applicants obtain appropriate approvals
- CMHC invites applicants to apply/portal opens for application submissions
- Applicants submit their application to CMHC, including their action plan
- CMHC will evaluate and prioritize applications
- CMHC will advise the applicant on the status of their application
- For approved applications, CMHC will confirm the total amount of funding available to incent new housing supply, expectations on progress reports, and the planned schedule of payments
- If approved, the proponent signs the contribution agreement. If not already obtained, Council approval (or equivalent) of the action plan is required before the proponent enters into the contribution agreement
- The action plan will form part of the contribution agreement between CMHC and the proponent.

16. IMPORTANT DATES

The following provides an overview of planned activities. Some modifications may be required as CMHC prepares for implementation. CMHC will provide further details as they become available.

- Detailed program parameters published by CMHC March 2023
- Potential applicants consider the program and develop their action plans if interested in applying
- Launch and opening of the application intake portal Summer 2023
- All HAF participants selected Summer/Fall 2023
- First advances processed Summer/Fall 2023
- First reporting period is 6 months following the date the agreement is signed
- Second reporting period is the first anniversary of the agreement, reports due within 60 days
- Second advances processed Summer/Fall 2024
- Third reporting period is the second anniversary of the agreement, reports due within 60 days
- Third advances processed Summer/Fall 2025
- Fourth reporting period is the third anniversary of the agreement, reports due within 60 days
- Fourth advances processed Summer/Fall 2026
- Fifth reporting period is the fourth anniversary of the agreement, final use of funds report due within 90 days.

APPENDIX A: APPLICATION DETAILS

CMHC anticipates that the following information will be required in the HAF application form, but applicants should be aware that additional information may be requested in CMHC's sole discretion.

1. GENERAL

Section A: Applicant Information

•••••••						
1.1. Organization Name (English)						
1.2. Organization Name (French)						
1.3. Organization Legal Name						
1.4. Organization Office Address	Street Number	eet Number Street Name		Street Type	Street Direction	Unit
	City		Province/Territory		Postal Code	
1.5. Applicant Contact Name (First and Last Name)						
1.6. Contact Email						
1.7. Contact Business Phone						
1.8. Contact Office Address	Street Number	Street Name Stree		Street Type	Street Direction	Unit
	City		Province/Territory		Postal Code	
1.9. Primary Contact Preferred Language	English French					
1.10.Applicant Stream	Large/Urba	an Small/Rura	ll/North/Indigenous			
1.11. Applicant Type	Local government Indigenous government Regional district Provincial or territory					
1.12. Council Approval	submission.					

2. ACTION PLAN

Section B: Targets and Other Estimates

Projections should be based on a three-year period ending no later than September 1, 2026.

	HAF. If this projection does not align with historical trends, use the comment box below to explain and provide supporting details or analysis.	[insert number]
	Provide a breakdown by type of housing:	
	1.1 Single detached homes	[insert number]
	1.2 Multi-unit housing (in close proximity to rapid transit)	[insert number]
	1.3 Multi-unit housing (missing middle)	[insert number]
	1.4 Multi-unit housing (other)	[insert number]
	Total:	[calculated field: row 1.1 + row 1.2 + row 1.3 + row 1.4 must equal row 1]
2.	Total number of housing units projected to be permitted with the support afforded by the HAF. This is referred to as the "HAF housing supply growth target."	[insert number]
	Provide a breakdown by type of housing:	
	2.1 Single detached homes	[insert number]
	2.2 Multi-unit housing (in close proximity to rapid transit)	[insert number]
	2.3 Multi-unit housing (missing middle)	[insert number]
	2.4 Multi-unit housing (other)	[insert number]
	Total:	[calculated field: row 2.1 + row 2.2 + row 2.3 + row 2.4 must equal row 2]
	Provide a breakdown by year of the HAF program:	
	2.5 For the year ending September 1, 2024	[insert number]
	2.6 For the year ending September 1, 2025	[insert number]
	2.7 For the year ending September 1, 2026	[insert number]
	Total:	[calculated field: row 2.5 + row 2.6 + row 2.7 must equal row 2]
3.	Total number of "HAF incented units" (units projected with HAF minus units projected without HAF).	[calculated field: row 2 minus row 1]
4.	Percentage of affordable units projected to be permitted without any support afforded by HAF.	[insert percentage] %
5.	Percentage of affordable units projected to be permitted with the support afforded by HAF.	[insert percentage] %
6.	Total number of dwellings (i.e., current housing stock)	[insert number]
7.	Projected average annual housing supply growth rate without HAF	[calculated field: row 1 / 3 years / row 6 * 100] %
3.	Projected average annual housing supply growth rate with HAF	[calculated field: row 2 / 3 years / row 6 * 100] %
Э.	Projected increase in the housing supply growth rate	[calculated field: (row 8 minus row 7)/ row 7]

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Section C: Initiati	ves
Initiative 1	[name the initiative]
Initiative Type	[select initiative from drop down – select the best one that applies]
Description	[provide a brief description of the initiative, including its goals and objectives]
Start Date	[start date or estimated start date yyyy/mm/dd]
Completion Date	[estimated completion date yyyy/mm/dd]
Estimated Costs	[estimated costs for implementing the initiative \$0.00]
Expected Results	[estimated number of permitted units the initiative will incent] [estimated number of permitted units the initiative will incent within the 3-year projection period] [other expected results]
Evaluation Criteria	The following evaluation criteria will be used to assess the application.
	- The committed housing supply growth rate will be used as part of the assessment criteria.
	This initiative supports the following objectives (select all that apply):
	Creating more supply of housing at an accelerated pace and enhancing certainty in the approvals and building process. [explain how the initiative supports the area selected]
	Supporting the development of complete communities that are walkable consisting of appropriate residential density and a diverse mix of land uses providing access to a wide variety of amenities and services through public and active transportation. [explain how the initiative supports the area selected]
	Supporting the development of affordable, inclusive, equitable and diverse communities that encourage clear pathways to achieving greater socio-economic inclusion largely achieved through the equitable provision of housing across the entire housing spectrum. [explain how the initiative supports the area selected]
	Supporting the development of low-carbon and climate-resilient communities. [explain how the initiative supports the area selected]
	Answer the following questions in relation to the proposed initiative:
	- Duration: How long will it take to complete/implement the initiative? [options include: within 1 year, within 2 years, over 2 years] [explain]
	 Timeliness: How long will it take to start to achieve additional permitted units as a result of the initiative? [options include: within 1 year, within 2 years, over 2 years] [explain]
	 Supply Impact: The extent to which the initiative will improve housing and community outcomes. [options include: high degree of improvement, medium degree of improvement, low degree of improvement] [explain]
	 System Impact: The extent to which the initiative increases stability and predictability in the housing system. [options include: high degree of stability and predictability, medium degree of stability and predictability, low degree of stability and predictability] [explain]
	 While not a mandatory requirement at the time of application submission, the presence of a current housing needs assessment will be considered as part of the assessment criteria.
Milestone 1	[name of milestone]
Description	[provide a brief description of the milestone]
Start Date	[estimated start date yyyy/mm/dd]
Completion Date	[estimated completion date yyyy/mm/dd]
+ADD Milestone	
+ADD Initiative	

Section D: Housing Needs Assessment

The applicant is expected to complete or update a housing needs assessment report to support its efforts to accelerate the supply of housing. This report is required in support of the request for the third annual advance. Applicants that have recently, within two years of the 2022 federal budget announcement (April 7, 2022), completed or updated their housing needs assessment can request that this requirement be waived. If there is no reoccurring scheduled review date on this existing housing needs assessment report, there remains a requirement to add a reoccurring scheduled review date in support of the request for the third annual advance.

Select the appropriate option below:

The applicant has recently, within two years of the 2022 federal budget announcement (April 7, 2022), completed a housing needs assessment report and there is a reoccurring scheduled review date already included in the report. The applicant is requesting that the housing needs assessment requirement be waived. If this option is selected, please submit the most recent housing needs assessment report with the application.

The applicant has recently, within two years of the 2022 federal budget announcement (April 7, 2022), completed a housing needs assessment report, but it will need to be updated to include a reoccurring scheduled review date. The applicant will add a reoccurring scheduled review date in support of the request for the third annual advance.

The applicant does not have a housing needs assessment report. The applicant will complete one and include a reoccurring scheduled review date in the report. This will be completed in support of the request for the third annual advance.

3. OTHER INFORMATION

Section E: Historical Building Permit Issuances

Summarize the number of net new units permitted for residential buildings over the prescribed reporting period and associated number of permits issued (i.e., the new construction permit/first permit issued only).

Number of Units Permitted	Associated Number of Permits Issued
	Number of Units Permitted

Section F: Permitted Use of Funds

For information purposes only. Using the illustrative examples provided by CMHC in its published program material, the applicant estimates that they may be eligible for a total of \$______ under HAF. Based on this assumption, it is estimated that HAF funding will be used for the following purposes:

Permitted Uses	Applicant's Estimate %	Applicant's Estimate \$
Investments in HAF action plan items (include estimates	YR1%	YR1 \$
by year of program)	YR2%	YR2 \$
	YR3%	YR3 \$
	Total%	Total \$
Investments in affordable housing	%	\$
Investments in housing-related infrastructure	%	\$
Investments in community-related infrastructure that supports housing	%	\$

Supplementary information if available. Describe all known capital projects that HAF funding could help facilitate.

Comments

Section G: Infrastructure Needs

For information purposes only. To ensure better alignment and integrated planning of housing and infrastructure investments, CMHC is collecting the following information. The applicant consents to CMHC sharing this information and other information pertaining to its application under the Housing Accelerator Fund with Infrastructure Canada, other federal departments and agencies and provincial and territorial governments to support coordination.

Describe how the local authority will ensure that new housing supply adequately aligns with local or regional infrastructure plans, if applicable.

Describe how the local authority will ensure that new housing supply will be timely supported by infrastructure, such as public transit, drinking water and wastewater connections, as well as parks and green spaces and other vital community amenities.

Comments

4. APPLICATION TERMS AND CONDITIONS

By creating, or attempting to create an application to Canada Mortgage and Housing Corporation ("CMHC") for funding, transfer of real property or any other Initiative or a Program under the *National Housing Strategy* (the "NHS") or the *National Housing Act* (Canada) (the "NHA"), (each individually, an "Initiative" or a "Program", and collectively, <u>the "Initiatives" or the "Programs"</u>), the Applicant hereby acknowledges and agrees to the following terms and conditions:

1. Collection of Corporate Information and Personal Information (collectively, the "Information"). CMHC (and parties working on its behalf or collaborating with CMHC to administer the Initiatives and the Programs, where applicable) may collect information about the Applicant, including information about the organization/corporation ("Corporate Information") and Personal Information (meaning any information about an identifiable individual that is recorded in any form), from or through: (i) discussions with the Applicant; (ii) the online application form and its attachments (whether upon the saving of inputted Information into the form prior to submission of the application, or upon submission of the application) and supplementary Information provided by or on behalf of the Applicant; or (iii) other sources such as references, credit reporting agencies, provinces, territories, municipalities or Indigenous groups as will be specified in the Initiative. In addition, CMHC may collect Corporate Information that is presently in CMHC's possession arising out of, or in connection with, the Applicant's prior or existing relationship(s) with CMHC, such as from CMHC Initiatives, Programs or products. Completion of the application for funding, transfer of real property or any other purposes of an Initiative or a Program under the Initiatives or the Programs and the delivery to CMHC of signed consents referred to in Section 9 is voluntary; however, failure of the Applicant to provide such signed consents and any required Information in connection with its application from consideration. If any of the collected Information changes or becomes inaccurate, the Applicant must promptly notify CMHC in writing of the change.

