

TECHNICAL BRIEFING

*Fighting Delays,  
Building Faster Act  
2025*



**PROTECT  
ONTARIO**

Ministry of Municipal Affairs and Housing  
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Ontario 

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# Fighting Delays, Building Faster

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

## Building Homes and Communities

### Streamline approval processes to make it easier to build

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

## Fighting Delays at the Landlord and Tenant Board

### Landlord and Tenant Board Reform

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

## Keeping People Moving

### Building roads faster

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

### Keeping traffic moving

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

### Improving road safety

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

## Building Homes and Communities

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



## Building Homes and Communities: The Case for Change

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

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

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

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

# Building Homes and Communities

Initiative	Current State	Future State
<b>Reduce Building Code Regulatory Burdens</b>	<ul style="list-style-type: none"> <li>The Building Code is highly technical and one of Ontario's largest regulations. It provides construction provisions for all buildings. A line-by-line review specifically focused on eliminating inefficiencies that may include burdens due to the size of the Code potentially impacting development has not been recently undertaken.</li> </ul>	<ul style="list-style-type: none"> <li>Ontario intends to undertake a section-by-section review of the Building Code to reduce regulatory burdens and costs while maintaining safety. The review would ensure Ontario's Building Code is modernized to remove outdated or unnecessary requirements that could add cost or complicate development, while maintaining health and safety.</li> </ul>
<b>Streamlining Municipal Application Processes</b>	<ul style="list-style-type: none"> <li>Currently builders need to submit land use planning and building permit applications in each municipality rather than in one centralized location. In addition, it is currently not possible for the province to comprehensively track and organize municipal planning and building applications through approvals processes.</li> <li>Municipalities have their own tracking systems, where they are the approval authority. These systems vary significantly across municipalities and have resulted in inconsistencies in publicly available information across the province.</li> </ul>	<ul style="list-style-type: none"> <li>MMAH would work with key partners to explore mechanisms, through a feasibility study, that will support more streamlined municipal land use planning and building code processes that would focus on:               <ul style="list-style-type: none"> <li>Leveraging platforms and municipal data tracking IT solutions to improve the efficiency and transparency of municipal land use planning and Building Code processes; and</li> <li>Using technologies, such as Artificial Intelligence, to potentially enhance automation of land use planning and Building Code review processes and improve transparency.</li> </ul> </li> </ul>
<b>Streamline Official Plans</b>	<ul style="list-style-type: none"> <li>Concerns have been raised that municipal official plans have become lengthy, complicated, and highly restrictive planning documents that take multiple years to prepare and update, are difficult to understand and comply with, and vary widely between municipalities.</li> </ul>	<ul style="list-style-type: none"> <li>MMAH will work with municipalities, key stakeholders and the public to establish simplified and standardized official plans that are more predictable and streamlined to speed the development of homes and infrastructure.</li> </ul>
<b>Development Charges (DC) Framework</b>	<ul style="list-style-type: none"> <li>The <i>Protect Ontario by Building Faster and Smarter Act, 2025</i> amended the <i>Development Charges Act, 1997</i>, including to enable regulatory changes that will enhance standardization and streamlining of the development charges-framework to mitigate barriers to homebuilding. Builders are not able to benefit from some of these changes until provisions that set out the new framework for DCs come into force or implementing regulations are made.</li> </ul>	<ul style="list-style-type: none"> <li>To make sure development charges changes accomplish the goals set out in the <i>Protect Ontario by Building Faster and Smarter Act, 2025</i>, proposed additional legislative and regulatory amendments based on consultation feedback from both industry and municipal sectors to help standardize and streamline DCs that include changes to:               <ul style="list-style-type: none"> <li>ensure land costs do not inappropriately inflate DCs,</li> <li>reduce disputes between municipalities and builders over who should pay for infrastructure needed for new housing, and</li> <li>improve transparency and accessibility of DC reporting.</li> </ul> </li> </ul>

