



Town of Newmarket Council Information Package

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Date: June 6, 2025

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- INFO-2025-10: Protect Ontario by Building Faster and Smarter Act, 2025 and Protect Ontario by Unleashing our Economy Act, 2025

From: [Regional Clerk](#)
To: [Aurora Clerks General Inbox](#); caguila-wong@markham.ca; [Clerks](#); [EG Clerks General Inbox](#); [King Clerks General Inbox](#); [Rachel Dillabough](#); [Richmond Hill Clerks General Inbox](#); [Vaughan Clerks General Inbox](#); [WS Clerks General Inbox](#)
Subject: Regional Council Decision - 2023 to 2027 Strategic Plan Year 2 (2024) Progress Report
Date: May 26, 2025 1:53:40 PM

On May 22, 2025 Regional Council made the following decision:

1. Regional Clerk circulate this report to local municipalities.
2. Council approve a Special Meeting on Council's Vision for Thursday, September 4, 2025, to support the development of the next 2027 to 2031 Strategic Plan.

The original staff report is available for your information at the following link:

[2023 to 2027 Strategic Plan Year 2 \(2024\) Progress Report](#)

Please contact Krista South, Executive Director (A), Strategies & Initiatives, Office of the Chief Administrative Officer at 1-877-464-9675 ext. 71208 if you have any questions with respect to this matter.

Regards,

Christopher Raynor (he/him) | Regional Clerk, Regional Clerk's Office, Corporate Services Department

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
 O: 1-877-464-9675 ext. 71300 | christopher.raynor@york.ca | york.ca

Our Mission: **Working together to serve our thriving communities – today and tomorrow**



The Regional Municipality of York

Committee of the Whole
Finance and Administration

May 8, 2025

FOR DECISION

Report of the Chief Administrative Officer **2023 to 2027 Strategic Plan Year 2 (2024) Progress Report**

1. Recommendation

1. Regional Clerk circulate this report to local municipalities.
2. Council approve a Special Meeting on Council's Vision for Thursday, September 4, 2025, to support the development of the next 2027 to 2031 Strategic Plan.

2. Purpose

This report summarizes progress made in 2024, year two of the [2023 to 2027 Strategic Plan](#).

Key Points:

- In 2024, 35 of 48 (73%) of *2023 to 2027 Strategic Plan* performance measures were trending in the desired direction (see Attachment 1)
- York Region's Strategic Plan progress reporting is exception-based and provides explanations for performance measure variances (see Appendix A)
- Should Council approve a Special Meeting on Vision September 4, 2025, staff will prepare a report on York Regional Council's Vision which will inform development of the next 2027 to 2031 Strategic Plan

3. Background

Strategic Plan sets out critical steps needed for the Region to move towards Vision

[Vision](#) is Council's plan for York Region's communities that captures the Vision Statement of Strong, Caring, Safe Communities. The current Vision was approved by Council on November 11, 2021 with

four areas of focus (Economic Vitality, Healthy Communities, Sustainable Environment, Good Government) and monitors progress on 20 community indicators towards achieving the quality of life our residents want now, and in the future. To achieve Council's Vision staff set priorities, objectives and performance measures over each four-year term of Council through the Strategic Plan. Strategic Plan alignment with Vision ensures decisions made today set a course for the desired future (see Figure 1).

Figure 1
Strategic Plan Alignment with Vision



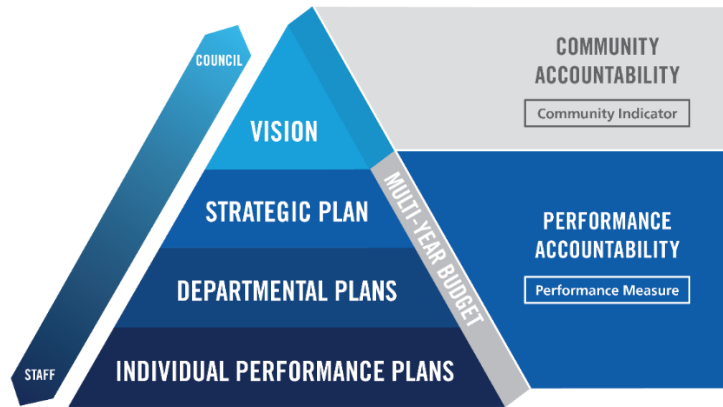
Proposed Special Meeting on Council's Vision will inform next Strategic Plan

With the approval of a Special Meeting on Vision for September 4, 2025, Council will have the opportunity to reflect on their Vision for York Region. This work will result in a report to Council which will inform development of the next 2027 to 2031 Strategic Plan.

York Region has a strong history of strategic planning

In 2026, York Region will be celebrating 15 years of strategic planning with York Regional Council. York Region establishes a new Strategic Plan and Multi-Year Budget every four years at the start of each term of Council. The strategic planning process is guided by Council's Vision and is closely aligned with the Multi-Year Budget to ensure consistency across regional departments using an internal Accountability Framework (see Figure 2).

Figure 2
York Region's Accountability Framework



On [February 23, 2023](#), Council approved the *2023 to 2027 Strategic Plan* tabled with the *2023 to 2026 Regional Budget*. The *2023 to 2027 Strategic Plan* includes measures on resident satisfaction with core services and includes internal service measures supporting core service delivery under Corporate Leadership.

York Region's Strategic Plan [introduction video](#) provides an overview of the *2023 to 2027 Strategic Plan* available on [York.ca/StratPlan](https://york.ca/StratPlan). Strategic Plan progress reports are presented to Council annually. This report summarizes progress made on performance measures in year two (2024) of the *2023 to 2027 Strategic Plan*.

Performance accountability considers York Region's specific contributions to the well-being of our communities

Performance measures play a role in showcasing York Region's direct impact on the well-being of our communities. Since 2015, York Region has applied a Results-Based Accountability framework approach to our strategic planning process. This framework is a comprehensive method for accountability, budgeting, and ensuring value for money.

A total of 48 performance measures in the *2023 to 2027 Strategic Plan* are tracked to ensure progress, with variances reported to Council annually. These performance measures are anchored in York Region's 15 core services to ensure the Region continues to meet its legislative obligations while remaining responsive to the changing needs of our residents. Of these 48 Strategic Plan performance measures, 10 are sourced from the Community Opinion Polling Program, 11 from the [Municipal Benchmarking Network Canada \(MBNC\) program](#), and the remaining from previous strategic plans and service area program measures.

4. Analysis

2023 to 2027 Strategic Plan performance measures





York Region's Year 2 (2024) Progress Report summarizes progress using baseline trends over five data points where feasible, comparing 2024 data with 2020 data. While annual variances are common, focusing on baseline trends over a five-year period provides more meaningful understanding of progress over the Council term.

This method ensures reporting focuses on overall impact of our efforts on our communities' well-being and goes beyond year-to-year changes. Focus is on achieving meaningful results in turning performance measure curves in the desired direction.

Seventy-three percent (73%) of Strategic Plan performance measures are trending in the desired direction

In 2024, 35 of 48 (73%) performance measures are trending in the desired direction. Attachment 1 is a Year 2 (2024) Progress Report Summary, featuring tables that summarize trends for all 48 performance measures. Activities supporting performance measures' progress are captured in the [2025 Budget](#) (approved November 28, 2024) and will be highlighted in the [2024 Community Report](#) to Council in June 2025. Table 1 showcases a performance measure achievement under each Strategic Plan priority.