2. Use and Disclosure of Information.

- a) The Applicant agrees that the Information collected in connection with an application may be used or disclosed for the following purposes:
 - (i) to assess the Applicant's eligibility under the applicable Initiative(s) and/or Program(s);
 - (ii) to assess the application, including for prioritization of applications received;
 - (iii) to communicate to the Applicant possible opportunities under other Initiative(s) and /or Program(s);
 - (iv) to communicate to the Applicant possible collaboration opportunities with external parties;
 - (v) for Information verification and due diligence purposes, including to detect and protect CMHC from errors and fraud;
 - (vi) for any purpose related to the provision of mortgage loan insurance generally, where applicable;
 - (vii) for analytics, policy analysis, data analysis, auditing and research by CMHC;
 - (viii) for evaluation and efficient administration of the Initiatives and/or Programs; and
 - (ix) for use by CMHC and the Government of Canada for any purpose related to the *National Housing Act* (Canada) and/or the *National Housing Strategy*.

- b) Prior to submission of the application, any Information collected through the online application process may only be used by CMHC for internal administration and planning purposes in respect of initiatives and/or programs under the National Housing Strategy and/or the National Housing Act (Canada), unless the Applicant's prior written consent to the disclosure of such Information to parties external to CMHC, for the purposes outlined in subsection 2(a) above, has been obtained.
- c) Upon submission of the application, CMHC and parties working on its behalf or collaborating with CMHC to administer the Initiatives and/or Programs, where applicable, are authorized to process and store the Information and disclose it, on a need to know basis, for the purposes outlined in subsection 2(a) above, to:
 - (i) the office of the Minister responsible for CMHC;
 - (ii) Employment and Social Development Canada ("ESDC"), the office of the Minister responsible for ESDC, Public Services and Procurement Canada ("PSPC"), the office of the Minister responsible for PSPC, Canada Lands Company CLC Limited ("CLC"), the office of the Minister responsible for CLC and the municipality in which the project is located, Indigenous Services Canada ("ISC"), the office of the Minister responsible for ISC, Crown-Indigenous Relations and Northern Affairs Canada ("CIRNAC"), the office of the Minister responsible for CIRNAC, the municipality or reserve in which the project is located, Infrastructure Canada ("IC"), the office of the Minister responsible for IC, and to any other successor organization of the organizations listed herein.
 - (iii) the Government of Canada; and
 - (iv) provinces, territories, municipalities or Indigenous groups that may invest in or provide support for the Applicant's project or otherwise collaborate with CMHC as will be specified in the Initiative.
- 3. Agreements. If the Applicant is selected by CMHC to receive funding and/or a transfer of real property, then the Applicant will enter into (and will cause related parties including guarantors, if any, to enter into) agreements that set out the terms and conditions of such funding and/or transfer of real property. Where CMHC is providing funding, the agreements may specify, among other things, the amount to be advanced to the Applicant as well as any terms and conditions of repayment, where applicable. The granting of loan or contribution funding or any part thereof or approval for mortgage loan insurance by CMHC is not to be construed or relied on by the Applicant or any other party as representing a confirmation of the value or condition of the underlying property, whether or not appraisals or inspections are carried out by or for CMHC; nor is it to be construed or relied on by the Applicant or any other party as representing a confirmation of the value or condition of the applicant or any other party as representing a confirmation of the value or relied on by the Applicant or any other party as representing a confirmation of the value or relied on by the Applicant or any other party as representing a confirmation of the borrower(s) and any guarantor(s) to repay the loan, where applicable.
- 4. Intellectual Property Rights. The Applicant owns and holds all rights, title and interests in, or has a valid right to use, all intellectual property in and to all information and materials produced in connection with the Applicant's project and the application (including, without limitation, all patents, industrial designs, trademarks, trade names, service marks, copyrights, trade secrets, inventions, knowhow, domestic or foreign, and any registrations and applications for registration for any of the foregoing) to the extent it is neither published nor otherwise in the public domain. Subject to the terms and conditions of this application, the Applicant hereby grants to CMHC a non-exclusive, perpetual, irrevocable, assignable, royalty-free sub-licensable license to use, make, have made, sell, offer for sale, and import the intellectual property worldwide, with the right to make such modifications as may be desirable for any purpose related to the current or future operation of CMHC. Where an Applicant's intellectual property, in connection with its project under the Affordable Housing Innovation Fund, is modified by or on behalf of CMHC, CMHC shall own and hold all right, title and interests in and to the intellectual property as modified by or on behalf of CMHC. This provision, including the license so granted, shall survive the application.
- 5. Proprietary and/or Confidential Information. All Information regarding the terms and conditions and financial and/or technical aspects of the Applicant's proposal that are proprietary or confidential in nature have been and will be marked "PROPRIETARY" or "CONFIDENTIAL" when submitted to CMHC. Proprietary and confidential markings shall be included beside each item or at the top of each page containing Information that the Applicant wishes to protect from disclosure. CMHC will make all reasonable efforts to protect the Applicant's documents and Information so marked from disclosure. Notwithstanding the foregoing, (i) CMHC shall have no liability of any kind to the Applicant, or any other party, based on inadvertent or unintentional disclosure of proprietary or confidential Information; and (ii) CMHC is authorized to disclose proprietary or confidential Information, on a need to know basis, to the parties listed in subsection 2(c). The Applicant has been advised that as a Crown corporation, CMHC is subject to federal legislation including the Access to Information Act and the Privacy Act. In certain specific circumstances, Information submitted to CMHC by the Applicant may be required to be disclosed pursuant to federal legislation. In such cases, to the extent reasonably possible and permitted under the law, CMHC will make efforts to advise the Applicant of the required disclosure prior to releasing the Information.
- 6. Publicity. If the Applicant is selected by CMHC to receive funding and/or a transfer of real property, CMHC, the Government of Canada and any other province, territory, municipality or Indigenous group that invests in or provides support for the Applicant's project shall have the right to publicize details of the project, the funding assistance and the name of the successful Applicant. By submitting its application, the Applicant confirms its consent to the disclosure of this information. The Applicant is not permitted to make any announcement regarding any of the Initiatives and/or Programs, including without limitation, any funding or transfer of real property without the express written consent of CMHC.

- 7. Contact. CMHC and parties working on its behalf are each authorized to contact any person listed in this application (including any agent of the Applicant) to consider the Applicant's eligibility for the funding or transfer of real property requested or in connection with the administration of the Initiatives and /or Programs and may send such person(s) program information by email or other means of communication.
- 8. Verification and Credit Inquiries. Where applicable to determine creditworthiness for funding in the form of a loan, the Applicant authorizes CMHC and parties working on its behalf to: (i) obtain business credit reports or individual credit reports or both, where applicable (for example, on sole proprietors, surety/guarantors, for-profit corporate entities, not-for-profit organizations) to perform a credit check and verify information provided by or on behalf of an Applicant and to assess the Applicant's application; and (ii) make any other inquiries required, including without limitation, obtaining corporate and business information, to assess the Applicant's application.
- 9. Integrity Checks. The Applicant authorizes CMHC (and parties working on its behalf or collaborating with CMHC to administer the Initiatives and/or Programs, where applicable) to conduct general integrity and criminal record checks and other similar screening ("Integrity Screening") of the Applicant to assess the Applicant's eligibility for receipt of funding or transfer of real property under an Initiative and/or Program. CMHC may additionally require Integrity Screening to be performed on any parties affiliated with the Applicant, including without limitation, its directors, shareholders and beneficial owners, and the Applicant shall cause to be delivered to CMHC, consents to such Integrity Screening being performed duly signed by such affiliated parties.
- Acknowledgement. The Applicant acknowledges that: (i) any acknowledgement of receipt of the submitted application shall not constitute an approval of the application or a guarantee that the Applicant will receive any funding and/or transfer of real property; (ii) the application and any other submitted materials will not be returned to the Applicant; and (iii) the Applicant is not entitled to any compensation for any work related to, or materials supplied in connection with, the application.
- 11. Release and Indemnity. By creating or attempting to create an application to CMHC under any of the Initiatives and/or Programs, and upon submission of an application, each Applicant and purported Applicant agrees to indemnify, release and forever hold harmless CMHC, its officers, directors, employees, agents and any other parties working for or engaged by or collaborating with CMHC or otherwise involved in connection with the administration of the Initiatives and /or Programs (including without limitation, provinces, territories, municipalities, and Indigenous groups) from any and all claims, actions, demands, causes of action, suits, debts, damages (including without limitation, direct, indirect, special, incidental, punitive, third party or consequential damages) or any other losses, expenses or liabilities of whatever nature or kind sustained by the Applicant or any other person arising out of, or in connection with, the Applicant's application or attempted application made to any of the Initiatives and/or Programs, including the assessment, evaluation and any selection process and any use of this website. CMHC is not responsible for applications that are lost, late, misdirected or delayed for any reason, including for any failure of the website or technical malfunctions related thereto.

12. Access to Information and Privacy Statement.

CMHC is committed to protecting the privacy, confidentiality and security of the personal information that it holds by adhering to the requirements of the *Privacy Act* with respect to the management of personal information. By providing CMHC with your personal information for the purposes of one of the Programs, you are consenting to CMHC's collection, use and disclosure of your personal information in strict accordance with the *Privacy Act*. Personal Information collected by CMHC for the purposes of one of the Programs, can be found in their Info Source Publication on their website under the following Personal Information Bank:

- CMHC PPU 220, National Housing Strategy Program and
- CMHC PPU 180, Shared Equity Mortgage Providers Fund

The *Privacy Act* provides individuals with a right to access their personal information that is under the control of CMHC, to request corrections of their personal information and to file a complaint to the Privacy Commissioner of Canada regarding CMHC's handling of personal information. Any questions, comments, concerns, requests for personal information or complaints may be directed to CMHC's Access to Information and Privacy Office at ATIP-AIPRP@cmhc-schl.gc.ca or you may also visit their website.

- 13. Headings for Convenience Only. The headings used in these terms and conditions are intended for convenience or reference only and do not affect the interpretation of the provisions of these terms and conditions.
- 14. Paramountcy. To the extent of any conflict, ambiguity or inconsistency between the provisions of these terms and conditions and any other documents provided to the Applicant, the provisions of these terms and conditions shall prevail and replace any existing terms and conditions in place with the Applicant, with regard to the subject-matters set forth herein.

