



Information Memo

To: Council-In-Committee Meeting
Date: April 14, 2026
Division: Planning and Realty Services
Department: Community and Development Services
Ward: All Wards
Subject: Bill 60, Fighting Delays, Building Faster Act, 2025 – Legislative Update

Recommendation(s):

That the Information Memo regarding [Bill 60, Fighting Delays, Building Faster Act, 2025](#) be received as information.

Background

Bill 60, *Fighting Delays, Building Faster Act, 2025*, amending various Acts, received Royal Assent on November 27, 2025. The legislative amendments aim to accelerate housing supply, infrastructure development and transit projects in Ontario.

The following Acts are subject to Bill 60 amendments:

- *Development Charges Act, 1997*
- *Planning Act*
- *Municipal Act, 2001*
- *Water and Wastewater Public Corporations Act, 2025*
- *Ontario Water Resources Act*
- *Public Transportation and Highway Improvement Act*
- *Building Transit Faster Act, 2020*
- *Construction Act*
- *Go Transit Station Funding Act, 2023*
- *Highway Traffic Act*
- *Local Roads Boards Act*
- *Photo Card Act, 2008*
- *Residential Tenancies Act, 2006*
- *Toronto Waterfront Revitalization Corporation Act, 2002*
- *Towing and Storage Safety and Enforcement Act, 2021*
- *Transit-oriented Communities Act, 2020*

Discussion:

This report provides a review of the amendments having direct impacts on land use planning, development infrastructure, and water and sewage services delivery within Norfolk County.

- **Development Charges Act**

- Land Acquisition

- “Land acquisition class” is introduced as a new class of service in the Act. Development charges (DC) will no longer include land-related acquisition costs for service categories such as long-term care, childcare, etc. The introduction of land as a class on its own will require the municipality to review any projects within the DC Background Study that have land within them as a component of the project, remove it and treat it as a class on its own. This will need to be addressed in the background study work actively underway.

- Provincial Reporting/Copy to Minister

- A Development Charges background study needs to be completed before passing the development charges By-law. A copy of the DC study and by-law must be provided to the Minister upon request and within specified deadline.

- Reserve Funds

- The monies in reserve funds may be spent on the capital costs of “land acquisition class” subject to conditions specified in the Act. This amendment permits an appropriate transition to the new DC regime for money previously collected for non-eligible land acquisition categories.

- Financial statement relating to development charge by-laws and reserve funds

- The treasurer of a municipality must provide Council, before June 30 each year, a financial statement relating to development charge by-laws and reserve funds established. There is no impact anticipated as staff currently endeavor to provide the Annual Treasurer’s Statement to Council in advance of the proposed deadline.

- Development Charges related to works for the provision of local services

- A municipality cannot impose a charge related to a development or a requirement to construct work for the provision of a service related to development except for:
 - Works for the provision of local services under section 51 (agreements) of the *Planning Act*,
 - Works for the provision of local services to be installed or paid for under section 53 (building permits withheld until paid) of the *Planning Act*.
 - Municipalities shall establish a Local Service Policy setting out what constitutes a local service.

- While the application of this section of the *Development Charges Act* has not changed, the Province intends to seek uniformity in the definition of a local service.
- Further analysis would be required as part of the current DC background study update underway to determine impacts of this legislated change.

Local Service Policy

- A municipality shall establish a local service policy for each service that is to be provided as a local service and hence not included as a Development Charge service.
- For example (local service) – sidewalks within a plan of subdivision or external to the subdivision, but necessary to connect with the planned area, are viewed as a local service to be provided by the area developer.
- For example (DC service) – traffic signals to be installed at a major intersection due to the overall growth of an urban area may be viewed as a DC item (not a local service).
- In an effort to strive for consistency in municipal Local Service Policies, the municipality shall now give a copy of the local service policy to the Minister of Municipal Affairs and Housing on request.
- Further analysis would be required as part of the current DC background study update underway to determine impacts of this legislated change.

Merging of Credits (Water and Wastewater)

- This proposed change aims to merge water supply services and wastewater services for the purposes of credits. DC-eligible services of water supply and wastewater include distribution and treatment, and sewers and treatment, respectively.
- Where significant investments in water supply and storage or wastewater treatment have been made, separating the DCs into the categories above aids in ensuring DC cashflows are available to pay existing debt payments.
- The proposal to merge these services within the *Development Charges Act* is of concern as some municipalities have invested significant funds in their water and wastewater systems. Combining these services would entitle a developer to receive DC credits against both services if DC-eligible capital costs/works have been provided directly for either service. This would negatively impact cashflows for the service not directly provided by the developer.