Table 1
2023 to 2027 Strategic Plan Year 2 (2024) Performance Measure Highlights

Vision Area of Focus & 2023 to 2027 Strategic Plan Priority		Year 2 (2024) Highlighted Achievement
	Economic Vitality Priority: Foster Economic Prosperity	✓ Achieved record high ridership, surpassing pre-pandemic ridership levels
	Healthy Communities Priority: Support Community Well-Being	✓ Advanced planning and development for 675 new community housing units
	Sustainable Environment Priority: Drive Environmental Stewardship	✓ Planted 123,823 trees and shrubs through the Regional Greening Strategy Program
	Good Government Priority: Efficiently Deliver Trusted Services	✓ Was recognized by Forbes on its list of Canada's Best Employers in 2024 for the fourth consecutive year

Nineteen percent of Strategic Plan performance measures are not trending in the desired direction

Attachment 1 identifies 9 out of 48 (19%) performance measures in the Strategic Plan that are currently not trending in the desired direction. Current performance measures not trending in the desired direction are:

Transit:

- Increase % of residents satisfied with York Region Transit (Source: Community Opinion Polling)

Regional Roads:

- Increase % of residents satisfied with Regional roads (Source: Community Opinion Polling)

Social Assistance:

- Decrease # of monthly social assistance cases per 100,000 households (Source: Municipal Benchmarking Network Canada (MBNC))

Police Services:

- Maintain % of residents that rate York Region as a safe place to live (Source: Community Opinion Polling)
- Maintain % of residents satisfied with York Region Police Services (Source: Community Opinion Polling)

Corporate Leadership:

- Decrease # of tonnes of greenhouse gas emissions across Regional operations per capita (Source: Annual Corporate Energy Report)
- Increase % of residents that agree their interaction with York Region was easy (Source: Community Opinion Polling)
- Maintain comparative dollar of operating cost per unit of service
- Maintain % of York Region residents rating 'Good' value for taxes (Source: Community Opinion Polling)

Of these, six performance measures are sourced from York Region's Community Opinion Program which measures residents' perceptions of Regional services. Residents' ratings of services at all levels of government have seen a pattern of decline across Canada, contributing to York Region resident attitudes. Shifting concerns towards sense of safety, housing affordability and cost of living have influenced perceptions of tax value.

Appendix A is an exception report summarizing these performance measures, outlining contributing factors for performance relating to each measure, and activities planned to support future progress.

Performance measures without trend information

Two (4%) performance measures in the Strategic Plan currently do not have trend information available for reporting (see Attachment 1):

- Increase % of 17-year-old students in compliance with *Immunization of School Pupils Act* among designated cohorts of students
- Increase % of contact centre's customer transactions through a digital channel

Annual progress reports summarize progress using baseline trends over five data points where feasible, comparing 2024 data with 2020 data. Generally, at least three data points are needed to begin identifying a trend. With three data points, patterns and directionality begin to emerge, although more data points provide more reliable trend analysis.

Appendix A highlights the two performance measures that currently lack sufficient trend information, making it challenging to assess progress at this time with some insights and activities planned over the term of Council.

Performance measures with data not available

2024 data is currently not available for reporting on 2 (4%) performance measures in the Strategic Plan:

- Maintain % of Regional core assets (Water/Wastewater, Roads) with a condition assessment rating of fair or better condition
- % of overall job satisfaction

Appendix A highlights the three performance measures with data not available, why data is not available, and activities planned to support future reporting.

5. Financial Considerations

This report does not present current or anticipated financial changes to the Region's budget or fiscal position.

Costs associated with delivery of the *2023 to 2027 Strategic Plan* are aligned with the multi-year budget. The [2025 Budget](#), which Council approved on November 28, 2024, supports fiscal responsibility and continues to focus on delivering priorities in the *2023 to 2027 Strategic Plan* while responding to fiscal challenges.

Impacts to the Region's budget directly affects the Region's ability to achieve the priorities set out in *2023 to 2027 Strategic Plan*. York Region's Strategic Plan and Multi-Year Budget are developed in alignment.

6. Local Impact

The Region's *2023 to 2027 Strategic Plan* shares similar priorities as the local municipalities. Progress made in Year 2 of the Region's four-year Strategic Plan continues to support strong alignment with priorities profiled in local municipalities' plans.

7. Conclusion

York Region accomplished a great deal in 2024, and this report highlights the Region's achievements and significant progress made towards the Strategic Plan priorities and objectives. In Year 2 (2024), 73% (35 of 48) of performance measures are trending in the desired direction. This demonstrates York Region's committed efforts made in Year 2 to implement specific strategies and actions aimed at turning and maintaining performance measure curves and toward achieving the priorities captured in the Strategic Plan. The Year 3 (2025) Progress Report is planned for review by Regional Council in May 2026. It is recommended this report be circulated to all local municipalities for information.

With the approval for a Special Meeting of Council on September 4th, 2025, Council will have the opportunity to reflect on their Vision for York Region. Following the Special Meeting, staff will prepare a report on York Regional Council's Vision which will inform development of the next 2027 to 2031 Strategic Plan.

For more information on this report, please contact Krista South, Executive Director (A), Strategies & Initiatives, Office of the Chief Administrative Officer at 1-877-464-9675 ext. 71208. Accessible formats or communication supports are available upon request.



Approved for Submission: **Erin Mahoney**
Chief Administrative Officer

April 29, 2025
#16631729

Appendix A – Exception Report Summary
Attachment 1 – 2023 to 2027 Strategic Plan Year 2 (2024) Progress Report Summary

Exception Report Summary

2023 to 2027 Strategic Plan Year 2 (2024) Progress Report

Performance Measures Not Trending in the Desired Direction



ECONOMIC VITALITY

Performance Measure: Increase percentage of residents satisfied with York Regional Transit (YRT)

According to the Fall 2024 Community Opinion Report, 59% of residents are satisfied with York Region Transit (Fall 2024 Community Opinion Report, n=1,528). York Region's Community Opinion Program measures residents' perceptions of Regional services. York Region is above the 2023 average municipal norm of 51% satisfaction with transit sourced from the Citizen's First 2023 Government Performance Benchmarking Survey.

The Community Opinion Report does not distinguish data between transit users and non-transit users. As such, York Region Transit (YRT) has partnered with an external vendor to conduct three customer satisfaction surveys over a one-year period for YRT to evaluate the performance and customer experiences of its conventional bus services, On-Request services, and Mobility On-Request Paratransit.

Transit user surveys are being conducted in three waves beginning in Fall 2024 and running until Fall 2025 to help YRT assess passengers' needs, experiences, and satisfaction levels and identify service strengths and opportunities for improvement. Initial results from Fall 2024 indicate a 70% transit user customer satisfaction score for both conventional bus and on-request customers, with high satisfaction for key service attributes such as timeliness, safety and YRT's service area.

Additional planned activities over this Council term to support this performance measure include the implementation of initiatives, projects and engagement outlined in the Transportation Master Plan, updating the York Region Transit 5-Year Business Plan (anticipated late 2025) and Mobility on Request Plan (anticipated mid-2025). These initiatives aim to enhance transit services and overall customer satisfaction.

Performance Measure: Increase percentage of residents satisfied with Regional Roads

According to the Fall 2024 Community Opinion Report, 52% of residents are satisfied with Regional roads. York Region is above the 2023 municipal norm of 45% satisfaction with roads sourced from the Citizen's First 2023 Government Performance Benchmarking Survey.

According to the Fall 2024 Community Opinion Polling Report, "Traffic/Traffic Congestion" is among the top 3 most important problems facing York Region. With the Strategic Plan Year 2 Progress Report using a 2020 baseline year, it must be noted that the onset of COVID-19 in March 2020 significantly reduced traffic volumes on Regional Roads and resulting congestion. While a slight increase in congestion was noted as an important problem in Fall 2024 survey responses, the proportion of respondents citing traffic congestion as a top issue remains less than half of what they were when comparing to pre-pandemic responses in 2019.

In recent years, major capital projects have focused heavily on improving traffic flow, such as the widenings of Major Mackenzie Drive and Rutherford Road in the City of Vaughan. The Region has also partnered with local municipalities to support key highway crossings, including two crossings over Highway 404 connecting the Cities of Markham and Richmond Hill and another in the City of Vaughan over Highway 400. Additionally, the Regional Road network has also grown from 4,318 lane kilometers in 2020 to 4,420 lane kilometers in 2024.

Additional planned activities over this Council term to support this performance measure include ongoing and planned roads capital construction, commissioning of the Southeast Road Operations Centre as well as the implementation of initiatives, projects and engagement outlined in the Region's Vision Zero for Traveller Safety.