# Building Homes and Communities

Initiative	Current State	Future State
<b>Conditional Permits and Section 27 of DCA Agreements</b>	<ul style="list-style-type: none"> <li>Some municipalities may issue conditional building permits in circumstances when all the required approvals have not yet been provided. For instance, as a condition of the permit being issued, previously, the City of Toronto required builders to enter into agreements under section 27 of the Development Charges Act, 1997 (DCA) forgoing the statutory (development charges (DC) rate freeze and instead agreeing to pay DC rates in effect at the time of payment.</li> </ul>	<ul style="list-style-type: none"> <li>MMAH would consult with stakeholders to inform whether legislative or regulatory changes should be made to prevent municipalities deviating from statutory DC freeze rules.</li> </ul>
<b>Green Roofs and Green Development Standards</b>	<ul style="list-style-type: none"> <li>Since 2009, the City of Toronto has had the authority to regulate so-called green roofs or alternative roof surfaces. Toronto requires green roofs for new commercial, institutional and residential buildings with a minimum gross floor area of 2,000 square metres.</li> <li>Municipalities currently use land use planning tools (often through site plan control) to require enhanced development standards at the lot level. These requirements can vary across different municipalities and add costs to projects.</li> </ul>	<ul style="list-style-type: none"> <li>Changes would prohibit the City of Toronto from requiring green roofs or other alternative roof surfaces. This would lower costs to support new home construction and cut red tape for builders by making Toronto's rules consistent with the rest of the province.</li> <li>MMAH will identify future changes with the intent of removing so-called green development standards at the lot level outside the building to cut red tape and lower home and building costs. This will ensure enhanced site plan controls are eliminated by the spring building season.</li> </ul>
<b>Transit Oriented Communities (TOCs)</b>	<ul style="list-style-type: none"> <li>Complex issues and lengthy review timelines could drive up costs and create delays for TOC projects. The TOC program lacks a formal dispute resolution process and a clear site plan implementation process under Section 47 of the <i>Planning Act</i>.</li> </ul>	<ul style="list-style-type: none"> <li>Proposed measures would help enhance and expedite site plan agreement execution, enable faster dispute resolution through the establishment of a new TOC Advisory Panel and support timely housing delivery by providing flexibility on the timing of when Transit Station Charges can be collected from occupancy to help fund new GO Transit stations.</li> </ul>
<b>Protected Major Transit Station Areas (PMTSAs)</b>	<ul style="list-style-type: none"> <li>PMTSAs are a discretionary tool that enables municipalities to designate and zone lands near higher order transit stations (subway, GO, LRT) that accommodate transit-supportive densities without the key transit-supportive elements of the decisions (e.g., minimum densities) being subject to appeal. PMTSA official plan policies and amendments must be approved by the Minister of Municipal Affairs and Housing.</li> </ul>	<ul style="list-style-type: none"> <li>Through an amendment to the <i>Planning Act</i> effective upon Royal Assent an unnecessary layer of approval would be removed to accelerate implementation of decisions to designate Protected Major Transit Station Areas and unlock the potential for development near transit.</li> </ul>
<b>As-of-right Variations from Performance Standards (Minor Variances)</b>	<ul style="list-style-type: none"> <li>A minor variance is a small change from a zoning by-law. <i>The Protect Ontario by Building Faster and Smarter Act, 2025</i> amended the <i>Planning Act</i> to allow variations to be permitted "as-of-right" if a proposal is within a prescribed percentage (e.g., 10 per cent) of setback requirements in specified lands (e.g., urban residential lands). The same flexibility does not exist for minor variations to other requirements.</li> </ul>	<ul style="list-style-type: none"> <li>Through an amendment to the <i>Planning Act</i> effective upon Royal Assent, MMAH would have the regulation-making authority to allow variations to be permitted "as-of-right" from additional prescribed performance standards (e.g., height) on specified lands (e.g., urban residential lands). This will reduce the need for planning applications for minor variances thus reducing barriers for development.</li> </ul>

