

October 15, 2025: CAC Roundtable Discussion

### **Rowing in the Same Direction – Potential Advocacy Chapter within Climate Plans**

- CAC members currently advance consensus-based submissions in response to ERO postings, with the caveat that this is a staff-level effort without Council resolution. Due to short consultation periods, there is not enough time to bring the motion before Council and seek approval.
- The proposed advocacy chapter seeks to explore the value of formally incorporating these submissions in climate action plans, particularly those that are recognized by municipalities as critical for enabling climate plan implementation and achieving alignment across levels of government.
- CAP sought input in the following:
  - Does the chapter provide educational value by communicating to Council the different roles and responsibilities across levels of government related to climate actions?
  - Can it help to normalize the understanding that the municipal role in reducing greenhouse gas emissions can be limited, there is much out of direct municipal control, and therefore engagement with other levels of government is critical for achieving climate targets?
  - While there could still be resistance despite having something approved, does having advocacy asks included in a Council approved plan provide a mandate to staff, allowing them to engage in advocacy efforts with more confidence?
  - Would formal Council direction of this type help staff engage more effectively with bureaucracy and ministry staff?

### ***CAC Input***

- Some municipalities have dedicated Government Relations (GR) staff who are responsible for engaging with other levels of government, however, this is not the case for many smaller communities.
  - For those with GR departments, the chapter has the potential to be a useful information package or primer for GR staff, and would be beneficial for handling turnover.
- Following elections, when new members are introduced to Council, political resistance may occur if advocacy efforts do not align with the priorities of new Council members.
- Some Councils have requested staff guidance on what they should be advocating for – This chapter helps address this.
- Providing too much detail could lead to Council nitpicking, thereby derailing plan approval, and therefore, the chapter should remain high level.

### **Updating zoning bylaws to reflect revised OPs & integrating energy and climate change matters**

The Town of Aurora's updated Official Plan was recently approved, which includes new mandates related to net-zero planning and sustainable building practices. The challenge is operationalizing these items and determining the reality of moving them into the zoning bylaw. What are other municipalities doing?

- Many municipalities are challenged with operationalizing OP climate objectives within zoning bylaws.
- Zoning is naturally restrictive and makes it difficult to embed climate-friendly standards, proactively.
- Multiple municipalities have tried to add EV charging or EV ready standards, but there is developer resistance and uncertainty surrounding whether this falls within zoning or site plan.
- To encourage sustainable/climate-friendly development, some municipalities are either reducing or removing minimum parking standards, while others are allowing height exemptions for the installation of solar panels.
- Overall, there is a disconnect between OPs, secondary plans, zoning bylaws, and site plans, thereby creating gaps.
- City of Richmond Hill Comprehensive Zoning By-law ([By-law 93-25](#)) was adopted Sept 24, 2025. This consolidates over 300 legacy bylaws into one for consistency.

### **Clean Fuel Regulations credit generation: Who is exploring/participating?**

- The value of CFR credits has increased to the point where it may be considered a revenue source.
- City of Barrie is investigating CFR for potential credit revenue.
- City of Oakville has been exploring participation and began looking into CFR through Oakville Transit groups (who have significant electrification targets) looking at different revenue streams. The City estimated that there is the potential for \$4.5-5.5 million in revenue over the course of 4 years.
- City of Oakville engaged with TTC to learn from their experience and follow their model. The City has leadership team support and are in the early stages of getting an aggregator and issuing the RFP documents.
- The regulations are challenging and time consuming to comprehend and if require engagement with Finance and Legal teams.
- City of London is interested in RNG, particularly from their landfill gas collection and flaring systems, and biosolids management.
- More clarity is needed into which EV charging infrastructure qualifies for CFR credits. Whether public use EV charging infrastructure owned by municipalities qualifies, or if it's only fleet charging infrastructure, is unclear.

### **Funding Opportunities**

- [TD FEF Funding](#) – Good for small outreach projects
- [Cooperators PIEVC Fundings](#)
  - Municipalities can apply for funding to develop infrastructure projects that reduce physical climate risks, including flooding, wildfires, storms, and heat. Selected proposals may receive up to \$250,000 and expert guidance to prepare for private capital financing. Projects will be reviewed on a rolling basis until January 30, 2026. For more comprehensive program details, eligibility criteria, assessment metrics, and submission instructions can be accessed directly via Co-Operators' website.
- [Jane Goodall Foundation – Roots and Shoots](#) - Small funding for youth projects

- Town of Caledon and London applied for GMF's 'Advancing Community Energy Systems' stream and are working with 3 developers on site-specific applications for the Community Energy System stream too
- [GMF Urban Forestry Plan Studies](#)

## **CAC Roundtable Updates**

### **City of Barrie**

- Completed a corporate net-zero strategy where landfill emissions emerged as a major source.
- Interested in work on landfill capture, optimizations, and utilizations.
- Recently took over the management of gas capture system in-house, and have dramatically increased the efficiency of that system, which has a big actual reduction in GHG emissions.

### **City of London**

- Partnering with Western University try to improve the state of the art for methane measurement with drones.
- Recommends leveraging university partnerships for research collaborations.

### **Town of Caledon**

- Exploring district energy opportunities, particularly within the Bolton community's new secondary plan and MTSA areas.
- In the early stages of education and internal discussions, but exploring P3 or municipal utility models.

### **City of Cornwall**

- FCM will be featuring Cornwall for the Cooling Vulnerable Neighborhoods project

## **Additional Resources**

- [Rowing in The Same Direction chapter](#)
- [Help Communities Lead](#)
- [Clean Air Partnership Municipal Climate Action 101 Course](#)
- [Ontario Planners – Planning in Practice Guide](#)
- [Intact Centre – Climate Ready Infographics](#)
- [Ontario Planners – Practice Guide: Climate Change Adaptation](#)
- [Electric Vehicle Charging Infrastructure Costing Study](#)

## **Contact Information**

Please reach out to us at any time with questions, input, or for additional information.

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