If you have any questions or concerns regarding these Terms and Conditions, please email CMHC.

5. ACKNOWLEDGMENT AND SIGNATURE

By signing below, I certify that I am authorized to agree to the Terms and Conditions described above and to complete and submit this application for and on behalf of the Applicant. I certify that the information provided is, to the best of my knowledge and ability, complete, accurate and correct and that if any of the information changes or becomes inaccurate, I shall promptly notify CMHC. I have read and understood the Terms and Conditions described above and acknowledge that they shall continue to apply upon my submission of this application. I confirm the Applicant has voluntarily consented to the collection, use and disclosure of information as set forth in these terms and conditions.

This application may be executed by electronic signature and such electronic signature shall be deemed to be an original signature for the purpose of this application with the same legal effect as a manual signature.

Full legal name of Applicant

Date Signed

Signature of Applicant authorized signatory

Name of Applicant Authorized signatory

Title of Applicant Authorized Signatory

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Learn more at cmhc-nhs.ca



Schedule 3

Town of Milton Action Plan Initiatives for the HAF Program

With consideration of Housing Accelerator Fund's evaluation framework, the Town has focused on highlighting projects that can be initiated and completed on a timely basis, and that will have a high degree of impact and effectiveness with respect to housing. The seven primary initiatives are:

1. Implementation of the Milton Mobility Hub Strategy

Milton Council approved policy and as-of-right zoning regulations to facilitate high density, transit supportive, mixed-use residential surrounding the Milton GO Station. This initiative will see the Town implement the resulting action plan over the period of the HAF program.

2. Additional Residential Unit (ARU) Study

The Town is in the process of reviewing and updating its policies and regulations regarding additional residential units to align with the updated Ontario Planning Act. This initiative will result in an increase of available housing units by permitting up to 3 units on a serviced residential lot.

3. Residential and Non-Residential Land Needs Study

This study will inform how the Town will grow to meet the needs of population and employment to the year 2051 – the forecasted growth will be developed in 5 year increments to inform infrastructure and financial planning. The study will also complete the Ontario Planning Act requirements for the assessment report for inclusionary zoning and analyzes the needs for affordable housing in the Town.

4. Development Services Public Portal

The Town is streamlining, digitizing and modernizing our approach to managing and issuing building permits. This will provide residents, contractors and the development industry a single point of contact to complete and track building permits and easily check the status of their permits and schedule inspections from one place. Subsequent phases will be launched for planning applications and engineering permits. This e-permitting system is part of our customer-centric approach to bring customer service to a digital platform. It will make processes more efficient and will create housing units at an accelerated pace by enhancing certainty in the approvals and building process.

5. Delegation of Authority Enhancements

The Town has enhanced delegating authority for the Commissioner of Development Services to approve draft Plans of Subdivisions, Site Plans, Temporary Uses and Removal of Holding Zones. Delegating development approval authority to municipal staff based on established thresholds will create efficiencies that will contribute to an increase in housing supply.

6. Official Plan Update

The Town is currently updating its Official Plan. The Official Plan is a policy document that guides the short-term and long-term development in Milton. The Official Plan will establish a comprehensive planning framework to promote and encourage a range of housing options to meet identified market demand and needs.

7. Transportation Master Plan Update

The Transportation Master Plan will guide the implementation of the transportation infrastructure and initiatives require to support Milton's growth and housing targets. Milton completed its first Transportation Master Plan in 2018. Milton's planning for growth and development has focused on greater intensification and redevelopment within the established built boundary and denser, complete communities through Secondary Plans for Urban Expansion Areas. As a result, there is a need to update the Transportation Master Plan to support of these land use policies and development patterns and create a coordinated, integrated multimodal transportation system that reflects the changing dynamics of the development and transportation industry by meeting the future needs of transit users, pedestrians, cyclists, and drivers in the community.

THE CORPORATION OF THE TOWN OF MILTON

NOTICE OF MOTION

INTRODUCTION DATE:	May 08, 2023
SUBJECT:	Adopt A Park / Road Program
CONSIDERATION DATE:	May 29, 2023
REQUESTED BY:	John Challinor II
SECONDED BY:	Colin Best

WHEREAS the Town supports clean-up efforts by providing supplies and coordinating litter pick-ups on an as-needed basis;

AND WHEREAS Milton community groups, individual residents and local businesses are increasingly interested in participating in clean-up initiatives as their contribution towards keeping Milton beautiful while demonstrating environmental responsibility;

THEREFORE, BE IT RESOLVED THAT, the Town of Milton establish a formal Adopt A Park/Road program, to support and acknowledge volunteers who regularly clean up designated areas throughout the municipality;

AND FURTHER, THAT Town staff present the program plan and proposed budget to Milton Council in advance of the 2024 budget deliberations based on a Spring 2024 program implementation.



THE CORPORATION OF THE TOWN OF MILTON

NOTICE OF MOTION

INTRODUCTION DATE:	<u>May 8, 2023</u>
SUBJECT:	Stopping Harassment and Abuse by Local Leaders Act (Bill 5) Motion
CONSIDERATION DATE:	<u>May 29, 2023</u>
REQUESTED BY:	Councillor Ali

SECONDED BY: Councillor Tesser Derksen

WHEREAS ethical behaviour and respectful civil discourse are fundamental to maintaining public respect for our democratic institutions;

WHEREAS in recent years incidents of disrespectful, uncivil, and egregious conduct by council members in some municipalities in Ontario have occurred that have clearly concerned the public, municipal staff, and elected members of councils;

WHEREAS while municipal Codes of Conduct are helpful tools to set expectations of council member behaviour, municipal governments **do not** have the necessary tools to adequately **enforce** compliance with municipal Codes of Conduct;

WHEREAS without adequate tools to enforce compliance with our Codes of Conduct and to discipline members found to have violated them, municipal councils have found themselves unable to meet public expectations;

WHEREAS Bill 5, the Stopping Harassment and Abuse by Local Leaders Act would both hold accountable and protect all municipal officials and require Councillors to:

- Comply with the workplace violence and harassment policies of the municipality they represent;
- Permit municipalities to direct the Integrity Commissioner to apply to the court to vacate a member's seat for failing to comply with the municipality's workplace violence and harassment policies; and
- Restrict officials whose seat has been vacated from seeking immediate subsequent re-election.

WHEREAS Bill 5 reflects the significant joint work undertaken by AMO and the Ministry of Municipal Affairs and Housing on this important issue;

NOW THEREFORE BE IT RESOLVED THAT Town of Milton Council express its support for the Stopping Harassment and Abuse by Local Leaders Act;

AND FURTHER THAT this resolution be circulated to the Hon. Doug Ford, Premier of Ontario, Hon. Minister Parm Gill, MPP for Milton, the Association of Municipalities of Ontario, and MPP Stephen Blais (author of Bill 5)



THE CORPORATION OF THE TOWN OF MILTON

NOTICE OF MOTION

INTRODUCTION DATE: May 8, 2023

SUBJECT: RCMP Musical Ride

CONSIDERATION DATE: May 29, 2023

REQUESTED BY: Councillor Tesser Derksen

SECONDED BY: Councillor Best

WHEREAS Section 107 of the Municipal Act, 2001 allows municipalities to provide grants on such terms as the Council considers appropriate for purposes that Council considers to be in the interests of the municipality;

AND WHEREAS the Destination Campbellville Community Association (DCCA) is a non-profit community organization that was formed with a vision of making Campbellville and the surrounding area one of the best communities in Ontario in which to live;

AND WHEREAS the DCCA, in partnership with the Woodbine Entertainment Group and Woodbine Mohawk Racetrack, have been selected to host an RCMP Musical Ride on September 19th and 21st, 2023;

AND WHEREAS 2023 marks the RCMP's 150th anniversary and the RCMP have chosen Campbellville to be the only GTA stop on their cross-country tour;

AND WHEREAS this event will not be eligible for the 2023 Milton Small Grant Program as it is expected to require paid admission for attendees over 12 years of age, in order to mitigate the costs of holding the event;

AND WHEREAS The DCCA will require financial support in order to host the RCMP Musical Ride event and maximize the national and international exposure for Campbellville and Milton, and to host an expected attendance of over 5000 people to event;

AND WHEREAS Through the Milton Culture Plan, the Town of Milton's Strategic vision includes consideration for community placemaking and events which "strengthen culture-led economic and social development" (Milton Culture Plan - Here to Stay");

THEREFORE BE IT RESOLVED THAT the Town of Milton provide a grant of up to \$5,000.00 (five thousand dollars) to the Destination Campbellville Community Association in support of hosting the RCMP Musical Ride in 2023;

THAT the funding be provided to the Destination Cambellville Community Association in a manner that is consistent with the Town's Small Grant Program. This includes as a pre-requisite for payment the submission to the Town of a post-event summary in the prescribed template as well as the submission of receipts for the expenses that are funded by the grant provided;

THAT the grant be provided from the approved 2023 operating budget for the Mayor and Council, with funding from the Ontario Lottery and Gaming Corporation revenue.



THE CORPORATION OF THE TOWN OF MILTON

NOTICE OF MOTION

INTRODUCTION DATE:	<u>May 29, 2023</u>
SUBJECT:	Waive Rules of Procedure to Permit NOM Consideration at Council Meeting
CONSIDERATION DATE:	<u>May 29, 2023</u>
REQUESTED BY:	Councillor Khalqi
SECONDED BY:	Councillor Best

WHEREAS Procedure By-law 007-2019, provides that Notices of Motion shall not be discussed or debated upon introduction, but shall be included on the next regular Council meeting agenda for consideration;

AND WHEREAS Section 7.9.3 of the Town of Milton Procedure By-Law 007-2019, as amended, permits a Notice of Motion to be considered upon its introduction by an affirmative vote of two-thirds of the Members present;

AND WHEREAS it is deemed impractical or not in the best interests of the Town of Milton to delay consideration;

THEREFORE BE IT RESOLVED THAT the pertinent rules contained in Section 7.9 of Procedure By-law 007-2019, be waived to permit the introduction and consideration by Council of the Notice of Motion on the Council agenda pertaining to Metrolinx.



THE CORPORATION OF THE TOWN OF MILTON

NOTICE OF MOTION

INTRODUCTION DATE:	<u>May 29, 2023</u>
SUBJECT:	Metrolinx
CONSIDERATION DATE:	<u>May 29, 2023</u>
REQUESTED BY:	Councillor Khalqi
SECONDED BY:	Councillor Best

WHEREAS the Town of Milton supports the efficient and sustainable movement of people and goods within and beyond its municipal borders, with an intent to ultimately build a community that amplifies transit as a primary means of movement, while making owning a motor vehicle a choice.

AND WHEREAS the Town of Milton recognizes the importance of collaboration with Metrolinx, and the Ontario Government; to provide efficient transit connectivity and networks, as Milton residents use Milton Transit and GO bus and rail for employment, recreation and school purposes.