HEALTHY COMMUNITIES

Performance Measure: Decrease number of monthly social assistance cases per 100,000 households

In 2024, the number of monthly social assistance cases per 100,000 households increased by 16% compared to 2023 (2,605 in 2023 compared to 3,014 in 2024). York Region Social Assistance administers the provincial Ontario Works program, which provides financial and wraparound support for basic needs and shelter. In York Region, the number of people receiving Ontario Works support increased by 84% from 11,746 people in December 2018 to 21,648 people in December 2024. Cost of living increases, driven by a range of factors including housing unaffordability and rising unemployment have contributed to more people needing financial support, and more people relying on Ontario Works for longer durations.

Current Ontario Works benefits are insufficient to meet basic living expenses with a single individual receiving only \$733 per month for basic needs and shelter. These benefits are further reduced with employment income making it challenging to pursue and maintain sustainable employment, and results in more people relying on Ontario Works for longer durations.

Other municipalities in Ontario are experiencing similar trends with increasing Ontario Works cases, citing impacts from increased migration, housing unaffordability, and labour market challenges.

The provincial government is continuing to implement a multi-year plan for social assistance delivery in Ontario, which includes centralizing intake of Ontario Works applications at the provincial level. Municipalities now focus directly on helping people with case management, navigation of services and supports such as housing, primary health services, childcare, literacy programs, and transportation to address barriers preventing them from participating in employment.

The Region will continue to provide services and supports that help people transition to employment over this Council term, including case management and wraparound supports, such as referrals for mental health and addictions services, English as a second language/French as a second language services, providing transit assistance and navigation of legal or housing systems.

The Region, along with other municipalities and municipal organizations across Ontario, continues to advocate to the provincial government to increase Ontario Works benefits and index Ontario Works rates with inflation, to meet life's basic needs.

Performance Measure: Maintain number of residents that rate York Region as a safe place to live

While residents generally perceive York Region to be a safe place to live (87% in Spring 2024 Community Opinion Report), perceptions have continued to decline and is lower than the 5-year average (92%). In recent years York Region has seen large increases in the number of reported shootings and carjackings. There is also widespread concern regarding the frequency of vehicle theft and intimate partner violence. York Region has seen a significant rise in violent crime and property crime and the policing environment has become increasingly complex.

In 2024 there was dedicated focus on auto theft by promoting shared responsibility and providing crime prevention education to the community. York Region Police advocated for multi-level government support, this Federal funding along with coordinated efforts to combat auto theft has led to a 31% decrease in auto theft. There was also a focus on illegal dispensaries and trafficking of controlled substances, dismantling of large illegal drug operations and work with area police services to ensure investigations were ongoing in those cities and not just moving to York Region.

Additionally, Crime Prevention Unit and officers hosted public forums and events to prevent crime through education and awareness. They delivered presentations addressing topics like home and personal security and used evidence-based principals such as Crime Prevention Through Environmental Design (CPTED) to help residents and community's create safer neighbourhoods. Closed Circuit Television (CCTV) Community Cameras were launched,

improving investigative capabilities. Our service also partners with the community with our Security Camera Registry to aid and assist in police investigations. This helped reduce property crime rates by 6.5%.

York Regional Police budget was increased by 7.7% for 2025 as a result of years of rising crime statistics. Police services plan to hire 304 officers and civilian staff over the next two years. This budget aims to enable the resources required to address recent crime trends, while also preparing for the future.

Performance Measure: Maintain percentage of residents satisfied with York Region Police Services

In Fall 2024, 1,528 residents were polled to assess awareness of and satisfaction with York Region's core services, including police services. Overall, residents are aware of police services (90%). Of those residents who were aware of the service, 74% agreed that in 2024 they were satisfied with the service provided by York Regional Police (Fall 2024 Community Opinion Report). Satisfaction with York Region Police Services has declined and is significantly lower than the 5-year average (83%).

Over the last five years, the top three to five concerns amongst York Region residents has been "public safety/crime/policing" and yet, despite these perceptions, in spring 2024 residents still say they would continue to recommend York Region as a place to live to a friend, family, or colleague (Spring 2024 Community Opinion Report). While residents generally perceive York Region to be a safe place to live (87% agree in Spring 2024 Community Opinion Report), perceptions have continued to decline and is lower than the 5-year average (92%). While not a direct causation, these performance measures are certainly correlated around the perception of York Region's police services within our communities. The declining satisfaction among residents underscores York Regional Police's role in maintaining York Region's reputation as a safe and thriving community.

As noted above, York Regional Police budget was increased by 7.7% for 2025 as a result of years of rising crime statistics. Police services plan to hire 304 officers and civilian staff over the next two years. This budget aims to enable the resources that are required to address recent crime trends, while also preparing for the future.

York Regional Police is continuously adapting with advanced strategies and data-driven policing to effectively address complex crime challenges. Enhancements and technological innovations such facial recognition, automated license plate reader (ALPR), and our business intelligence (BI) tools are utilized for crime detection and predictive policing to deploy resources effectively, proactively prevent crime, and improve public safety. One such area of focus was campaigns and initiatives focused on enforcement and crime prevention efforts related to Motor Vehicle Theft, including for example, Operation Auto Guard 1.0 and 2.0. These initiatives focused on disrupting organized crime groups involved in Vehicle Thefts, particularly those involved in shipping stolen vehicles overseas. Other investigative projects like Project Viper and Boa resulted in the recovery of over a hundred stolen vehicles and laying of over two hundred

criminal charges. In addition, York Regional Police engaged with the community, providing crime prevention information and distributing Faraday bags to block signal-duplicating devices used by thieves.

Furthermore, York Regional Police partnered with other agencies and supported multi-level government initiatives aimed at combating Motor Vehicle Theft, which included, enhanced information sharing between law-enforcement agencies, increased federal funding for the Canada Border Services Agency (CBSA), technological advancements to prevent Motor Vehicle Theft, and collaboration with the Department of Justice Canada for possible amendments to the Criminal Code. These initiatives positively impacted statistics showing a decrease in Theft from Vehicles.



SUSTAINABLE ENVIRONMENT

Performance Measure: Decrease number of tonnes of greenhouse emissions across Regional operations per capita

In 2024, overall corporate emissions increased by 3% (2,200 Tonnes) however total emissions continue to trend below pre-pandemic levels and 2024 targets for the Region.

In 2024, transit was the Region's single largest source of corporate emissions rising by 9% (3,500 Tonnes) in response to a 12% increase in ridership. Building emissions fell by 8% (1,200 Tonnes) due to a warmer winter that required 5% fewer heating days. Non-transit fleet emissions also fell in 2024 by 2% (226 Tonnes) as the Region's Fleet Electrification Strategy makes an impact on corporate emissions.

With the Strategic Plan Year 2 (2024) Progress Report using a 2020 baseline year, it must be noted that emission reductions in 2020 were almost exclusively a result of reduced transit and non-transit vehicle fuel consumption. At the time, transit ridership fell by 60%, which resulted in reductions to transit services. It was anticipated that transit emissions would increase as ridership returned pre pandemic levels. In 2024, continued electrification of Transit buses conserved 53,600 litres of diesel fuel and reduced emissions by 85 tonnes net of electricity emissions.



GOOD GOVERNMENT

Performance Measure: Increase percentage of residents that agree their interaction with York Region was easy

In fall 2024, the majority of residents who contacted York Region agreed their interaction was easy (83%), up 8% from fall 2023 (Fall 2024 Community Opinion Report). Two in five (42%) residents had contacted a service representative in the past 12 months, representing a significant increase from 28% in fall 2023 (Fall 2024 Community Opinion Report).

When benchmarked against other Canadian municipalities using an accredited research vendor, York Region outperformed the 2023 municipal norm for “ease of interaction,” which stood at 69%. Groups such as the Institute for Citizen-Centered Services have cited that issue resolution has been a leading factor in customer service assessment across Canada and all levels of government. Other areas of priority for residents include shorter wait times, user-friendly websites, and higher quality information when interacting with government services. In 2024, York Region saw an increase in scores compared to the previous year for ‘contact resolution’ (72% resolved), and ‘ease of finding information’ (75% easy), but still below the six-year average for both scores (74% and 79% respectively) (Spring 2024 Community Opinion Report).