# Building Homes and Communities

Initiative	Current State	Future State
<b>Provincial Policy Tests</b>	<ul style="list-style-type: none"> <li>Under the current system, Minister's decisions (e.g., on official plans) are required to be consistent with the provincial planning statement and conform with provincial plans.</li> </ul>	<ul style="list-style-type: none"> <li>Provide the Minister greater ability to make other planning decisions to advance provincial priorities with the same flexibility provided for in making MZOs, enabling faster and more strategic decisions aimed at increasing housing supply. These decisions will all be subject to public postings to ensure continued transparency.</li> </ul>
<b>Minister's Zoning Orders (MZOs)</b>	<ul style="list-style-type: none"> <li>MZOs are generally used to fast-track development projects in Ontario, overriding municipal zoning by-laws to the extent of any conflict. MZOs are currently made by Minister's regulation under the Planning Act and are posted online on e-laws.</li> </ul>	<ul style="list-style-type: none"> <li>Making MZOs not be regulations would streamline the process, facilitate faster decisions and support provincial priorities such as long-term care, transit-oriented communities and housing.</li> <li>There would be a legislative requirement for orders to be posted on a government website. The Ministry will continue to make MZOs aligned with the Zoning Order Framework, which provides a consistent set of expectations for stakeholders to understand what is expected to be included with a request for a zoning order.</li> </ul>
<b>Construction Act Holdback</b>	<ul style="list-style-type: none"> <li>Once brought into force, 2024 amendments to the Construction Act, will institute a new annual release of holdback requirement which is a percentage of the value of a contract set aside by a property owner for a contractor. This will support more timely payments, mitigate cashflow stress, and reduce payment-related disputes on multi-year construction projects.</li> </ul>	<ul style="list-style-type: none"> <li>Ontario is proposing technical adjustments to the Construction Act to refine and clarify the new annual release of holdback requirement (e.g. regarding timing of lien expiry). This would support the core objectives of ensuring more timely payments, mitigating cashflow stress, and reducing payment-related disputes on multi-year projects.</li> </ul>
<b>Septic Systems for on-Farm Worker Housing</b>	<ul style="list-style-type: none"> <li>Sewage systems that are large, complex, and exceed certain design capacity thresholds generally require an environmental compliance approval (ECA) from MECP and are also enforced by MECP.</li> <li>Smaller sewage systems are governed by the Ontario Building Code and approved and enforced by local municipalities.</li> </ul>	<ul style="list-style-type: none"> <li>To support the construction of on-farm worker housing MECP and MMAH are proposing to allow more small-sized septic systems for on-farm housing for agricultural workers to be regulated under the Building Code and to also move certain types of systems to the Environmental Activity and Sector Registry (EASR) allowing these systems to be built faster, while continuing to safeguard human health and maintaining environmental protections.</li> <li>To support these outcomes MECP is proposing changes to the Ontario Water Resources Act (OWRA) to allow more small systems (under 10,000 litres per day [L/d]) up to a total of 50,000 L/d, on an agricultural lot to be regulated under the Building Code.</li> <li>MECP is proposing to allow proponents to self-register on the EASR for sewage works of intermediate size (up to 25,000 L/day) up to a total of 50,000 L/d on an agricultural lot.</li> </ul>