AND WHEREAS recent service adjustments implemented by Metrolinx have resulted in prolonged trip duration, multiple service connections, and significant wait time between connections - between Milton and Toronto.

NOW THEREFORE BE IT RESOLVED THAT in light of these recent service changes that the Town of Milton Council continue to advocate on behalf of Milton residents for Metrolinx to reassess services changes and find long-term solutions that enable more coordination and better connectivity with local systems.

AND FURTHER THAT the Mayor request a meeting with The Honourable Caroline Mulroney -Minister of Transportation; and, The Honourable Parm Gill - Minister of Red Tape Reduction and Member of Provincial Parliament for Milton, Phil Vester, President and CEO of Metrolinx, to discuss the current and future transit needs of Milton as a growing community, including continued collaboration toward improved interregional services and supportive infrastructure.

AND FURTHER THAT staff be directed to continue to work at an operational level with Metrolinx to better identify long-term solutions for connected, coordinated and efficient transit services.

AND FINALLY THAT this resolution be circulated to The Honourable Doug Ford - Premier of Ontario, The Honourable Parm Gill - Minister of Red Tape Reduction and Member of Provincial Parliament for Milton, The Honourable Caroline Mulroney - Minister of Transportation, and The Honourable Stan Cho - Associate Minister of Transportation.



THE CORPORATION OF THE TOWN OF MILTON

NOTICE OF MOTION

INTRODUCTION DATE:	<u>May 29, 2023</u>
SUBJECT:	DMBIA & TJSF Event
CONSIDERATION DATE:	<u>June 19, 2023</u>
REQUESTED BY:	Councillor Tesser Derksen
SECONDED BY:	Councillor Best

WHEREAS Section 107 of the Municipal Act, 2001 allows municipalities to provide grants on such terms as the Council considers appropriate for purposes that Council considers to be in the interests of the municipality.

AND WHEREAS the Downtown Milton Business Improvement Area (DMBIA) has hosted a winter street festival in downtown Milton (Holidayfest) for over five years, and the Tiger Jeet Singh Foundation (TJSF) has hosted a winter event in downtown Milton for 14 years (Miracle on Main Street),

AND WHEREAS the DMBIA and TJSF have entered a partnership to combine elements of Holidayfest and Miracle on Main Street to bring a single, expanded, enhanced, and coordinated winter event to downtown Milton while advancing the economic mandate of the DMBIA and the charitable work of the TJSF (the "Event")

AND WHEREAS the DMBIA and TJSF have both committed resources and financial investment to support the Event, but those resources do not cover the entire estimated cost, and the resulting shortfall requires additional financial support.

AND WHEREAS the DMBIA has provided a written request to the Town of Milton for financial support to bring the Event to Downtown Milton, (which request is attached to this Notice of Motion as Schedule "A").

AND WHEREAS the Town of Milton's Strategic plan to create placemaking and community attractiveness for future residents and employers suggests a focus on events that enhance community engagement and quality of life.

THEREFORE BE IT RESOLVED THAT the Town of Milton provide a one-time financial support of up to \$38,000.00 (thirty-eight thousand dollars) to the DMBIA to support of the Event subject to the following terms:

- Eligible costs include those items as presented in Appendix 1 to the DMBIA's letter
- The funding commitments from the DMBIA and TJSF will be applied to the costs outlined above first, followed by utilization of the Town's grant
- Payment of the funding is contingent on the submission of a post-event summary that includes a statement of the costs and revenues associated with the event (along with the related supporting documentation), as well as a summary of the outcomes of the event

AND THAT the grant be provided through the 2023 operating budget for the Mayor and Council, and that a transfer from the Ontario Lottery Corporation Proceeds reserve to the operating budget be approved to fund the grant.

AND THAT any future requests for the winter event be presented through the annual budget process as part of the DMBIA operating budget.



For: Town of Milton Council

CC: Glen Cowan, Chief Financial Officer & Treasurer, Town of Milton Steve Palmer, Director, Recreation & Culture, Town of Milton Andy Scott, Director, Strategic Initiatives & Business Development, Town of Milton

Date: May 19, 2023

Subject: Request for financial support for winter event in Downtown Milton in 2023

Hello,

The Downtown Milton Business Improvement Area (DMBIA) is committed to building a vibrant downtown and supporting the economic development of our community. Events are an important tool to achieve these objectives and are consistent with the goals set out in Milton's Economic Development Strategy and Culture Plan.

The DMBIA is proposing a partnership between our organization and the Tiger Jeet Singh Foundation (TJSF) to co-host a winter event in December 2023, and requesting financial support from the Town of Milton to make this possible. The combined winter event would include important elements of both Downtown Milton HolidayFest and Miracle on Main Street. It would feature vendors and local businesses, toy drive donation drop-offs, live music from local children's groups and performers, rides and attractions, local arts and cultural opportunities and lots more.

By working together, the DMBIA and TJSF teams could offer a truly unique, impactful and inclusive winter event in Downtown Milton that delivers significant economic and social benefits. We could provide an enhanced event while leveraging the strengths of each of our organizations, achieving cost efficiencies and mitigating risks.

Financial Request

To make this partnership and the winter event possible in 2023, we are requesting that the Tiger Singh family, the DMBIA and the Town of Milton provide financial contributions towards the event. To date, the Tiger Singh family has agreed to contribute \$23,000 towards the winter event. The DMBIA has agreed to contribute \$18,000 towards the event which would be sourced through our 2023 budget and fundraising activities we would undertake. The DMBIA would also contribute approximately \$25,000 worth of staff time into planning for the event.

We are requesting a financial contribution of \$38,000 from the Town of Milton towards the winter event in December 2023.

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We would be willing to work with Town staff to ensure that Town dollars are directed towards the areas of our event budget that they deem the best fit (cost categories include programming and production, event/site logistics, media and promotions). See Appendix 1 for the proposed event budget.

We would not be requesting day-of support from Town of Milton administration or temporary staff to fill roles related to vendors, stage management or kids' activities for this event. We would engage other temporary staff and volunteers to fill these roles. Support from the Town of Milton Operations Department would be beneficial on event day for set-up, tear-down, maintenance, litter removal, garbages, etc. That said, we understand that Town Operations staff may not be available on the day and we may need to source this support elsewhere. (If that is the case, there would be changes required to our proposed budget.)

A Strategic Partnership

The Downtown Milton Business Improvement Area team is made up of staff and volunteers that work to support over 200 downtown businesses and property owners. The team has extensive event management experience, expertise in logistics and administration and strong connections with local businesses and stakeholders.

The Tiger Jeet Singh Foundation is a Milton-based charity with significant support in place from corporate partners and the local police. They have strong name recognition and experience delivering large-scale, inclusive events that target diverse demographics.

By joining forces, the DMBIA and TJSF teams can leverage the strengths, resources, contacts and experience of each organization and deliver the winter event in a way that provides the maximum value for local business businesses and the broader community.

Benefits of Great Community Events

High quality, well-organized festivals and events create tremendous value for the community. Through the combined winter event in December 2023, we would be helping to:

- Stimulate economic activity in Downtown Milton
- Attract new businesses downtown and support local jobs
- Build and promote Milton's quality of place
- Make Milton a premier destination for diverse talent
- Celebrate and share Milton's diversity and cultural opportunities
- Build a sense of belonging, togetherness and community pride
- Support and showcase local arts and culture
- Strengthen culture-led economic and social development



Looking Ahead

The 2023 event will be an important opportunity to pilot the joint event and partnership. For 2024 and beyond, funding requests will be made through the annual budget process or as otherwise directed by the Town of Milton.

Thank you again for your time and please feel free to reach out with any questions or to discuss further.

Sincerely,

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Rachel Shuttleworth Executive Director Downtown Milton Business Improvement Area



Appendix 1

Miracle DMBIA Partnership Event

Draft budget for proposed event in Dec. 2023

EXPENSES	AMOUNT
Programming and Production	
Stage, sound speakers, performers	13,000
Amusement rides, animals	26,400
Activities, characters, décor, supplies	5,200
Subtotal	44,600
Media and Promotions	
Media buys, digital advertising	5,100
Printing, web & design	7,600
Photography, videography	2,400
Subtotal	15,100
Site/Event Logistics	
Health, sanitation, safety	7,300
Event equipment rentals	5,190
Electrical	3,100
Temporary event staffing & volunteers	2,900
Licenses, permits, supplies, other	3,740
Subtotal	22,230
Total Expenses	81,930

FINANCIAL CONTRIBUTIONS	AMOUNT
Town of Milton (requested)	38,000
Singh Family (confirmed)	23,000
Downtown Milton BIA (confirmed)	18,000
Total Financial Contibutions	79,000

STAFF TIME FOR EVENT PLANNING		
Estimated value of BIA staff time contribution:		
Over \$25,000		

4

BY-LAW NO. 032-2023

BEING A BY-LAW TO AMEND BY-LAW NO. 1984-1, AS AMENDED, BEING A BY-LAW TO REGULATE TRAFFIC AND PARKING ON HIGHWAYS UNDER THE JURISDICTION OF THE TOWN OF MILTON

WHEREAS the Council of the Corporation of the Town of Milton deems it expedient to amend By-law No. 1984-1, as amended, being a By-law to regulate traffic and parking on highways under the jurisdiction of the Town of Milton;

NOW THEREFORE the Council of the Corporation of the Town of Milton hereby enacts as follows:

- THAT Schedule 1, Section 5 (3) NO PARKING AT ANYTIME SIGNS ON DISPLAY to By-law No. 1984-1 is amended as described in Schedule "1" to this By-law;
- THAT Schedule 1, Section 5 (3) NO PARKING AT ANYTIME SIGNS ON DISPLAY to By-law No. 1984-1 is amended as described in Schedule "2" to this By-law;
- 3. **THAT** Schedule 12, Section 7 (1) THROUGH HIGHWAYS STOP to Bylaw No. 1984-1 is amended as described in Schedule "3" to this By-law;
- THAT Schedule 16, Section 9 (1)(a) U-TURNS SIGNS ON DISPLAY to By-law No. 1984-1 is as amended as described in Schedule "4" to this Bylaw;
- THAT Schedule 23, Section 12 (1) RATES OF SPEED SIGNS ON DISPLAY to By-law No. 1984-1 is as amended as described in Schedule "5" to this By-law;
- THAT Schedule 23, Section 12 (1) RATES OF SPEED SIGNS ON DISPLAY to By-law No. 1984-1 is as amended as described in Schedule "6" to this By-law;
- 7. **THAT** Schedule 26, Section15 (2) HEAVY TRAFFIC PROHIBITED to Bylaw No. 1984-1 is as amended as described in Schedule "7" to this By-law;
- THAT Schedule 32, Section 5 (2)(a) FIVE HOUR PARKING LIMIT EXEMPTIONS – SIGNS ON DISPLAY to By-law No. 1984-1 is as amended as described in Schedule "8" to this By-law;

- THAT Schedule 34, Section 11 (3) CYCLE LANES SIGNS, ETC ON DISPLAY to By-law No. 1984-1 is as amended as described in Schedule "9" to this By-law;
- THAT Schedule 34, Section 11 (3) CYCLE LANES SIGNS, ETC ON DISPLAY to By-law No. 1984-1 is as amended as described in Schedule "10" to this By-law;
- 11. **AND THAT** this By-law shall come into full force and effect when the appropriate signs have been erected and are on display.
- 12. **AND FURTHER THAT** all other provisions of By-law No. 1984-1, as amended, remain in full force and effect.