Planned activities over this Council term include: content modifications to York.ca to make it easier for customers to find the programs and services they are looking for; introduction of enhanced self-serve options to enable customers to manage services on their own time through their channel of choice, exploration and use of technologies to better support customers; continued customer service training, process reviews and improvements.

Performance Measure: Maintain comparative dollar of operating cost per unit of service

The operating costs for the core services increased by 5.4% in 2024. The increase from 2023 to 2024 exceeds the municipal price index growth of 2.3% and reflects increases in 13 core service areas offset by reductions in 2. The most significant increases are attributable to police, transit and water services. Police cost increases are due to population growth and increased demand for police services, transit increases are due to fuel price hikes and maintaining new transit infrastructure, and water increases are due to infrastructure rehabilitation and repair costs.

Performance Measure: Maintain percentage of York Region residents rating ‘Good’ value for taxes

In Fall 2024, 3 in 5 (62%) York Region residents felt they received good value for their tax dollars, down from 73% in 2023 and 80% in 2019 (Fall 2024 Community Opinion Report).

The survey results indicated York Region residents are becoming more concerned with finances and spending than in previous years. The results also revealed a shift in residents' top concerns from housing affordability (15%) and cost of living (5%) to public safety/crime/policing (20%) (Fall 2024 Community Opinion Report). Public concerns about factors outside the control of local governments, including economic instability and crime rates, and their impacts on household budgets, and community safety likely played a role in shaping these perceptions.

Despite these concerns, 6 out of 10 residents still believe they receive good value for their taxes, and 73% of residents remain satisfied with their regional government (Fall 2024 Community Opinion Report), compared to only 36% who expressed confidence in local governments in the Greater Toronto Area.

This view may be influenced by the Region's track record of maintaining tax increases at lower levels compared to peer municipalities while preserving a strong fiscal framework.

Planned activities over this Council term include adhering to prudent financial principles, which will facilitate effective management of pressures effectively while delivering Council priorities.

To maximize value, York Region is committed to:

- Finding efficiencies to sustain services without unnecessary tax increases
- Investing strategically in essential infrastructure and services
- Enhancing budget transparency to strengthen public trust

By balancing affordability with responsible planning, York Region ensures tax dollars work effectively for residents now and in the future.

Performance Measures Without Trend Information



HEALTHY COMMUNITIES

Performance Measure: Increase percentage of 17-year-old students in compliance with *Immunization of School Pupils Act* among designated cohorts of students

This value has increased by 15.5% from the 2022/2023 school year. During the 2023/2024 school year *Immunization of School Pupils Act* enforcement activities resumed among selected cohorts and parents/guardians were also requested to update immunization information on file with Public Health through a robust public communications campaign. It is anticipated the value will increase further in future school years as enforcement activities are expanded to 17-year-olds during the 2024/2025 school year.

The COVID-19 pandemic resulted in the pause of *Immunization of School Pupils Act* enforcement activities. In 2023, resumption of in-school and community-based immunization clinics offered a variety of routine immunizations. However, the target of 59% compliance among 17-year olds was not achieved because this age group was not included in the phased resumption of ISPA student program activities and compliance enforcement in local schools in 2023. *Immunization of School Pupils Act* enforcement activities restarted in the 2023/2024 school year, focusing on 7 and 8-year-old students starting in January 2024.

Planned activities over this Council term to support this performance measure include the continued resumption of *Immunization of School Pupils Act* student program activities with an aim to improving compliance among the targeted cohort of students.



GOOD GOVERNMENT

Increase percentage of contact centre's customer transactions through a digital channel

The measure supports monitoring of York Region's services to ensure they are interactive, relevant and accessible for all residents. The measure represents a consolidated summary of Access York and Public Works Contact Centre interactions (with the exception of Mobility-on-Request). Numbers and related initiatives supporting this performance measure are broken down by each contact centre below.

Access York Contact Centre

- Total Access York interactions: 180,339 (calls, in-person, online, etc.)
- Total Access York digital interactions: 20,960 (11.62% of overall interactions - includes email, online, web, web-feedback, Social Assistance Management System and mobile app)

Public Works Contact Centre

- Total interactions: 487,050 (calls, in-person, digital)
- Total Public Works digital interactions: 364,594 (% of overall interactions – includes Interactive Voice Response, Live Chat, email, Transit Feedback Form and Report a Problem)

Overall, the Public Works Contact Centre saw a 9% decline in total contacts in 2024 compared to 2023. Digital solutions such as Short Message Service (SMS) text for real-time next bus departure information launched in mid-2023 are providing transit users with more self-serve options. In 2024, a 48% increase in use of the text-for-next-bus-times feature was observed in its first full year.

In 2025, work will advance streamlining contact centre operations across the corporation and promote digital channels through York.ca.

Performance Measures with Data Not Available for Reporting



GOOD GOVERNMENT

Performance Measure: Maintain % of Regional core assets (Water/Wastewater, Roads) with a condition assessment rating of fair or better condition

Core Asset data for 2024 is not yet available. In May 2024, the Corporate Asset Management Plan was approved by Regional Council, which included the recommendation to prepare an annual Corporate Asset Management Progress Report to Council as required by provincial Asset Management Regulation O.Reg 588/17.

The most recent Corporate Asset Management Progress Report was prepared for Council in April 2025 containing data up to December 31, 2023. As part of this report, 89% of core assets (water, wastewater and roads and bridges) were in fair or better condition.

Core Asset Condition data for 2024 will be available as part of the Strategic Plan Year 3 Progress Report, anticipated for May 2026.

Performance Measure: Percentage of overall job satisfaction

Job satisfaction is a measure of employee sentiment towards the organization, their job, and other factors in the work environment. It is normally tracked through engagement surveys, pulse surveys, or other means of employee listening. Employee survey work is currently underway with survey data expected Spring 2025.



ECONOMIC VITALITY

PRIORITY: Foster Economic Prosperity

Objectives	Performance Measures	Service Areas	Historical Data			Year 1 2023	Year 2 2024	Baseline Trend
			2020	2021	2022			
1. Attract and retain businesses, grow employment opportunities and attract a skilled workforce	1.1. Maintain % of business engagements resulting in business retention, expansion and attraction (Minimum annual threshold of 35%)	Economic and Development Services	61%	52%	46%	41%	50%	○
	1.2. Increase # of kilometres of YorkNet fibre network		115.7	86.3	53.0	190.0	290.0	○
2. Invest in a safe, effective transportation system that connects people, goods and services	2.1. Maintain # of York Region Transit service passenger trips per capita	Transit	9.4	8.9	13.8	17.7	19.5	○
	2.2. Maintain % of on-time performance on all transit routes		94.74%	95.64%	95.09%	94.07%	93.71%	○
	2.3. Increase % of residents satisfied with York Region Transit		73%	70%	64%	64%	59%	●
	2.4. Increase # of people living and jobs within 500 metres of a transit stop ¹	Economic and Development Services	265,500	273,200	301,900	308,500	328,600	○
	2.5. Maintain % of traffic signals reviewed and optimized annually	Regional Roads	▲	▲	7%	16%	18%	○
	2.6. Increase % of residents satisfied with Regional roads		72%	65%	63%	61%	52%	●
	2.7. Increase % of Regional roads with sidewalks and / or dedicated bike lanes in urban areas		85%	86%	86%	86%	86%	○
	2.8. Increase % of court services defaulted collection rate (<i>Collection on unpaid Provincial Offences Act (POA) fines</i>)	Court Services	▲	41%	38%	48%	48%	○