Transparency of Benefit to Existing Calculations

- The proposed regulatory changes would require municipalities to provide greater details with respect to how capital costs are determined and how the growth-related and non-growth-related shares of the costs are determined. The proposed wording appears to require this for each service, rather than on a project-by-project basis.
- It is positive that the Province has not established a required methodology, as there is no standardized approach across all municipalities (although there

are best practices that are generally followed). Providing further details in the background study will enhance transparency for stakeholders. While this will require additional effort in the preparation of the DC background study, it should reduce the effort required by municipal staff to address stakeholder questions related to the determination of capital and benefit to existing deductions once the background study is released. Although the proposal suggests that the DC background study will require the methodology to be provided by service, there may be situations where a project-by-project determination is required.

- **Planning Act**

- The minimum standards for parking facilities, other than for bicycles, may be reduced by the prescribed percentage of the minimum standard. The minimum setback distance of parking facilities may not be reduced.
- A maximum standard that is found in a zoning by-law may be increased by a prescribed percentage of the maximum standard.
- A decision of the Minister, other than a part of a decision that applies to land in the Greenbelt Area, is not required to be consistent with policy statements issued under that section.
- Overall, Bill 60 provides more permissive policies to grant zoning by-law relief and streamline development approvals.

- **Ontario Water Resources Act**

- No person shall use, operate, establish, alter, extend or replace new or existing sewage works except in accordance with an environmental compliance approval process under the *Environmental Protection Act*.
- The Act provides exceptions from sewage works approval. Notwithstanding these specified exceptions, sewage works approvals are still required for land used for agricultural operations and other specific circumstances.

- **Water and Wastewater Public Corporations Act, 2025**

- Bill 60 enacts the Water and Wastewater Public Corporations Act, 2025 which confers on the Minister of Municipal Affairs and Housing the power to designate, by regulation, a corporation that is incorporated under the *Business Corporations Act* as a water and wastewater public corporation to provide water and sewage services on behalf of particular lower-tier municipalities.
- The Act provides for the duties and powers of a water and wastewater public corporation, including the power to collect and impose fees or charges.
- A water and wastewater public corporation shall submit to the Minister an annual report, including audited financial statements and such other reports and information.

- **Highway Traffic Act**

- The Minister is not required to reimburse or compensate municipalities for any costs incurred to install bicycle lanes.
- A new section sets out that except as permitted by the regulations, a municipality shall not reduce the number of marked lanes available for travel by motor vehicles on a highway for a bicycle lane.

- **Public Transportation and Highway Improvement Act**

- The Ministry of Transportation may make regulations respecting the non-application of standards related to the planning, design, construction, maintenance, management and operation of specified highways, bridges and associated structures and works.
- Specified highways, bridges and associated structures and works will be under provincial jurisdiction.

Finance Comments:

Bill 60, *Fighting Delays, Building Faster Act, 2025*, amending various *Acts* and enacting the *Water and Wastewater Public Corporation Act, 2025*, introduces several changes and updates to various *Acts*, some of which will impact Norfolk County.

Some of the changes under the Development Charges Act will have an impact due to the restricting of certain service categories such as Long-term care, childcare, etc. Changes related to Local Servicing areas under the Development Charges Act would require further analysis to determine the impacts of the legislated change. Full analysis of these changes will be completed and communicated through the Development Charges Background Study.

Other changes in this bill will not have significant financial impact on the County or its operations, as many do not apply directly to County operations, or can be accommodated within existing resources.

Staff will continue to review any further financial impacts of the legislated changes as more information becomes available and communicate to Council when known.

Conclusion:

Fighting Delays, Building Faster Act, 2025, aims to accelerate the delivery of housing infrastructure (water, wastewater, roads, transit), streamline the planning approval process by providing flexibility with respect to “as-of-right zoning” variances, and exempts plans of subdivisions and consents for DCs subject to the requirements of the DC Act.

The proposed regulatory and legislative changes under Fighting Delays, *Building Faster Act, 2025*, supports the provincial mandate of increasing housing supply and accelerating development approvals.

Approval:

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