PASSED IN OPEN COUNCIL ON MAY 29TH, 2023.

Mayor

Gordon A. Krantz

_____ Town Clerk

Schedule "1" To By-Law No. 032-2023

SCHEDULE "1" NON-CONNECTING LINK SECTION 5(3) <u>NO PARKING AT ANYTIME - SIGNS ON DISPLAY</u>

Column 1 Highway(s)	Column 2 Location From	Column 3 Location To	Column 4 Side(s)
Detlor Heights	Gordon Krantz Avenue	Lupin Lane	East, South
Lily Crescent	Gordon Krantz Avenue	Savoline Boulevard	East, North
Broomhead Street	Gordon Krantz Avenue	Lily Crescent	West
Calla Point	Lily Crescent	Broomhead Street	North
Starflower Place	Lily Crescent	Broomhead Street	North
Marigold Court	Savoline Boulevard (North Intersection)	Sunflower Point	South, East
Marigold Court	Savoline Boulevard (South Intersection)	Sunflower Point	North, East
Sunflower Point	Savoline Boulevard	Marigold Court	South
Bessborough Drive	Gleave Terrace	A point 85m south of Bessborough Drive (east intersection)	North, West, South

Schedule "2" To By-Law No. 032-2023

SCHEDULE "1" NON-CONNECTING LINK SECTION 5(3) NO PARKING AT ANYTIME - SIGNS ON DISPLAY

TO BE DELETED

Column 1	Column 2	Column 3	Column 4
Highway(s)	Location From	Location To	Side(s)
Bessborough Drive	Gleave Terrace	A point 85m south of Bessborough Drive	North, West, South

Schedule "3" To By-Law No. 032-2023

SCHEDULE "12" NON-CONNECTING LINK SECTION 7(1) THROUGH HIGHWAYS - STOP

Column 1 Highway(s)	Column 2 Location From	Column 3 Location To
Lily Crescent	South limit of Gordon Krantz	East limit of Lily Crescent
Broomhead Street	South limit of Gordon Krantz	Lily Crescent
Marigold Court	North limit of Marigold Court	South limit of Marigold Court
Apple Terrace	West limit of Buckthorn Garden	West limit of Kennedy Circle Wet

Schedule "4" To By-Law No. 032-2023

SCHEDULE "16" NON-CONNECTING LINK SECTION 9(1)(A) U-TURNS – SIGNS ON DISPLAY

Column 1	Column 2
Highway(s)	Direction Traveling From
Kovachik Boulevard between a point 60m south of Bellflower Court and a point 270 metres southerly thereof	Northbound

Schedule "5" To By-Law No. 032-2023

SCHEDULE "23" NON-CONNECTING LINK SECTION 12(1) RATES OF SPEED - SIGNS ON DISPLAY

Column 1 Highway(s)	Column 2 Location From	Column 3 Location To	Column 4 Speed Limit
No. 5 Side Road	a point 690m east of Esquesing Line	a point 610m west of Regional Road 25	60 km/h
Old 5 Side Road	5 Side Road	West Limit of Roadway	50 km/h
No. 5 Side Road	a point 610m west of Regional Road 25	James Snow Parkway	50 km/h

Schedule "6" To By-Law No. 032-2023

SCHEDULE "23" NON-CONNECTING LINK SECTION 12(1) RATES OF SPEED - SIGNS ON DISPLAY

TO BE DELETED

Column 1	Column 2	Column 3	Column 4
Highway(s)	Location From	Location To	Speed Limit
No. 5 Side Road	a point 690m east of Esquesing Line	Dublin Line	60 km/h

Schedule "7" To By-Law No. 032-2023

SCHEDULE "26" NON-CONNECTING LINK SECTION 15(2) HEAVY TRAFFIC PROHIBITED

Column 1 Highway(s)	Column 2 Location From	Column 3 Location To	Column 4 Months / Time Periods	
5 Side Road	James Snow Parkway	Regional Road 25	All Year	

Schedule "8" To By-Law No. 032-2023

SCHEDULE "32" NON-CONNECTING LINK SECTION 5 (2) (a) <u>FIVE HOUR PARKING LIMIT EXEMPTIONS - SIGNS ON DISPLAY</u>

Column 1 Highway(s)	Column 2 Side	Column 3 Between	Column 4 Times Exempted	Column 5 Maximum Time Limit
Tasker Court	North Side	Bronte Street and Shade Lane	Anytime	15 Hours

Schedule "9" To By-Law No. 032-2023

SCHEDULE "34" NON-CONNECTING LINK SECTION 11 (3) CYCLE LANES – SIGNS, ETC ON DISPLAY

Column 1 Highway(s)	Column 2 Location From	Column 3 Location To	Column 4 Sides	Column 5 Time(s)/Day(s)
Whitlock Avenue	Bronte Street South	Fourth Line	Both Sides	Anytime
Kennedy Circle West	Louis Saint Laurent Avenue	Britannia Road	Both Sides	Anytime
Labrador Road	Fifth Line	East limit of roadway	Both Sides	Anytime

Schedule "10" To By-Law No. 032-2023

SCHEDULE "34" NON-CONNECTING LINK SECTION 11 (3) <u>CYCLE LANES – SIGNS, ETC ON DISPLAY</u>

TO BE DELETED

Column 1 Highway(s)	Column 2 Location From	Column 3 Location To	Column 4 Side(s)	Column 5 Time(s)/Day(s)
By-law 073-2020	Whitlock Avenue	Bronte Street South	Thompson Road South	Both Sides
By-law 073-2020	Kennedy Circle West	Chestnut Heights	North limit of roadway	Both Sides

BY-LAW NO. 033-2023

BEING A BY-LAW TO PARTIALLY ASSUME SUBDIVISION PLAN 20M-1021 – FIELDGATE PHASE 1B SPECIFICALLY BLOCKS 153 and 156;

WHEREAS By-law No. 071-2016 delegates authority to the Town Clerk to bring forward by-laws to assume services and works within subdivisions upon sign-off by required departments;

AND WHEREAS signoff from required departments was received respecting the partial assumption of works and services within the jurisdiction of the Town within Subdivision Plan 20M-1021;

NOW THEREFORE the Council of the Corporation of the Town of Milton hereby enacts as follows:

- 1. **THAT** Subdivision Plan 20M-1021 Fieldgate Phase 1B specifically Blocks 153 and 156, are hereby assumed and all roads, works and services under the jurisdiction of the Town of Milton within the specified lots and/or blocks is accepted and becomes the property of the Town of Milton.
- 2. **THAT** the Mayor and the Town Clerk are hereby authorized to execute, on behalf of the Town of Milton, any partial release of the subdivision agreement, if applicable, for each of the lots within the registered plan of subdivision.
- 3. **THAT** this By-law shall come into full force and effect on the date of its registration in the Land Registry Office for the Land Titles Division of Halton (No. 20).

PASSED IN OPEN COUNCIL ON MAY 29, 2023.

_____ Mayor

Gordon A. Krantz

_____ Town Clerk

BY-LAW NO. 034-2023

BEING A BY-LAW TO ASSUME SUBDIVISION PLAN 20M - 1191 – GULFBECK PHASE 1 AND BEING A BY-LAW TO LIFT AND ASSUME AS PART OF THE PUBLIC HIGHWAY SYSTEM .3 METRE RESERVES KNOWN AS BLOCKS 160, 161, 162 AND 163 ON PLAN 20M-1191

WHEREAS By-law No. 071-2016 delegates authority to the Town Clerk to bring forward by-laws to assume services and works within subdivisions upon sign-off by required departments;

AND WHEREAS signoff from required departments was received respecting the assumption of works and services within the jurisdiction of the Town within Subdivision Plan 20M-1191;

AND WHEREAS the Town of Milton acquired three .3 metre reserves known as Blocks 160, 161, 162 and 163 on Plan 20M-1191;

AND WHEREAS Council deems it appropriate to lift the said .3 metre reserves;

AND WHEREAS Council is desirous of assuming the former .3 metre reserves known as Blocks 160, 161, 162 and 163 on Plan 20M-1191 as part of the Town of Milton's public highway system.

NOW THEREFORE the Council of the Corporation of the Town of Milton hereby enacts as follows:

- THAT Subdivision Plan 20M-1191 Gulfbeck Phase 1 is hereby assumed and all roads, works and services under the jurisdiction of the Town of Milton within the said Plan of Subdivision is accepted and becomes the property of the Town of Milton.
- 2. **THAT** the Mayor and the Town Clerk are hereby authorized to execute, on behalf of the Town of Milton, any partial release of the subdivision agreement, if applicable, for each of the lots within the registered plan of subdivision.
- 3. **THAT** the following .3 metre reserves are hereby lifted:
 - Block 160, Plan 20M-1191
 - Block 161, Plan 20M-1191
 - Block 162, Plan 20M-1191
 - Block 163, Plan 20M-1191

- 4. **THAT** Blocks 160, 161, 162 and 163 on Plan 20M-1191 are hereby assumed as part of the Town of Milton's public highway system.
- 5. **THAT** this By-law shall come into full force and effect on the date of its registration in the Land Registry Office for the Land Titles Division of Halton (No. 20).

PASSED IN OPEN COUNCIL ON MAY 29, 2023.

_____ Mayor

Gordon A. Krantz

_____ Town Clerk

BY-LAW NO. 035-2023

BEING A BY-LAW TO ASSUME SUBDIVISION PLAN 20M-1202 – GULFBECK PHASE 2 AND BEING A BY-LAW TO LIFT AND ASSUME AS PART OF THE PUBLIC HIGHWAY SYSTEM .3 METRE RESERVE KNOWN AS BLOCK 177 ON PLAN 20M-1202

WHEREAS By-law No. 071-2016 delegates authority to the Town Clerk to bring forward by-laws to assume services and works within subdivisions upon sign-off by required departments;

AND WHEREAS signoff from required departments was received respecting the assumption of works and services within the jurisdiction of the Town within Subdivision Plan 20M-1202;

AND WHEREAS the Town of Milton acquired one .3 metre reserves known as Block 177 on Plan 20M-1202;

AND WHEREAS Council deems it appropriate to lift the said .3 metre reserves;

AND WHEREAS Council is desirous of assuming the former .3 metre reserves known as Block 177 on Plan 20M-1202 as part of the Town of Milton's public highway system.