¹ Historical data has been recalculated using corresponding year data

LEGEND



= Trending in the Desired Direction



= Not Trending in the Desired Direction



= Data Not Available for Reporting



= No Trend Information

2023 TO 2027 STRATEGIC PLAN YEAR 2 (2024) PROGRESS REPORT


**HEALTHY
COMMUNITIES**
PRIORITY: Support Community Well-Being

Objectives	Performance Measures	Service Areas	Historical Data			Year 1 2023	Year 2 2024	Baseline Trend
			2020	2021	2022			
1. Protect and promote residents' well-being	1.1. Increase % of 17-year-old students in compliance with <i>Immunization of School Pupils Act</i> among designated cohorts of students	Public Health	▲	▲	▲	35%	51%	▲
	1.2. Maintain Paramedic response time for emergency response services to meet Council approved targets (CTAS 1 Patients - Paramedics arriving on scene within target time of 8 minutes) [Council approved target of 75%]	Paramedic Services	76%	75%	74%	76%	75%	○
	1.3. Maintain % of residents satisfied with York Region Paramedic Services		91%	91%	88%	92%	87%	○
	1.4. Maintain % of York Region long-term care (Newmarket and Maple Health Centres) residents overall rating the home as good or better	Long-Term Care	100%	93%	94%	99%	94%	○
	1.5. Increase # of regulated child care spaces in York Region per 1,000 children (12 and under)	Children's Services	337	368	369	372	399	○
	1.6. Increase % of individuals and families remaining stably housed after six months who were at risk of homelessness	Community Housing	81%	74%	81%	79%	82%	○
	1.7. Decrease # of monthly social assistance cases per 100,000 households	Social Assistance	2,087	1,751	2,155	2,605	3,014	●
2. Support safe communities	2.1 Maintain % of residents that rate York Region as a safe place to live	Police Services	96%	95%	93%	91%	87%	●
	2.2 Maintain Police emergency (Priority 1) response time (in minutes)		6:44	6:52	7:06	7:21	7:20	○
	2.3. Maintain % of residents satisfied with York Region Police Services		86%	86%	85%	83%	74%	●
	2.4. Maintain % of municipal drinking water samples meeting Ontario Drinking Water Standards	Water	99.98%	100%	100%	99.98%	100%	○
	2.5. Maintain % of residents satisfied with York Region's drinking water		89%	86%	85%	84%	86%	○
3. Sustain and increase affordable housing choices	3.1 Increase # of community housing units administered by York Region	Community Housing	6,841	6,717	6,717	6,982	6,982	○
	3.2 Increase # of rent benefits administered by York Region to support housing affordability based on household income		5,527	5,610	5,940	6,334	6,598	○
	3.3 % of Housing York Inc. survey respondents satisfied with Housing York Inc.'s services		▲	▲	80%	75%	81%	○
	3.4 Increase # of units in planning and development at a stage ready for implementation based on funding, including Housing York Inc. and non-profit housing providers partnering with the Region		420	443	825	563	675	○

LEGEND

= Trending in the Desired Direction

= Not Trending in the Desired Direction

= Data Not Available for Reporting

= No Trend Information

2023 TO 2027 STRATEGIC PLAN YEAR 2 (2024) PROGRESS REPORT



SUSTAINABLE ENVIRONMENT

PRIORITY: Drive Environmental Stewardship

Objectives	Performance Measures	Service Areas	Historical Data			Year 1 2023	Year 2 2024	Baseline Trend
			2020	2021	2022			
1. Deliver and promote environmentally sustainable services	1.1. Maintain % of wastewater receiving treatment	Wastewater	99.97%	99.99%	99.99%	99.99%	99.99%	○
	1.2. Maintain % of residential solid waste diverted from landfill	Waste Management	93%	92%	94%	94%	92%	○
	1.3. Decrease # of megalitres of treated water consumed per 100,000 population	Water	10,368	10,245	10,596	10,356	10,332	○
	1.4. Decrease # of tonnes of greenhouse gas emissions across Regional operations per capita ²	Corporate Leadership	55.80	53.70	57.40	57.10	57.80	●
2. Enhance and preserve green space	2.1 Maintain # of trees and shrubs planted annually through the Regional Greening Strategy Program	Forestry	60,539	92,154	110,391	116,175	123,823	○
	2.2. Increase % of residents satisfied with York Region Forestry		79%	75%	75%	80%	79%	○
	2.3. Increase # of total hectares of environmental lands secured through the land conservation program (since 2001)		1,405	1,547	1,560	1,560	1,628	○

² Historical Data for Sustainable Environment Performance Measure 1.4 was updated retroactively in some years to more accurately reflect provincial electricity grid emissions captured in the National Inventory Report

LEGEND



= Trending in the
Desired Direction



= Not Trending in the
Desired Direction



= Data Not Available
for Reporting



= No Trend Information

2023 TO 2027 STRATEGIC PLAN YEAR 2 (2024) PROGRESS REPORT


**GOOD
GOVERNMENT**
PRIORITY: Efficiently Deliver Trusted Services

Objectives	Performance Measures	Service Areas	Historical Data			Year 1 2023	Year 2 2024	Baseline Trend
			2020	2021	2022			
1. Improve customer experience by leveraging digital transformation	1.1. Increase % of residents that agree their interaction with York Region was easy	Corporate Leadership	87%	83%	80%	75%	83%	●
	1.2. Increase % of surveyed residents who would speak positively about their experience with York Region staff		77%	73%	69%	69%	78%	○
	1.3. Decrease % of York Region staff reports on revised Council and Committee meeting agendas		10%	11%	16%	8%	6%	○
	1.4. Increase % of contact centre's customer transactions through a digital channel		▲	▲	▲	56%	58%	△
	1.5. Increase # of services that can be completed online (self-serve)		38	44	39	45	49	○
2. Deliver fiscally responsible services	2.1. Maintain comparative dollar of operating cost per unit of service ³	Corporate Leadership	-	-	\$1.00	\$1.08	\$1.13	●
	2.2. Maintain % of reserves to net debt ratio (minimum 120%)		126%	157%	193%	211%	249%	○
	2.3. Increase % of invoices paid within 30 days		65.7%	69.5%	73.3%	78.7%	75.8%	○
	2.4. Maintain % of York Region residents rating 'Good' value for taxes		86%	85%	78%	73%	62%	●
	2.5. Maintain % of Regional core assets (Water/Wastewater, Roads) with a condition assessment rating of fair or better condition		86%	86%	91%	89%	Data available in July	▲
	2.6. % of goods and services purchased through a centralized procurement process		20.76%	81.40%	89.40%	56.60%	89.90%	○
3. Attract and retain a skilled workforce	3.1. Maintain % of overall permanent voluntary employee turnover	Corporate Leadership	3.6%	4.6%	5.3%	4.2%	5.2%	○
	3.2. Maintain % of new hire success rate (1-year retention in position)		91%	92%	88%	90%	89%	○
	3.3. Increase % of permanent employees job promotion rate		4.2%	4.4%	5.2%	4.9%	7%	○
	3.4 % of overall job satisfaction		▲	▲	▲	▲	Survey data expected Spring 2025	▲

³ Good Government Performance Measure 2.1, the baseline year is 2022, with trend information determined based on comparing to inflation. Data for 2023 has been revised based on finalized figures.

LEGEND

 = Trending in the
Desired Direction

 = Not Trending in the
Desired Direction

 = Data Not Available
for Reporting


= No Trend Information

From: [Regional Clerk](#)
Subject: Regional Council Decision - 2024-2027 Economic Development Action Plan Update
Date: May 26, 2025 2:18:53 PM

On May 22, 2025 Regional Council made the following decision:

1. The Regional Clerk circulate this report to the Ministry of Economic Development, Job Creation and Trade, Invest Ontario, Toronto Global, ventureLAB, York University and local municipalities.

The original staff report is available for your information at the following link:

[2024-2027 Economic Development Action Plan Update](#)

Please contact Jonathan Wheatle, Director, Economic Strategy at 1-877-464-9675 ext. 71503 if you have any questions with respect to this matter.

Regards,

Christopher Raynor (he/him) | Regional Clerk, Regional Clerk's Office, Corporate Services Department

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
O: 1-877-464-9675 ext. 71300 | christopher.raynor@york.ca | york.ca

Our Mission: **Working together to serve our thriving communities – today and tomorrow**



The Regional Municipality of York

Committee of the Whole
Finance and Administration

May 8, 2025

FOR DECISION

Report of the Commissioner of Corporate Services

2024-2027 Economic Development Action Plan Update

1. Recommendation

1. The Regional Clerk circulate this report to the Ministry of Economic Development, Job Creation and Trade, Invest Ontario, Toronto Global, ventureLAB, York University and local municipalities.