# Building Homes and Communities

Initiative	Current State	Future State
<b>Records of Site Condition and Excess Soil</b>	<ul style="list-style-type: none"> <li>• <b>Record of Site Condition (RSC)</b> confirms that sufficient environmental site assessments have been completed to provide reasonable assurance that the levels of contaminants in soil are appropriate for a proposed new use.</li> <li>• <b>O. Reg. 406/19</b> (Onsite and Excess Soil Management), under the Environmental Protection Act, sets criteria and requirements related to the reuse and management of excess soil (soil excavated from construction activities) to encourage its reuse.</li> <li>• Stakeholders have identified situations in which the requirement for an RSC to be filed may be unnecessary because the risks associated with contamination are low and also identified operational challenges arising from the implementation of O. Reg. 406/19.</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed amendments to the RSC regulation would remove the need for an RSC where there is low risk of contamination as determined by an expert, and for conversion of higher office and commercial buildings to mixed use developments with residential or other sensitive uses.</li> <li>• Proposed amendments to O. Reg. 406/19 include exempting aggregate reuse depots from the requirement for a waste environmental compliance approval, enabling greater reuse of excess soil between infrastructure projects, providing more flexibility to manage storm water pond sediment, and reducing sampling requirements where they are not justified.</li> </ul>
<b>Water and Wastewater Public Corporation</b>	<ul style="list-style-type: none"> <li>• Water and wastewater systems in Peel Region are under the purview of regional council – including setting user rates, development charges for growth-related water and wastewater infrastructure, financing and project prioritization.</li> <li>• Peel Region owns and operates the water and wastewater systems, with majority of the contracted operations provided by Ontario Clean Water Agency.</li> </ul>	<ul style="list-style-type: none"> <li>• New enabling legislation (in addition to proposed changes to the <i>Municipal Act, 2001</i>) would:             <ul style="list-style-type: none"> <li>○ Transfer jurisdiction over water and wastewater from Peel Region to the lower-tier municipalities of Mississauga, Brampton and Caledon.</li> <li>○ Create the framework for a new public corporation model for water and wastewater services.</li> <li>○ Create authority for Mississauga, Brampton and Caledon to deliver water and wastewater services exclusively through a new water and wastewater public corporation.</li> </ul> </li> <li>• These changes would maintain public ownership, shift governance from regional council to a majority professional, skills-based board of directors; and provide broader financing opportunities to reduce reliance on development charges for water and wastewater growth-related infrastructure.</li> </ul>
<b>Communal Water and Wastewater Systems</b>	<ul style="list-style-type: none"> <li>• Communal systems provide drinking water and treat wastewater and can be used instead of onsite systems or until the development of city water and sewer lines to rural subdivisions.</li> <li>• There are underserved rural areas in Ontario that can't build the amount of housing they need because no centralized municipal water or sewage systems reach, or have the capacity to service, the proposed new communities.</li> </ul>	<ul style="list-style-type: none"> <li>• Ontario is consulting on how to further expand the use of communal water and wastewater systems to spur new development in rural communities that are not serviced by municipalities. Potential changes may support a more streamlined process for municipal consent and provincial approvals for communal systems to enable greater water and wastewater servicing capacity and housing supply in underserved rural communities led through public ownership and, where appropriate, complementary ownership models.</li> </ul>

# Building Homes and Communities

Initiative	Current State	Future State
<b>Community Improvement Plans</b>	<ul style="list-style-type: none"> <li>Under the current framework, only prescribed upper-tier municipalities can establish Community Improvement Plans (CIPs), a financial tool that enable municipalities to fund community development initiatives through financial incentives such as grants and loans.</li> <li>Also, upper-tier municipalities that have lost their planning authority are not able to establish CIPs or provide funding to support lower-tier CIPs.</li> </ul>	<ul style="list-style-type: none"> <li>Changes would remove barriers to enable the flexible use of CIPs, including allowing all upper-tier municipalities to adopt CIPs without needing to be prescribed by regulation and allow all municipalities to fund their respective upper- or lower-tier CIPs. Changes would also restore previously-existing CIPs of upper-tier municipalities that lost their planning responsibility.</li> </ul>
<b>Amend Toronto Waterfront Revitalization Corporation Act (2002) to extend Waterfront Toronto's mandate</b>	<ul style="list-style-type: none"> <li>Without action to extend its legislative mandate, Waterfront Toronto (WT) will be subject to a mandatory winding up in May 2028 due to the existing wind-up provisions in the <i>Toronto Waterfront Revitalization Corporation Act, 2002</i>.</li> </ul>	<ul style="list-style-type: none"> <li>Changes would amend <i>Toronto Waterfront Revitalization Act, 2002</i> to extend Waterfront Toronto's mandate from 2028 to 2035 with possible further extension up to 2040.</li> </ul>