NOW THEREFORE the Council of the Corporation of the Town of Milton hereby enacts as follows:

- THAT Subdivision Plan 20M -1202 Gulfbeck Phase 2 is hereby assumed and all roads, works and services under the jurisdiction of the Town of Milton within the said Plan of Subdivision is accepted and becomes the property of the Town of Milton.
- 2. **THAT** the Mayor and the Town Clerk are hereby authorized to execute, on behalf of the Town of Milton, any partial release of the subdivision agreement, if applicable, for each of the lots within the registered plan of subdivision.
- 3. **THAT** the following .3 metre reserves is hereby lifted:
 - Block 177, Plan 20M-1202

- 4. **THAT** Block 177 Plan 20M-1202 is hereby assumed as part of the Town of Milton's public highway system.
- 5. **THAT** this By-law shall come into full force and effect on the date of its registration in the Land Registry Office for the Land Titles Division of Halton (No. 20).

PASSED IN OPEN COUNCIL ON MAY 29, 2023.

_____ Mayor

Gordon A. Krantz

_____ Town Clerk

BY-LAW NO. 036-2023

BEING A BY-LAW TO APPOINT A DEPUTY FIRE CHIEF FOR THE TOWN OF MILTON AND TO REPEAL BY-LAWS 092-2019 AND 069-2020

WHEREAS the *Fire Protection and Prevention Act*, *1997*, S.O. 1997, c. 4, as amended, permits a municipality to establish, maintain and operate a fire department;

AND WHEREAS By-law No. 026-2018 approved by the Council of the Corporation of the Town of Milton on March 19, 2018 requires that the Deputy Fire Chief be appointed by by-law;

NOW THEREFORE the Council of the Corporation of the Town of Milton hereby enacts as follows:

- 1. **THAT** pursuant to the provisions of By-law No.026-2018, Gordon Fowler be appointed Deputy Fire Chief for the Town of Milton.
- 2. **THAT** By-laws No. 092-2019 and 069-2020 are hereby repealed in their entirety.
- 3. **AND THAT** this By-law shall come into force and effect on the day it is passed.

PASSED IN OPEN COUNCIL ON MAY 29, 2023

_____ Mayor

Gordon A. Krantz

Town Clerk

BY-LAW NO. 037-2023

BEING A BY-LAW TO APPOINT A DEPUTY FIRE CHIEF FOR THE TOWN OF MILTON

WHEREAS the *Fire Protection and Prevention Act, 1997, S.O.* 1997, c. 4, as amended, permits a municipality to establish, maintain and operate a fire department;

AND WHEREAS By-law No. 026-2018 approved by the Council of the Corporation of the Town of Milton on March 19, 2018 requires that the Deputy Fire Chief be appointed by by-law;

NOW THEREFORE the Council of the Corporation of the Town of Milton hereby enacts as follows:

- 1. **THAT** pursuant to the provisions of By-law No.026-2018, Ross Monteith be appointed Deputy Fire Chief for the Town of Milton.
- 2. **AND THAT** this By-law shall come into force and effect on the day it is passed.

PASSED IN OPEN COUNCIL ON MAY 29, 2023.

_____ Mayor

Gordon A. Krantz

_____ Deputy Clerk

BY-LAW NO. 038-2023

BEING A BY-LAW TO ASSUME SUBDIVISION PLAN 20M-1187 – MATTAMY MACRI DIXON-CHURCH PHASE 4 AND BEING A BY-LAW TO LIFT AND ASSUME AS PART OF THE PUBLIC HIGHWAY SYSTEM .3 METRE RESERVE KNOWN AS BLOCK 55 ON PLAN 20M-1187

WHEREAS By-law No. 071-2016 delegates authority to the Town Clerk to bring forward by-laws to assume services and works within subdivisions upon sign-off by required departments;

AND WHEREAS signoff from required departments was received respecting the assumption of works and services within the jurisdiction of the Town within Subdivision Plan 20M-1187;

AND WHEREAS the Town of Milton acquired ONE .3 metre reserves known as Block 55 on Plan 20M-1187;

AND WHEREAS Council deems it appropriate to lift the said .3 metre reserves;

AND WHEREAS Council is desirous of assuming the former .3 metre reserves known as Block 55 on Plan 20M-1187 as part of the Town of Milton's public highway system.

NOW THEREFORE the Council of the Corporation of the Town of Milton hereby enacts as follows:

- 1. **THAT** Subdivision Plan 20M-1187 Mattamy Macri Dixon-Church Phase 4 is hereby assumed and all roads, works and services under the jurisdiction of the Town of Milton within the said Plan of Subdivision is accepted and becomes the property of the Town of Milton.
- 2. **THAT** the Mayor and the Town Clerk are hereby authorized to execute, on behalf of the Town of Milton, any partial release of the subdivision agreement, if applicable, for each of the lots within the registered plan of subdivision.
- 3. **THAT** the following .3 metre reserves is hereby lifted:
 - Block 55, Plan 20M-1187

- 4. **THAT** Block 55 on Plan 20M-1187 is hereby assumed as part of the Town of Milton's public highway system.
- 5. **THAT** this By-law shall come into full force and effect on the date of its registration in the Land Registry Office for the Land Titles Division of Halton (No. 20).

PASSED IN OPEN COUNCIL ON MAY 29, 2023.

Gordon A. Krantz

____ Town Clerk

___ Mayor

BY-LAW NO. 039-2023

BEING A BY-LAW TO AMEND THE TOWN OF MILTON BY-LAW 035-2020 TO REGULATE THE CONSTRUCTION, INSTALLATION, WIDENING, ALTERING OF ENTRANCES TO AND THE OCCUPATION OR FOULING OF ROAD ALLOWANCES UNDER THE JURISDICTION OF THE TOWN

WHEREAS Section 9 of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended, (the "Municipal Act, 2001") provides that a municipality has the capacity, rights, powers and privileges of a natural person;

AND WHEREAS, the Council of The Corporation of the Town of Milton is desirous of amending By-law 035-2020 as amended;

NOW THEREFORE, the Council for the Corporation of the Town of Milton enacts as follows:

- 1. **THAT** the definition in Section 1(12) "Material" be repealed and replaced with the following;
 - (12) "Material" includes, but is not limited to, earth, gravel, sand, ashes, snow, rocks, ice, signs, fences, hedges, trees, bushes, leaves, organic matter of any kind, waste, refuse, litter and rubbish;
- 2. **THAT** the definition in Section 1(22)(iv) be repealed and replaced with the following;
 - (iv) the discharging, releasing, depositing, dumping or storage of any Material or substance within a Town Road Allowance, including without restriction, containers (bins or otherwise), Derelict Vehicles, equipment, or any other item or thing; or
- 3. **THAT** the definition in Section 3(e) be repealed and replaced with the following;
 - (e) deposit, store, park or plant any Material, Derelict Vehicle, equipment, item or thing, within a Town Road Allowance;
- 4. **THAT** the definition in Sections 3(k) & 3(l) be repealed and replaced with the following;
 - (k) enter an area within a Town Road Allowance that has been closed to the public for construction, maintenance, emergency or other

similar purposes;

- (I) move or remove a barricade, street sign, traffic sign or traffic control devices, within a Town Road Allowance;
- 5. **THAT** the definition in Section 4 be repealed and replaced with the following;
 - 4. Any Person employing or using trucks, graders, loaders, construction vehicles or other vehicles in any operation which involves the passage of such vehicles to or from any property, whether for building purposes or otherwise, shall at once remove from the Town Road Allowance or from any other Public Property, all material which may fall from such trucks, graders, loaders or other vehicles or may otherwise be tracked onto a Town Road Allowance or Public Property.
- 6. **THAT** the definition in Section 19(c) be repealed and replaced with the following;
 - (c) provide any additional documents or information requested by the Director;
- 7. **THAT** the definition in Section 31 be repealed and replaced with the following;
 - 31. Where the Town has reason to believe that any Person is in contravention of this By-law, or any term or condition of a Permit, the Town, may issue a Work Order directing the Person or Persons to take such actions as are necessary to comply with this By-law or the Permit as the case may be, by the date set out in the Order.
- 8. **THAT** all other provisions of By-law No. 035-2020 as amended, remain in force and effect.
- 9. **THAT** this by-law comes into effect on the day it is passed.

PASSED IN OPEN COUNCIL ON May 29, 2023.

____ Mayor

Gordon A. Krantz

_____ Town Clerk

BY-LAW NO. 040-2023

BEING A BY-LAW TO AMEND BY-LAW NO. 1984-1, AS AMENDED, BEING A BY-LAW TO REGULATE TRAFFIC AND PARKING ON HIGHWAYS UNDER THE JURISDICTION OF THE TOWN OF MILTON

WHEREAS the Council of the Corporation of the Town of Milton deems it expedient to amend By-law No. 1984-1, as amended, being a By-law to regulate traffic and parking on highways under the jurisdiction of the Town of Milton;

NOW THEREFORE the Council of the Corporation of the Town of Milton hereby enacts as follows:

- 1. **THAT** Schedule 12, Section 7 (1) THROUGH HIGHWAYS STOP to Bylaw No. 1984-1 is amended as described in Schedule "1" to this By-law;
- 2. **THAT** Schedule 12, Section 7 (1) THROUGH HIGHWAYS STOP to Bylaw No. 1984-1 is amended as described in Schedule "2" to this By-law;
- 3. **THAT** Schedule 13, Section 7 (2) INTERSECTIONS STOP SIGNS to Bylaw No. 1984-1 is as amended as described in Schedule "3" to this By-law;
- 4. **AND THAT** this By-law shall come into full force and effect when the appropriate signs have been erected and are on display.
- 5. **AND FURTHER THAT** all other provisions of By-law No. 1984-1, as amended, remain in full force and effect.

PASSED IN OPEN COUNCIL ON MAY 29, 2023.

_____ Mayor

Gordon A. Krantz

Town Clerk

Schedule "1" To By-Law No. 040-2023

SCHEDULE "12" NON-CONNECTING LINK SECTION 7(1) THROUGH HIGHWAYS - STOP

TO BE ADDED

Column 1 Highway(s)	Column 2 Location From	Column 3 Location To
Ferguson Drive	North Limit of Louis St. Laurent Avenue	South limit of Hearst Boulevard
Ferguson Drive	North limit of Hearst Boulevard	South Limit of Clark Boulevard

Schedule "2" To By-Law No. 040-2023

SCHEDULE "12" NON-CONNECTING LINK SECTION 7(1) <u>THROUGH HIGHWAYS - STOP</u>

TO BE DELETED

Column 1	Column 2	Column 3
Highway(s)	Location From	Location To
Ferguson Drive	North Limit of Louis St. Laurent Avenue	South Limit of Clark Boulevard

Schedule "3" To By-Law No. 040-2023

SCHEDULE "13" NON-CONNECTING LINK SECTION 7(2) INTERSECTIONS – STOP SIGNS

Column 1 Intersection	Column 2 Direction of Travel	Column 3 Stop On
	Northbound	Ferguson Drive
Forgueon Drive and Hearst Paulovard	Southbound	Ferguson Drive
Ferguson Drive and Hearst Boulevard	Eastbound	Hearst Boulevard
	Westbound	Hearst Boulevard

BY-LAW 041-2023

BEING A BY-LAW OF THE TOWN OF MILTON TO ADOPT AN AMENDMENT TO THE TOWN OF MILTON OFFICIAL PLAN PURSUANT TO SECTION 17 OF THE PLANNING ACT, AS AMENDED, IN RESPECT OF THE LANDS LEGALLY DESCRIBED AS PART OF LOTS 7, 8, 9 & 10, REGISTERED PLAN 375, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (FILE NO. LOPA 04/20).