2. Purpose

This report summarizes outcomes from the first year of implementation of the Council approved [2024-2027 Economic Development Action Plan \(EDAP\)](#). It highlights activities and outcomes from programs delivered by both the Region and partnered organizations throughout the year.

Key Points:

- All activities noted for completion in year one of the Action Plan were completed and milestones for subsequent years are being advanced
- Regional programs, delivered collaboratively with local municipalities and business stakeholders, contributed positively to business growth
- Geopolitical conflicts and economic protectionism in the latter part of the year muted the rising business optimism related to declining inflation and interest rates

3. Background

Economic Vitality is a priority for Regional Council

York Region's Corporate Strategic Plan and Vision identify Economic Vitality as one of four focus areas for Regional Council. Business and job growth are fundamental to this economic

vitality and improved quality of life. Attracting and retaining a range of high-quality jobs in the Region promotes economic resilience and helps ensure that those living in York Region can work where they live.

The [EDAP](#) guides economic development activities of the Region. It outlines four primary pillars of program development: Business, Innovation, Talent and Marketing and Awareness Building which supports the Region's economy.

York Region is an economically significant jurisdiction in Ontario and Canada

A strategic location in the heart of the Greater Toronto Area (GTA), large and diverse economy, and highly skilled workforce make York Region a location of choice for business, innovation and talent. With 57,000 business establishments and 1.2 million residents across nine cities and towns, it is the third largest business centre in the Province of Ontario. The nominal Gross Domestic Product in York Region in 2024 was estimated by the Conference Board of Canada at \$90.8 billion, up from \$88.7 billion in 2023. Steady growth in population and business establishments is supported by investments in transit, infrastructure, and services in collaboration with other levels of government. This has created world-class communities offering residents a spectrum of live/work opportunities. In addition, nearly half of the Region's land is protected for agricultural uses, supporting some of Ontario's most productive agricultural lands.

Despite macro-economic challenges, York Region remains a provincial and national powerhouse with:

- Ontario's third largest manufacturing hub, and fifth largest in Canada
- Three of GTA's five largest corporate R&D investors
- Canada's largest independent auto parts and electronics manufacturing industry cluster
- One of Canada's largest technology sector hub with over 4,900 Information & communications Technology (ICT) companies
- Ontario's second largest food & beverage processing sector and fourth largest in Canada

Attachment 1 - 2024 Year in Review provides York Region economic indicators, business counts, employment growth, unemployment rate and office and industrial vacancy metrics.

Looming global economic uncertainty in 2025 linked to tariffs levied by the United States will impact York Region's business community

York Region is not an isolated economy, and local business and employment growth are impacted by with external economic conditions, trends, and government policies. In November 2024, the United States (U.S.) President announced the intent to levy tariffs on Canadian and Mexican goods. Based on a recent [Bank of Canada survey](#), economic uncertainty related to U.S. trade policy added to an already challenging landscape for Canadian business by counteracting the impact of lower interest and inflation rates. In early 2025, U.S. tariffs levied

against Canada and Mexico, and then globally in the 2nd quarter, sparked global uncertainty and economic turmoil.

The [Canadian](#) and [Ontario](#) governments responded with international and domestic actions. This included launching counter tariffs and implementing support programs to help businesses and households navigate the challenges and explore new opportunities.

York Region reinitiated the Business Recovery Support Partnership to provide local assistance in response to U.S. tariffs levied

As indicated in the [April 10, Regional response to the economic impacts of United States tariffs memo](#) to Committee of the Whole, York Region has reactivated the Business Recovery Support Partnership (BRSP) to assist with localized support in light of uncertainty caused by the U.S. tariffs. The BRSP is comprised of all nine local municipalities, Chambers of Commerce and Boards of Trade, the Workforce Planning Board, York University, Niagara University, Seneca Polytechnic and ventureLAB.

In 2025, activities in the [Council approved EDAP](#) are being rescoped to reflect the need to adjust to the frequently changing economic conditions. Similar to COVID, this uncertainty requires partnerships with municipalities and industry across the Greater Toronto Area (GTA) and beyond.

4. Analysis

Targeted regional business advisory services provided economies of scale by complementing local municipal programs

The size and scale of York Region's business community and population makes it a jurisdiction of national economic significance. The [EDAP](#) addresses economic opportunities and challenges through actions focused on business support, innovation capacity building, talent attraction and economic development marketing. Targeted businesses services provided regional economies-of-scale by leveraging the York Link marketing platform, sector expertise, and a network of external partners to augment local-municipal programs in key growth industry sectors and small businesses.

For entrepreneurs and small businesses with less than ten employees in the northern six municipalities, services were delivered by the Region through the provincially designated and co-funded [York Small Business Enterprise Centre \(YSBEC\)](#). The YSBEC offers services for youth initiatives, business start-ups or expansions as well as seminars on topics such as business plan development and market research.

In 2024, economic strategy programs engaged over 900 businesses, entrepreneurs and business support stakeholders, delivering more than 450 targeted consultations to facilitate business retention, expansion and attraction. Additional job creation initiatives were facilitated

via entrepreneurship and innovation partner agencies directly funded or supported by York Region. Seven items identified for year-1 delivery are completed and summarized in Appendix A EDAP Status of Actions and Attachment 1 - 2024 Year in Review highlights some success stories facilitated through regional business advisory services.

Sector development and investment attraction activities amplified the strength of the Region's economy

Sector and cluster development work combined research and analysis, direct-to-business advisory services and sector marketing and promotional activations. In 2024, sectors of focus were, agri-food, automotive parts and technology, information and Communications Technology (ICT) and life sciences.

Some initiatives with regional leadership or support included:

- Collaboration with Automotive Parts manufacturers Association (APMA) and the City of Vaughan on the Canada Automotive Summit. The summit was an opportunity for business leaders to network, discuss industry developments and connect with policy makers in the sector
- Regional presence at the Collision Conference and [ventureLAB HardTech Conference](#) highlighting the strength of the ICT and entrepreneurial ecosystems. Twenty-four technology startups participated in a York Region enabled “Startup Island” at Collision, while HardTech featured innovations in hardware, AI and semiconductors
- [Medical Technology](#) (MedTech) Conference participation in collaboration with four local municipal partners (Georgina, Markham, Richmond Hill and Vaughan) and Destination Toronto in the Invest Ontario pavilion. This was the first time the conference was being held outside the U.S. and aligns with Ontario’s 2024 focus on Life Sciences
- Development of the [2024-2027 Agriculture and Agri-Food Sector Strategy](#).

The Council approved [Agriculture and Agri-food Sector Strategy](#) is a roadmap for long-term sector growth. It builds on existing initiatives to support business entrepreneurship, facilitate agri-food innovation, strengthen collaboration, and build capacity in the industry. Implementation is underway in collaboration with local municipalities, the Agriculture and Agri-food Advisory Committee, and agri-food community partners. To date, 15 of the 27 action items have been initiated, including:

- Local food promotion with [York Farm Fresh](#) to raise awareness of local agricultural products
- Profiling the sector at the [Afri Future Tech Summit](#) showcasing the ecosystem in Markham and King
- [Facilitating skills development](#) and company site tours to strengthen sector development

In addition, several meetings were held with the Agriculture and Agri-food Advisory Committee, which provided input on the development of the strategy and initiatives.

Collaborative investment attraction initiatives helped position York Region again as one of “Canada’s Best Locations” for business investment in 2024

Investment attraction in the GTA, across Canada and North America is highly competitive with multiple jurisdictions vying to attract new businesses to invest and expand. Size, scale and sector diversity are important to gain visibility and capture interest of prospective investors.

Throughout the year, Economic Strategy developed robust value propositions highlighting industry clusters, innovation eco-system, labor pool and communities with a range of housing and live-work-play opportunities. These were used to supplement localized site-specific attributes such as servicing, land costs and transportation access.