## Fighting Delays at the Landlord and Tenant Board

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



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

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

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

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

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

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

# Fighting Delays at the Landlord and Tenant Board

Initiative	Current State	Future State
<b>Remove Ability to Raise New Issues on The Day of a Rent Arrears Hearing</b>	<ul style="list-style-type: none"> <li>When a landlord files an application with the LTB to evict a tenant for non-payment of rent and/or collect rent a tenant owes, the RTA allows the tenant to raise certain issues as part of a counterclaim on the day of a hearing, even if they have not provided notice, as long as they provide a satisfactory reason for not raising them in advance.</li> <li>If there is insufficient time for the adjudicator to hear these new issues, the hearing may be adjourned and rescheduled. The current wait time for a new hearing due to adjournment is 6 weeks to 12 months, depending on the complexity of the case.</li> </ul>	<ul style="list-style-type: none"> <li>The RTA would be amended to remove ability to raise new issues at a rent arrears hearing if the tenant has not given prior notice in accordance with LTB timelines. The change could result in fewer non-payment of rent cases experiencing lengthy delays and a reduction in the financial losses of landlords.</li> <li>This change would strictly require the tenant to give prior notice, potentially reducing instances where hearings must be adjourned due to insufficient time for the LTB adjudicator to hear new issues.</li> </ul>
<b>Limit new issues raised at the LTB unless 50% of arrears is paid</b>	<ul style="list-style-type: none"> <li>At an LTB rent arrears hearing, the RTA allows a tenant to raise a counterclaim based on any ground on which the tenant would be entitled to make an application to the LTB.</li> </ul>	<ul style="list-style-type: none"> <li>The RTA would be amended to limit a tenant's ability to raise new issues at an LTB rent arrears hearing unless the tenant has paid 50% of the rent arrears claimed in the landlord's application. This may reduce instances of tenants who withhold rent in bad faith.</li> </ul>
<b>Limit when the LTB can review decisions</b>	<ul style="list-style-type: none"> <li>The LTB has the discretion to review a final order where the order contains a serious error, or a party was not reasonably able to participate in the proceeding. Files that are reopened for review have the potential to delay decisions by an additional 4-9 weeks.</li> </ul>	<ul style="list-style-type: none"> <li>Proposed changes would provide the Attorney General with regulation-making authority to limit the circumstances where a final decision or order of the LTB can be reviewed. Limiting reviews to orders that meet specific criteria would lead to faster resolution of disputes, fewer delays, and reduce financial hardship for both landlords and tenants.</li> <li>It would also lessen the administrative burden on the LTB and help reduce the backlog in active cases.</li> </ul>
<b>Persistent Late Payment Cases</b>	<ul style="list-style-type: none"> <li>The RTA allows for the eviction of a tenant or member of a non-profit housing co-op who has "persistently" failed to pay their rent or monthly housing charges on the due date. 'Persistent late payment' is not, however, defined in the RTA.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed changes would create authority in a future regulation to set out circumstances that qualify as "persistent" late payment of rent.</li> <li>The government would consult on the circumstances that would be included in regulation.</li> <li>This would help provide consistency and fairness across late payment cases.</li> </ul>