The Council of the Corporation of the Town of Milton, in accordance with the provisions of Sections 17 and 21 of the *Planning Act* R.S.O.1990, c. P.13, as amended, hereby enacts as follows:

- Amendment No. 73 to the Official Plan of the Town of Milton, to amend Schedule I1 of the Town of Milton Official Plan to provide for permission to allow for an increase in density, at lands legally described as Part of Lots 7, 8, 9 & 10, Registered Plan 375, Town of Milton, consisting of the attached maps and explanatory text, is hereby adopted.
- 2. Pursuant to Subsection 17(27) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, this Official Plan Amendment comes into effect the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to Subsections 17 (24) and (25). Where one or more appeals have been filed under Subsection 17 (24) or (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Ontario Land Tribunal.
- 3. In the event that the Regional Municipality of Halton, being the Approval Authority, has declared this Official Plan Amendment to not be exempt, the Clerk is hereby authorized and directed to make application to the Approval Authority for approval of the aforementioned Amendment Number 69 to the Official Plan of the Town of Milton.

PASSED IN OPEN COUNCIL ON MAY 29, 2023

____Mayor

Gordon A. Krantz

Town Clerk

AMENDMENT NUMBER 73

TO THE OFFICIAL PLAN OF THE TOWN OF MILTON

Part of Lots 7, 8, 9 & 10, Registered Plan 375 Town of Milton (Town File: LOPA-04/20)

AMENDMENT NUMBER 73

TO THE OFFICIAL PLAN OF THE TOWN OF MILTON

- PART 1 THE PREAMBLE, does not constitute part of this Amendment
- PART 2 THE AMENDMENT, consisting of the following text constitutes Amendment No. 73 to the Official Plan of the Town of Milton

PART I: THE PREAMBLE

THE TITLE

This amendment, being an amendment to the Official Plan of the Town of Milton shall be known as:

Amendment No. 73 To the Official Plan of the Town of Milton (Part of Lots 7, 8, 9 & 10, Registered Plan 375 Town of Milton Town File: (LOPA 04/20)

PURPOSE OF THE AMENDMENT

The purpose of this amendment is to add Specific Policy Area 49 to the lands legally described as Part of Lots 7, 8, 9 & 10, Registered Plan 375, Town of Milton.

LOCATION OF THE AMENDMENT

The subject lands are located on the east side of Ontario Street South, and are known municipally as 485, 501 and 511 Ontario Street South. The lands are legally described as Part of Lots 7, 8, 9 & 10, Registered Plan 375, Town of Milton.

BASIS OF THE AMENDMENT

The proposed amendment would permit an increase in density for the subject lands. The developable portion of the lands are approximately 1.11 ha in size, and located on the east side of Ontario Street South, within an Intensification Area and along an Intensification Corridor. The application proposes a maximum residential density of 267 units per net hectares, based on the proposed 296 apartment units. The current allowable density in the residential area for high density development is 150 units per net hectare.

PART II: THE AMENDMENT

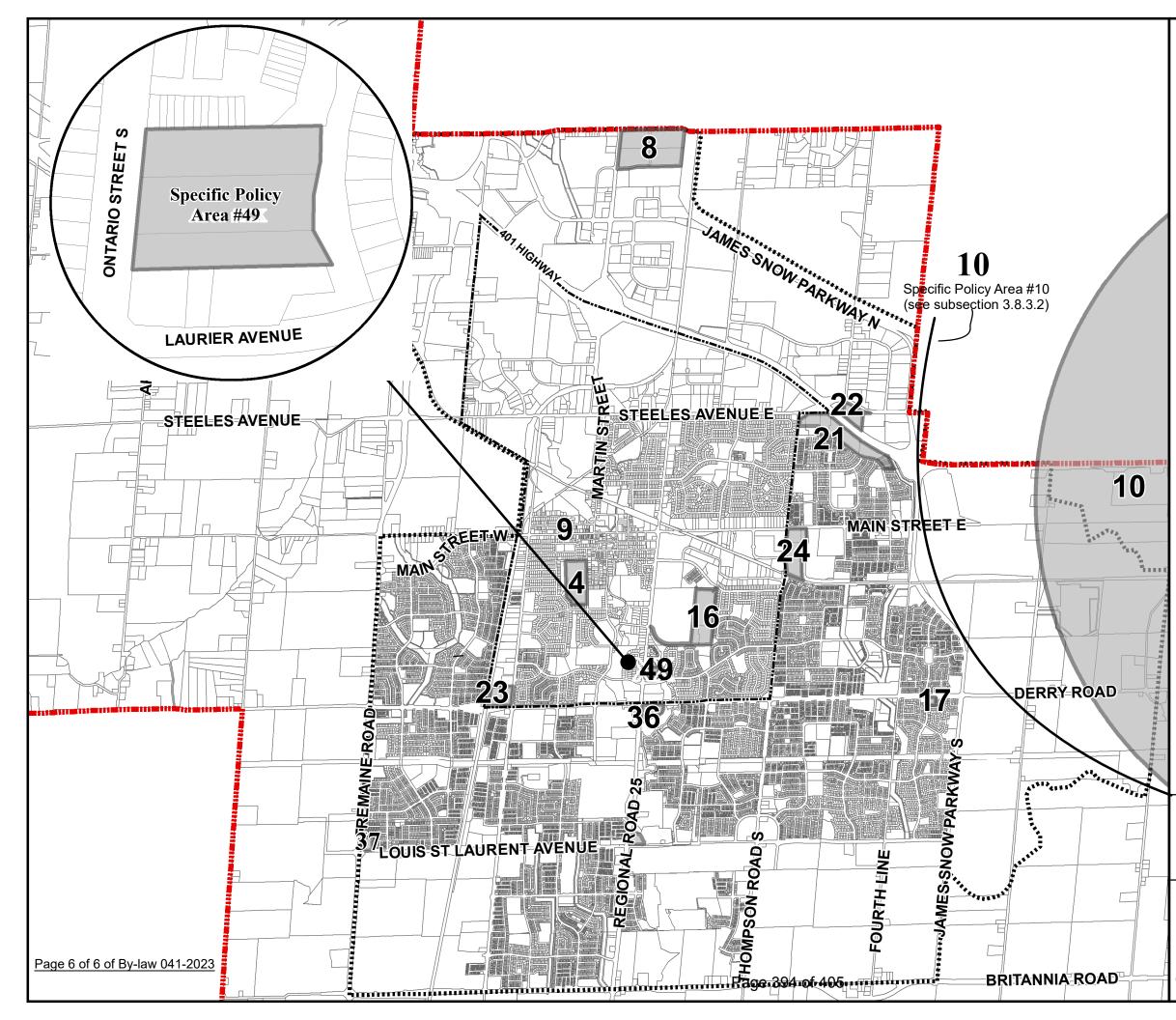
All of this part of the document entitled Part II: THE AMENDMENT consisting of the following text constitutes Amendment No. 73 to the Town of Milton Official Plan.

DETAILS OF THE AMENDMENT

The Official Plan of the Town of Milton is hereby amended by Official Plan Amendment no. 73 pursuant to Section 17 and 21 of the Planning Act, as amended, as follows:

- 1.0 Map Change
 - 1.1 Amending Schedule I1 "Urban Area Specific Policy Areas" by adding Special Policy Area No.49 to the lands known legally as Part of Lots 7, 8, 9 & 10, Registered Plan 375, Town of Milton.
 - 2.0 Text Change
 - 2.1 Adding the following text to Section 4.11 "Specific Policy Area":
 - 4.11.3.49 The land identified as Specific Policy Area No. 49 on Schedule I1 of this Plan, being the lands legally known as Part of Lots 7, 8, 9 & 10, Registered Plan 375, on the east side of Ontario Street South, north of Laurier Avenue, are permitted to allow up to 267 units per net hectare for the purpose of high density residential development.

End of text



TOWN OF MILTON OFFICIAL PLAN

Schedule I1

URBAN AREA SPECIFIC POLICY AREAS (Refer to sections 4.11 & 3.8.3.2)

Files: LOPA 04/20 & Z 07/20

TOWN OF MILTON BOUNDARY
 URBAN EXPANSION AREA BOUNDARY
 EXISTING URBAN AREA BOUNDARY

SPECIFIC POLICY AREA

49 SPECIFIC POLICY NUMBER

1 2 NAD 1983 - UTM Zone 17N

This Schedule Forms Part Of The Official Plan And Should Be Read Together With The Text.

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Consolidated August 2008, Edited May, 2023

BY-LAW NO. 042-2023

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 016-2014, AS AMENDED, PURSUANT TO SECTION 34 OF THE PLANNING ACT IN RESPECT OF THE LANDS DESCRIBED AS PART OF LOTS 7, 8, 9 & 10, REGISTERED PLAN 375, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (VILLAGE DEVELOPMENTS INC.) – TOWN FILE - Z-07/20

WHEREAS the Council of the Corporation of the Town of Milton deems it appropriate to amend Comprehensive Zoning By-law 016-2014, as amended;

AND WHEREAS the Town of Milton Official Plan will provide for the lands affected by this By-law to be zoned as set forth in this By-law upon the approval of Official Plan Amendment Number 73.