Specific to Foreign Direct Investment (FDI), York Region is a top destination in the GTA with over 600 foreign companies accounting for roughly 10 per cent of all local jobs. The Region supports local municipal FDI efforts and represents the municipalities in Toronto Global, which consolidates a GTA message in international markets. Attachment 1- 2024 Year In Review outlines some FDI activities and outcomes in collaboration with local municipalities including:

- Investment readiness and attraction support to East Gwillimbury, [Georgina](#), Markham, [Richmond Hill](#) and Vaughan to assist with funding initiatives and projects such as lead generation, FDI strategy and marketing collateral development
- Leading a delegation to the Site Selectors Guild conference promoting York Region and participating municipalities Georgina, Markham, [Richmond Hill](#) and [Vaughan](#) as top locations for business investment
- Supporting local municipalities and investment attraction partners to facilitate business expansion and attraction in strategic growth sectors. A collaboration in 2024 was the \$155 million investment of global company [Hanon Systems](#) to build a local electric vehicles components manufacturing plant, creating 300 new jobs in Vaughan
- Four investment wins from Toronto Global

Underscoring the importance of economies-of-scale in investment attraction, York Region was once more ranked in [Site Selection Magazine](#) in 2024 as one of “Canada’s Best Locations” for business investment. This was based on aggregated investment and messaging from across the region.

The Region continued to grow innovation capacity through partnerships

The [EDAP](#) outlines York Region’s role as an enabler and funder of innovation, which is a primary driver of economic growth. In January, Council approved the allocation of \$1.08 million from the Innovation Investment Fund to support York University’s Project [JumpSTART](#). This collaboration between York University and Treefrog Inc. supports tech entrepreneurs, grows

innovation capacity and enables job creation particularly in the northern six municipalities. To date, 88 participants have enrolled, exceeding Year 1 targets. However, limitations in the Immigration, Refugees and Citizenship Canada (IRCC) [Start-Up Visa program](#) and work permit backlogs hindered the arrival of foreign-based tech entrepreneurs and slowed job creation.

In April, Council renewed the [funding agreement with ventureLAB](#) to deliver innovation support for up to four years through 2027. The ventureLAB core programs engaged 621 businesses, 109 based in York Region. [Ten businesses](#), including several Agri-Tech and Clean tech companies were supported by the [Entrepreneurship and Innovation Fund \(EIF\)](#).

ventureLAB leveraged the 2022-2026 Hardware Catalyst Initiative (HCI) [funding](#) from York Region to help secure an [additional \\$4.5 million](#) from the Federal Economic Development Agency for Southern Ontario. Since 2022, the HCI has assisted 82 companies which generated 82 new patents and 495 jobs, including 103 jobs in York Region. [Start-Up Visa](#) and work permit issues are also impacting the HCI Canada Catalyst stream, which provides services that enable foreign-based tech companies to establish operations in Canada. Appendix B - Innovation Program Metrics, summarizes the outcomes from the various supported innovation activities.

York Region continued to collaborate with other partners to enable a presence at innovation-focused events, such as: [Ontario Centre of Innovation- DiscoveryX](#), [Elevate Festival](#), ventureLAB's [HardTech Summit](#). These events were opportunities to showcase the Region's innovation ecosystem, and to explore and strengthen collaborations with partners.

Talent support initiatives in 2024 focused on key sectors and set the stage for 2025

The Canadian Government created the [Global Skills Strategy \(GSS\)](#) program for eligible businesses to access skilled global talent in high-demand and specialized occupations. York Region boasts a highly educated workforce, with 73% of residents holding post-secondary degrees. While the GTA has a large talent pool on a North American scale, there are times when businesses need to source international talent in highly skilled occupations. In 2024, York Region, as a designated referral partner for the GSS program, helped local companies in ICT and automotive parts manufacturing sectors with pre-qualification assessment and referrals.

Collaboration continued with the Workforce Planning Board on the [Work In York](#) platform, and with York University and Seneca Polytechnic on entrepreneur talent development. In addition, the [Canadian Manufacturers and Exporters](#) was engaged to develop a toolkit for manufacturers which will be released on the [YorkLink](#) website in 2025. This and other regional talent initiatives are particularly important in 2025 the economic uncertainty.

Economic Strategy also worked in collaboration with York Region Transit (YRT) to facilitate awareness building and targeted support for businesses with workforce mobility, leveraging the Region's wide transit network and programs such as One Fare, YRT On-Request, trip planning and business community consultations. Several joint activities are being planned for 2025.

In 2024, placemaking support took several forms. York Region retained its seat on the Central Counties Tourism Board of Directors, and 15 local festivals and events across the region were also supported through the [York Region Tourism Fund](#) program.

The York Link economic development digital marketing platform supported region-wide business growth, investment attraction and location promotion

Telling a complete story of regional business community strengths, value propositions and differentiating assets significantly complements localized messaging. This, along with information on physical facilities and talent eco-systems creates a comprehensive sense of place to support business growth, investment and talent attraction.

The award-winning York Link platform, consisting of a suite of social media channels and the [YorkLink.ca](#) website, is a recognized brand within the business and economic development community across the GTA and beyond. [YorkLink.ca](#) includes business news and economic development updates from across the region's municipalities. It also provides sector profiles, regional-level business data, a business events calendar, targeted job boards and other resources aimed at supporting business growth and talent attraction across the Region.

Messaging through the York Link platform has had on-the-ground impact, having been leveraged by corporations to support and communicate the rationale for business location decisions in the Region. The platform was enhanced with a redesigned website, refreshed brand, expanded [e-newsletter](#) and other elements to communicate with the business community and promote York Region as a leading destination for business, innovation and talent. In 2024 the platform had over 3.5 million content views and over 46,000 followers and subscribers across all channels and media products.

Attachment 1 – 2024 Year in Review, highlights business community news, economic indicators and showcases stories from 2024 that reflect the cross-municipal content communicated throughout the year via the York Link platform. The platform is already playing a major role in targeted regional initiatives launched in early 2025 to help address some of the communication and awareness building needs of the local business community.

5. Financial Considerations

This report does not present current or anticipated financial changes to the Region's budget or fiscal position.

6. Local Impact

The goals and actions outlined in the [EDAP](#) are designed to complement local municipal strategies and initiatives. Regional and local economic development offices meet regularly

throughout the year to work on program development and delivery. These meetings also facilitate alignment on messaging as well as joint client servicing when appropriate.

7. Conclusion

Implementation of the four-year [2024-2027 Economic Development Action Plan](#) is on track. Collaboration with local municipalities and other economic delivery partners in 2024 yielded strong results, and actions in year one have positively impacted the local economy. Collectively, the activities contributed to York Region being an attractive place for residents and businesses to locate and invest.

York Region's business community is strong and diverse, with industry-leading business clusters providing the base for a resilient economy. As 2024 ended, growing concerns from potential U.S. tariffs, and the anticipated economic fallout, signaled significant uncertainty in 2025. This will require new approaches and partnerships for local business support.

The attached 2024 Year in Review highlights economic activity and some impacts of York Region programs on business and job growth in the community.

For more information on this report, please contact Jonathan Wheatle, Director, Economic Strategy at 1-877-464-9675 ext. 71503. Accessible formats or communication supports are available upon request.



Recommended by:

Dino Basso

Commissioner of Corporate Services



Approved for Submission:

Erin Mahoney

Chief Administrative Officer

April 18, 2025

#16655988

Appendix A – EDAP Status of Actions

Appendix B – Innovation Program Metrics

Attachment 1 – 2024 Year in Review (#16658763)








YORK REGION ECONOMIC DEVELOPMENT ACTION PLAN

2024-2027: STATUS OF ACTIONS

PLAN IMPLEMENTATION IS ON TRACK

All activities noted for completion in year one of the Action Plan were completed. Activities slated to be begin in year one but completed over multiple years have been initiated and are on track.