# Fighting Delays at the Landlord and Tenant Board

Initiative	Current State	Future State
<b>Reduce the time the parties have to request a review from 30 to 15 days</b>	<ul style="list-style-type: none"> <li>Landlords and tenants currently have 30 days to request that the LTB review a decision or final order.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed changes would shorten the time available for parties to request a review to 15 days. This could be extended by the LTB in extenuating circumstances (e.g., hospitalization of a party). Shortening the time period for requesting a review would lead to faster resolutions and reduce the likelihood of landlords and tenants experiencing financial losses.</li> </ul>
<b>Allow the government to prescribe the contents of notices of termination, including the N4 form (Notice to End a Tenancy Early for Non-payment of Rent)</b>	<ul style="list-style-type: none"> <li>The LTB currently has the power to determine the content of its forms, including the N4 and other notices of tenancy termination subject to certain requirements outlined in the legislation. Stakeholders have expressed a need for plainer language in LTB forms and stronger focus on the rights and responsibilities of both landlords and tenants.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed changes would allow Ontario to simplify forms including the notices of termination for easier understanding. By clarifying the rights and responsibilities and including language that emphasizes the seriousness of an eviction notice, tenants will be encouraged to address rent arrears. This better understanding will potentially lead to fewer eviction applications and evictions due to non-payment of rent, leading to an overall reduction of applications filed with the LTB.</li> </ul>
<b>Compensation Requirements for Landlord's Own Use Evictions</b>	<ul style="list-style-type: none"> <li>A landlord can evict a tenant if the landlord, in good faith, requires possession of the rental unit so that the landlord, their spouse/child/parent, or a caregiver can move into the unit for a period of at least one year (i.e., Landlord's Own Use [LOU] eviction). The landlord must compensate the tenant in an amount equal to one month's rent or offer the tenant another rental unit acceptable to them.</li> </ul>	<ul style="list-style-type: none"> <li>In cases where a landlord has provided 120 days (or four months) notice of an LOU eviction, the landlord would not have to have to provide compensation to the tenant or offer another unit acceptable to them.</li> <li>If the landlord provides notice of 60-119 days, current compensation requirements would still apply.</li> </ul>
<b>Shorten the Rent Arrears Eviction Notice Period</b>	<ul style="list-style-type: none"> <li>When a tenant who pays rent on a monthly or annual basis does not pay their rent on time, the landlord can issue an N4 notice of eviction on the day after the rent is due. The termination date on the notice must be at least 14 days after the date the notice is given to the tenant. If the tenant fails to pay the rent before the termination date, the landlord can file an L1 application (a formal request submitted to the LTB to evict a tenant for non-payment of rent and to collect rent the tenant owes) with the LTB on the day after the termination date.</li> </ul>	<ul style="list-style-type: none"> <li>A landlord whose tenant pays rent on a monthly or annual basis could set the termination date in the notice to be 7 days earlier than is currently allowed.</li> <li>If the tenant does not move out, the landlord could file an application with the LTB 7 days earlier than is currently allows.</li> </ul>

# Fighting Delays at the Landlord and Tenant Board

Initiative	Current State	Future State
<b>Postponement of an Eviction Order</b>	<ul style="list-style-type: none"> <li>Upon an application for an order evicting a tenant/co-op member, an LTB adjudicator has the authority to order that the enforcement of the eviction order be postponed.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed changes would create authority in a future regulation to set out factors which an LTB adjudicator would have to consider when determining whether to postpone an eviction and set limits on their ability to postpone an eviction. The government would consult on the circumstances for which an LTB adjudicator may postpone the enforcement of an eviction order and potentially restrict a tenant's ability to make a motion to set aside an eviction order to ensure this option is not being abused by bad actors.</li> </ul>
<b>Setting Aside an Eviction Order</b>	<ul style="list-style-type: none"> <li>A landlord/co-op board can apply to the LTB, without notice to the tenant/co-op member, for an eviction order in cases where the landlord and tenant have entered into an N11 Agreement to End the Tenancy, and the LTB may issue an eviction order without a hearing. In these cases, a tenant can make a motion to the LTB to have the order set aside within 10 days after the order is issued.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed changes would create authority in a future regulation to set out circumstances/conditions which must be met for a set aside to be granted to provide more certainty, help enable faster resolution of disputes, and to ensure transparency in the system.</li> <li>The government would consult on the circumstances and conditions which would be included in regulation.</li> </ul>
<b>Increase enforcement resources to reduce wait times to enforce LTB eviction orders once filed</b>	<ul style="list-style-type: none"> <li>Evictions ordered by the LTB are filed with the "sheriff" to enforce. Sheriff duties in Ontario are performed by public servants (enforcement officers) employed with the Ministry of the Attorney General. Since 2019-20, Enforcement offices across Ontario have seen a 14 per cent increase in the filings of LTB orders. Enforcement offices try to maintain a 2-3-week turnaround to execute evictions. However, some offices in the province are experiencing delays.</li> </ul>	<ul style="list-style-type: none"> <li>In response to eviction enforcement delays, the ministry is adding up to 8 temporary enforcement staff to address delays and ensure timely enforcement orders. The Ministry will continue to evaluate enforcement operations and explore solutions to improve timelines.</li> </ul>
<b>Tribunals Ontario to explore options for increasing access to final Landlord and Tenant Board (LTB) decisions and orders</b>	<ul style="list-style-type: none"> <li>Each year the LTB sends between 5,000 and 10,000 orders to the Canadian Legal Information Institute to be posted online. The LTB focuses on those decisions with potential precedential value or which raise novel issues. There is a public interest in greater access to LTB orders than is currently available.</li> </ul>	<ul style="list-style-type: none"> <li>Tribunals Ontario is exploring options to increase access to LTB decision orders with the aim of providing greater access and transparency of its decisions. This increased access will be another vetting resource available to landlords and tenants to consult prior to entering lease agreements.</li> </ul>
<b>Lease Agreement Expiry</b>	<ul style="list-style-type: none"> <li>Under the RTA, all tenants have "security of tenure", which means that tenants have a right to remain in their rental unit as long as they follow the lease agreement and the RTA. Landlords cannot evict tenants without a legally valid reason, and after a fixed-term lease ends, the tenancy typically continues on a month-to-month basis.</li> </ul>	<ul style="list-style-type: none"> <li>The government would consult on alternative options on lease agreement expiry that could allow landlords to control who occupies their units and for how long, allowing them to adjust tenancy arrangements based on market conditions, personal needs, or business strategies. This could add flexibility for some landlords in the approach to leases, potentially unlocking additional rental unit stock.</li> </ul>