NOW THEREFORE the Council of the Corporation of the Town of Milton hereby enacts as follows:

- 1. THAT Schedule A to Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by changing the existing Residential Low Density (RLD) zone and Natural Heritage System (NHS) zone symbol to the to a new site-specific Residential High Density with a Holding (RHD*336-H79), site specific Natural Heritage System (NHS*337) and Natural Heritage System (NHS) zone symbols on the lands shown on Schedule A attached hereto.
- **2. THAT** Section 13.1 of Comprehensive By-law 016-2014, as amended, is hereby further amended by adding subsection 13.1.1.336 as follows:

Notwithstanding any provisions of the By-law to the contrary, for lands zoned site-specific Residential High Density (RHD*336) zone, the following standards and provisions shall apply:

- a) Special Zone Standards:
 - i. Maximum number of units 296
 - ii. Maximum lot coverage 42%
 - iii. Minimum front yard setback 5.5 metres
 - iv. Minimum rear yard setback 6.5 metres
 - v. Minimum interior side yard setback 7.5 metres

- vi. Maximum building height 6 story's to a maximum height of 22.0 metres, as measured from established grade to the top of parapet and exclusive of a mechanical penthouse with a maximum height of 6 metres above the roof surface.
- vii. Minimum residential unit parking rate of 1.0 spaces per residential unit
- viii. Minimum visitor parking rate of 0.25 spaces per residential unit
- ix. Grade related patios shall be permitted within the minimum front yard setback, minimum side yard setback and minimum rear yard setback
- x. A privacy screen no higher than 1.5 metres may be permitted within the front yard
- xi. The underground parking structure is permitted to be setback a minimum 0.2 metres from a property line
- xii. Waste storage facilities are permitted so long as they are contained within a main building
- xiii. A garbage loading space is permitted to be located partially within a building
- xiv. A loading space is permitted to be setback a minimum 17.0 metres from a side yard
- xv. One parallel parking space is permitted to be set back 1.5 metres from the main wall of a building
- xvi. A minimum of 108 bicycle parking spaces must be provided, including:
 - i. 18 short-term bicycle parking spaces located at grade
 - ii. 90 long-term bicycle parking spaces located below grade
- xvii. Notwithstanding any provisions of the By-law to the contrary, permanent window awnings and canopies are permitted to encroach a maximum of 2.5 metres into a required yard
- **3. THAT** Section 13.1 of Comprehensive By-law 016-2014, as amended, is hereby further amended by adding subsection 13.1.1.337 as follows:

Notwithstanding any provisions of the By-law to the contrary, for lands zoned site-specific Natural Heritage System (NHS*337) zone, the following standards and provisions shall apply:

- a) The only development permitted within this zone shall be for the purpose of the installation and maintenance of the approved LID feature.
- **4. THAT** Section 13.2.1.125 of By-law 016-2014, as amended, is hereby further amended by adding the following conditions for removal of this "H79" Holding Provision:

"H79" shall not be removed until:

- a. The Owner demonstrates to the satisfaction of the Town of Milton that they will be able to achieve all proposed TDM measures outlined in the 501 Ontario Street South Parking Justification Study Update dated March 2023 by C.F. Crozier & Associates including any ongoing programming or management that may be required for program success. All costs associated with the implementation of the TDM measures are the responsibility of the Owner. The TDM measures are as follows:
 - i. The provision of a minimum of 90 long-term secure bicycle parking spaces plus 18 short-term visitor bicycle parking spaces. The long-term bicycle parking areas must be locked and have access permitted to residents only. The bicycle facilities must comply with the City of Toronto Bicycle Parking Guidelines. The bicycle parking spaces must be shown on the plans including details of the lockers/racks;
 - The Owner agrees to charge for parking as a separate cost to occupants. All units are to be unbundled from parking spaces. The purchase/rental agreement between the occupant and the property owner must be provided noting the cost of a parking space and the ability for occupants to opt in or out of having a parking space;
 - iii. The Owner agrees to provide active uses at-grade along street frontages via sidewalk connectivity; and
 - iv. The provision of information packages to tenants alerting them to transit and active transportation opportunities in the area.
- 5. THAT if no appeal is filed pursuant to Section 34(19) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, or if an appeal is filed and the Ontario Land Tribunal dismisses the appeal, this by-law shall come into force on the day of the passing. If the Ontario Land Tribunal amends the by-law pursuant to

Section 34(26) of the *Planning Act*, as amended, the part or parts so amended come into force upon the day the Tribunal's Order is issued directing the amendment or amendments.

PASSED IN OPEN COUNCIL ON MAY 29, 2023.

_____Mayor

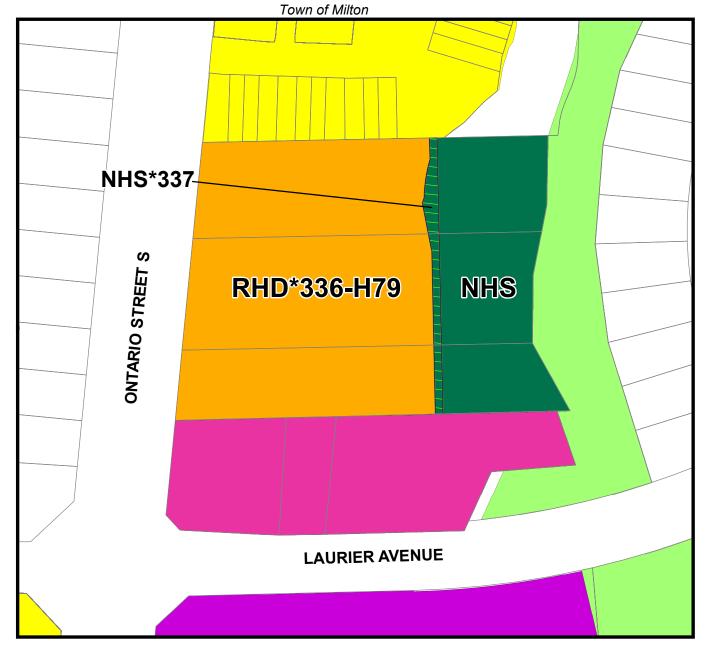
Gordon A. Krantz

Town Clerk

SCHEDULE A TO BY-LAW No.042-2023

TOWN OF MILTON PLAN 375 LOT 7, 9 & 10

TOWN OF MILTON



THIS IS SCHEDULE A TO BY-LAW NO. 042-2023 PASSED THIS 29th DAY OF MAY, 2023.



RHD*336-H79 - High Density Residential 1 Zone Special With a Holding





NHS - Natural Heritage System

MAYOR - Gordon A. Krantz

NHS*337 - Natural Heritage System **Zone Special**

24T-20004/M, LOPA-04/20 & Z-07/20

CLERK - Meaghen Reid

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BY-LAW NO. 043-2023

BEING A BY-LAW TO EXEMPT CERTAIN LANDS FROM PART LOT CONTROL PURSUANT TO SECTION 50 (7) OF THE *PLANNING ACT*, IN RESPECT OF LANDS DESCRIBED AS LOTS 123, 124, 125, 126 R.P. 20M-1177 IN THE TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (MILTON MAIN STREET HOMES LIMITED) – FILE PLC-01/23

WHEREAS Section 50 of the *Planning Act*, R.S.O 1990, c. P.13, as amended, provides that no person shall convey part of any lot within a Plan of Subdivision;

AND WHEREAS Section 50(7) of the *Planning Act* provides for a Council to designate by by-law that Section 50 does not apply to certain lands within a registered plan of subdivision;

AND WHEREAS the Council of the Corporation of the Town of Milton deems it advisable to enact such a by-law to exempt Lots 123, 124, 125, 126; R.P. 20M-1177, from those provisions of the *Planning Act* dealing with part lot control;

NOW THEREFORE the Council of the Corporation of the Town of Milton hereby enacts as follows:

- 1. **THAT** Subsection 5 of Section 50 of the *Planning Act* does not apply to lands described as exempt Lots 123, 124, 125, 126; R.P. 20M-1177, and more particularly described in Schedule 'A' attached hereto and forming part of this by-law for the purpose of creating eight (8) semi-detached units.
- 2. **THAT** notwithstanding Section 1 of this by-law, this by-law shall expire 365 days from the passing thereof unless the Council of the Corporation of the Town of Milton has provided an extension by amendment to this by-law prior to its expiry.

PASSED IN OPEN COUNCIL ON MAY 29, 2023.

_____Mayor

Gordon A. Krantz

Town Clerk

SCHEDULE 'A' TO BY-LAW NO. 043-2023

Legal Description

ALL AND SINGULAR those certain parcels or tracts of land and premises situate, lying and being in the Town of Milton, in the Regional Municipality of Halton in the Province of Ontario and comprising Lots 123, 124, 125, 126 on R.P. 20M-1177, and being more particularly described as follows:

All of Lot 123, Registered Plan 20M-1177, designated as Parts 16 and 17, on Reference Plan 20R-20856.

All of Lot 124, Registered Plan 20M-1177, designated as Parts 18 and 19, on Reference Plan 20R-20856.

All of Lot 125, Registered Plan 20M-1177, designated as Parts 1, 2 and 3, on Reference Plan 20R-20907.

All of Lot 126, Registered Plan 20M-1177, designated as Parts 4, 5 and 6, on Reference Plan 20R-20907.

BY-LAW NO. 044-2023

BEING A BY-LAW TO AUTHORIZE THE EXECUTION OF DOCUMENTS

WHEREAS pursuant to section 2(5) subsection (3) of the *Municipal Act*, S.O. 2001, c. 25, as amended, the power of the Council of the Corporation of the Town of Milton shall be exercised by By-law;

NOW THEREFORE the Council of the Corporation of the Town of Milton hereby enacts as follows:

- 1. **THAT** the Mayor and Clerk of the Corporation of the Town of Milton are hereby authorized to execute and affix the corporate seal of the Town of Milton with respect to the documents as described in Schedule "A" to this By-law.
- 2. **THAT** the Commissioner, Community Services or designate of the Corporation of the Town of Milton are hereby authorized to execute and affix the corporate seal of the Town of Milton with respect to the documents as described in Schedule "B" to this By-law.
- 3. **THAT** notwithstanding the above, where any approvals are required such as Ontario Municipal Board approval or approval from Federal or Provincial Ministries as set out in Schedule "A" and Schedule "B", then the document concerned shall not be executed until such required approval has been received.
- 4. **THAT** this By-law comes into force on the day it is passed.

PASSED IN OPEN COUNCIL ON MAY 29, 2023.

_____ Mayor

Gordon A. Krantz

____ Town Clerk

BY-LAW NO. 044-2023 SCHEDULE "A"

ITEM	DOCUMENT	APPROVALS	PARTY	OTHER APROVALS
1.	Agreements associated with the approved recommendations contained within the Staff Report and any / all ancillary documents that may be required.	Town Council	Various	N/A
2.	Agreements associated with the approved recommendations contained within the Staff Report and any / all ancillary documents that may be required.	Town Council	Various	N/A

BY-LAW NO. 044-2023 SCHEDULE "B"

ITEM	DOCUMENT	APPROVALS	PARTY	OTHER APROVALS
1.	Agreement as outlined in Staff Report DS-031-23 and any and all ancillary documents that may be required.		Pursuant to Staff Report DS-031-23	N/A

BY-LAW NO. 045-2023

BEING A BY-LAW TO CONFIRM THE PROCEEDINGS OF COUNCIL OF THE CORPORATION OF THE TOWN OF MILTON AT ITS MEETING HELD MAY 29, 2023

WHEREAS it is deemed expedient that the proceedings of the Council of the Corporation of the Town of Milton (hereinafter referred to as "Council") at its meeting held on May 29, 2023 be confirmed and adopted by by-law;

NOW THEREFORE the Council of the Corporation of the Town of Milton hereby enacts as follows:

- 1. The proceedings and actions of Council at its meeting held on May 29, 2023 and considered by Council at the said meeting, and in respect of each Report, Motion, Recommendation and other actions passed and taken by Council at the said meeting are hereby adopted, ratified and confirmed.
- 2. The Mayor and proper officials of the Corporation of the Town of Milton are hereby authorized and directed to do all things necessary, and to obtain approvals where required, to give effect to the actions passed and taken by Council at the said meeting.

PASSED IN OPEN COUNCIL ON MAY 29, 2023.

_____ Mayor

Gordon A. Krantz

____ Town Clerk