## Keeping People Moving

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



# Keeping People Moving

Initiative	Current State	Future State
<b>Harmonization of Road Construction Standards</b>	<ul style="list-style-type: none"> <li>Each municipality in Ontario can set its own road construction standards.</li> <li>The Ontario Provincial Standards for Municipal Roads and Public Works (OPS-MUNI) can also be used by any municipality.</li> <li>While the Minister has existing authorities under the <i>Public Transportation and Highway Improvement Act</i> (PTHIA) to set mandatory standards for highways, including municipal roads, there is no road standard regulation in place, nor clear authority for the Minister to oversee how standards are applied or to require reporting on their use by municipalities.</li> </ul>	<ul style="list-style-type: none"> <li>Harmonization will ensure that all municipalities use a common set of road construction standards with a mechanism in place to oversee the administration of standards and the flexibility needed to ensure successful adoption.</li> <li>Amendments to the PTHIA will allow the Minister to require input from technical experts and municipalities on standards and road construction/design.</li> <li>Proposed amendments will also allow the Minister to make a regulation to establish:               <ul style="list-style-type: none"> <li>Prescribed requirements for all contracts (including contracts between municipalities and third-party contractors) pertaining to road and bridge construction.</li> <li>An exemption process for non-application of a standard.</li> <li>Reporting requirements on the application and use of road construction standards.</li> </ul> </li> <li>These amendments will support the implementation of common municipal road construction standards through a future Minister's regulation.</li> </ul>
<b>Accelerating Transit Delivery</b>	<ul style="list-style-type: none"> <li>The <i>Building Transit Faster Act, 2020</i> (BTFA) allows Metrolinx to accelerate transit delivery during planning, design and construction of projects.</li> <li>Metrolinx must give 30 days' notice to enter third-party lands for due diligence work, and its access to municipal infrastructure is limited to water, sewers, and fire hydrants.</li> </ul>	<ul style="list-style-type: none"> <li>Certain BTFA measures will apply during operations and maintenance of transit projects and assets in addition to planning, design and construction phases.</li> <li>The notice period for land access will be reduced to 15 days.</li> <li>Expanded access to critical infrastructure (e.g., tunnels, bridges, life safety systems) and delegated authority will streamline project delivery and reduce administrative burden.</li> </ul>

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<b>Prohibiting Vehicle Lane Reductions for New Bicycle Lanes</b>	<ul style="list-style-type: none"> <li>The <i>Highway Traffic Act</i> (HTA) requires municipalities prescribed through regulation to seek provincial approval before installing bicycle lanes that would result in reducing a motor vehicle lane.</li> </ul>	<ul style="list-style-type: none"> <li>Fully prohibiting all municipalities from reducing the number of motor vehicle lanes when installing new bicycle lanes.</li> <li>Regulation-making authority will also enable the Minister of Transportation to prescribe additional activities and provide exemptions.</li> </ul>
<b>Streamlining Local Roads Boards Funding</b>	<ul style="list-style-type: none"> <li>Local Roads Boards currently receive matching provincial funding only for taxes collected under the Local Roads Boards Act.</li> <li>However, properties that are tax-exempt even when owners make voluntary donations are ineligible for matching funds.</li> </ul>	<ul style="list-style-type: none"> <li>The <i>Local Roads Boards Act</i> will be amended to allow the Province to match funds donated by owners of tax-exempt properties.</li> <li>This change enables Boards to access additional resources for road maintenance, even in areas with limited taxable property.</li> </ul>
<b>Strengthening Requirements for Drivers from Non-Reciprocal Jurisdictions</b>	<ul style="list-style-type: none"> <li>Non-reciprocal applicants can receive full credit for foreign driving experience by submitting a foreign DL and authentication document to DriveTest or ServiceOntario College Park.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed changes will improve integrity and consistency by restricting experience credit at 12 months and requiring all non-reciprocal applicants to complete both G2 and G road tests.</li> <li>Applicants with verified experience can take the G2 test immediately and begin driving independently if successful but must wait at least 12 months before attempting the G test.</li> <li>Applicants with 12 months or less experience will receive credit for verified experience.</li> </ul>

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<b>TSSEA Amendment to Support Setting Select Tow Rates</b>	<ul style="list-style-type: none"> <li>Tow and vehicle storage operators must submit their highest allowable rates to the ministry before charging customers for any towing or vehicle storage services.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed changes will streamline the process, improve consumer protection and ensure fair, consistent pricing by enabling the Ministry to directly set maximum allowable rates for select towing and vehicle storage services.</li> <li>This also reduces administrative burden on operators as the tow and vehicle storage operators will not be required to submit their highest allowable rates for services.</li> </ul>
<b>Clarifying Residency and Legal Presence for Driver's Licence, Photo Card and Registrant Identification Number Applicants Including Work Eligibility for Class A (Commercial) Applicants</b>	<ul style="list-style-type: none"> <li>All holders of Ontario Driver's Licences (Classes A–M), Ontario Photo Cards (OPCs) and Registrant Identification Numbers (RINs) must be Ontario residents, legally authorized to be in Canada, and provide ID verifying their legal name and date of birth.</li> <li>Applicants must provide a residential address but are not currently required to verify residency or legal status.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed changes will:               <ul style="list-style-type: none"> <li>Update ID requirements to align with other Canadian jurisdictions and verify an applicant's full legal name, date of birth, residency, legal presence in Canada, and photograph.</li> <li>Clarify and require new applicants for all DL classes, OPC and RIN holders to provide residency and legal presence verification.</li> <li>Introduce new requirement to verify work eligibility in Canada for commercial DL applicants.</li> </ul> </li> <li>This initiative aligns with key priorities, enhancing public safety, preventing fraud, ensuring regulatory compliance, and addressing long-standing stakeholder concerns about the integrity of the driver's licensing system.</li> </ul>
<b>Waiting Time Between Class G and A Driver's Licences</b>	<ul style="list-style-type: none"> <li>Currently, Ontario requires that Class A (commercial) applicants be at least 18 years old and hold a valid full Class G or higher Ontario driver's licence (not G1, G2, M1, M2, or M) with no mandatory waiting period.</li> </ul>	<ul style="list-style-type: none"> <li>MTO will introduce a mandatory minimum waiting period between obtaining a Class G driver's licence and a Class A driver's licence.</li> <li>Under this change, applicants will need to hold a Class G or higher licence for a certain period prior to attempting the Class A road test, ensuring drivers gain essential experience and improving overall commercial road safety.</li> <li>Applicants will still be able to complete the medical and vision requirements, attempt the knowledge test and take Class A entry-level training during the waiting period.</li> </ul>