Year 1 Completed Actions:

Action Items	Timing	Status
1.4 Updating the Agriculture and Agri-Food Sector Strategy	Y1	
1.4 Support Large Office Incentives Stakeholder Workshop Q1-24 and subsequent Council Report	Y1	
3.1 Develop and consolidate resources to support and labour force attraction	Y1	
3.2 Develop a Partner Engagement Plan	Y1	
3.3 Work with York Region Transit (YRT) to develop and implement solutions that meet changing needs of employers and staff throughout the Region Work with YRT to solidify materials for use in discussions with business leaders across the Region	Y1	
4.1 Enhance the YorkLink digital platform platform	Y1	
4.2 Formal launch of the Vacant Employment Land Inventory (VELI) tool, the signature site page on York Link, and participation in the Site Selectors Guild Conference	Y1	








 Ongoing
  Planned
  Complete
  Delayed

YORK LINK



Pillar: Business Support

Goal #1: Strengthen York Region's business community by delivering business support services, promoting growth, investment and job creation through targeted business retention, expansion & attraction, and investment attraction initiatives.

Action Items	Timing	Status
1.1 Provide direct-to-business advisory and strategic growth sector support in collaboration with local municipalities, stakeholders and other partners for business attraction and expansion clients	Y1-Y4	
1.2 Deliver Provincially mandated small business services and rural economic development support to York Region's Northern Six municipalities through the York Small Business Enterprise Centre (YSBEC)	Y1-Y4	
1.3 Evolve and strengthen the Regional Foreign Direct Investment (FDI) partnership program in collaboration with local municipalities	Y1-Y4	
1.4 Deliver updated Agriculture and Agri-Food Sector Strategy and support the Agriculture and Agri-food Advisory Committee (AAAC) of Council	Y1-Y4	
1.5 Support the office market in York Region in/around urban growth centres and transit-oriented mixed-use communities through collaborative promotion, stakeholder engagement and research	Y1-Y4	
1.6 Generate awareness of climate change impacts and promote programs that support and showcase low-carbon, circular economy solutions	Y1-Y4	
1.7 Undertake ongoing cluster analysis and development opportunities that align with York Region's strengths	Y1-Y4	

Pillar: Innovation

Goal #2: Foster an environment that supports entrepreneurship and innovation to drive economic advancement by being a catalyst and funder of innovation.





Action Items	Timing	Status
2.1 Administer and promote the York Region Innovation Investment Fund (IIF) to attract and support transformational investments and drive innovation in the community	Y1-Y4	
2.2 Oversee delivery of the York Region Entrepreneurship and Innovation Fund (EIF) to support the regional innovation network by funding companies, initiatives, incubators and accelerators	Y1-Y4	
2.3 Work with YorkNet to refine and promote value propositions to support business, innovation, and investment attraction efforts	Y1-Y4	
2.4 Foster industry collaboration and engage stakeholders to support growth of the innovation network	Y1-Y4	
2.5 Promote programs that support innovation-related initiatives	Y1-Y4	

 Ongoing  Planned  Complete  Delayed

Page 2 of 3

Pillar: Talent

Goal #3: Facilitate growth of a skilled workforce that meets the evolving needs of businesses; enabling prosperity for all.

Action Items	Timing	Status
3.1 Work with partners to develop and consolidate resources that support labour force and talent attraction efforts in key industry sectors	Y1-Y4	
3.2 Develop a Partner Engagement Plan to address talent gaps	Y1	
3.3 Coordinate with York Region Transit (YRT) to develop and implement transit solutions that reflect the changing needs of employers and staff throughout York Region	Y1-Y4	
3.4 Continue to collaborate with internal partners to promote resources that help employers better understand and engage newcomer and immigrant talent	Y1-Y4	
3.5 Consider the housing needs of York Region workers and employers through the Affordable Housing Implementation Plan (AHIP)	Y1-Y4	
3.6 Collaborate with local municipalities and tourism agencies to support region-wide place-making initiatives	Y1-Y4	

Pillar: Marketing & Awareness

Goal #4: Promote York Region as a top location for business, innovation, and talent in the GTA, Ontario and Canada.

Action Items	Timing	Status
4.1 Enhance the 'York Link' digital marketing platform for high-impact economies-of-scale business investment, growth promotion, and talent attraction	Y1-Y4	
4.2 Lead the development and management of a regional promotional framework for investment-ready vacant employment lands to support local municipalities with greenfield investment attraction	Y1-Y4	

 Ongoing  Planned  Complete  Delayed

Page 3 of 3

INNOVATION PROGRAM METRICS

Project JumpSTART

Key Performance Indicator	Actual (Year 1)	Goal (Year 1)	Difference (Actual – Goal)
International Tech Entrepreneurs:			
New Participants	68	50	+18
Jobs created	63	60	+3
Female Tech Entrepreneurs:			
New Participants	20	20	-
Jobs created	20	20	-

NOTES

- International Tech Entrepreneurs stream Year 1 results exceeded Year 1 goals
- Female Tech Entrepreneurs stream Year 1 results met Year 1 goals
- Limitations imposed by the IRCC Start-Up Visa program and work permits backlogs are hindering the arrival of foreign-based tech entrepreneurs, and slowing job creation

ventureLAB - Core Services

Key Performance Indicator	Actual (2024)	Goal (2024)	Difference (Actual – Goal)
York Region Business Engagement:			
New Leads	109	70	+39
New Clients	41	40	+1
Events and Workshops:			
Hosted	81	60	+21
Attendees	2,800+	2,000	+800

NOTES

- Business engagement across York Region exceeded the targets

ventureLAB – 2024 Entrepreneurship and Innovation Fund Recipients

Stream 1: Community Partners

Business Name	Description	Funding Received	Business Location
CAYR Community Connections	Safe, confidential, and inclusive spaces and wellness services in York Region	\$10,000	Newmarket
NewMakeIT	Digital innovation hub, makerspace and interactive training and co-working facility	\$10,000	Newmarket

Stream 2: Small Businesses and Entrepreneurs

Business Name	Description	Funding Received	Business Location
Aruna Revolution	Compostable menstrual pads	\$10,000	Nova Scotia*
BHF Agrorobot	Agricultural robots and artificial intelligence solutions to replace herbicides for weeding in commercial farming	\$10,000	Markham
elerGreen Industry Corporation	Electrochemical reactor that recovers valuable products from wastes and renewable electricity	\$10,000	Toronto**
Kevares	Autonomous robotics solutions	\$10,000	Markham
Kiwi Charge	Mobile EV charging technologies and services	\$10,000	Toronto**
RideAlike	Car-sharing platform for vehicle owners to rent out their cars	\$10,000	Toronto**
Spero Analytics	Wireless mesh networks for continuous, automated methane monitoring in industrial facilities	\$10,000	Toronto**

Stream 3: Pitch Competition

Business Name	Description	Support Received	Business Location
Cattle Scan	Technology for commercial cattle monitoring that provides farmers with insights into the reproduction, productivity, nutrition and well-being of individual cattle and entire herds.	\$30,000***	Markham
Kimia Analytics	Compact, transportable triple-quad ICP-Mass Spectrometer, enabling on-line, real-time, and precise detection of chemical elements.	\$20,000***	Markham

* Committed to co-locate to York Region or ventureLAB's innovation hub for at least six months upon prize acceptance

** Outside of York Region but within ventureLAB catchment area

*** Additional funds leveraged from Tech Bridge and Sterling Industries Ltd.

ventureLAB - Hardware Catalyst Initiative (HCI)

Key Performance Indicator	Actual (2022 – 2024)	Goal (2022 – 2024)	Difference (Actual – Goal)
Hardware Stream:			
New Companies Served	75	16	+59
Jobs created – York Region	93	18	+75
Jobs Created – Overall	462		
Products Commercialized	92	2	+90
Patents Registered	82	4	+78
Canada Catalyst Stream:			
Foreign Companies Landed	7	8	-1
Jobs Created – York Region	10	36	-26
Jobs Created - Overall	33		

NOTES

- Hardware Stream is exceeding all metrics
- Canada Catalyst Stream is tracking well with Foreign Companies Landed but is underperforming in Jobs Created. This is partially due to limitations imposed by the IRCC Start-Up Visa program and backlogs in issuing work permits hindering the arrival of foreign-based tech companies, and slowing job creation
- Combined metrics for this program are above targets

From: [Regional.Clerk](#)
To: [Aurora Clerks General Inbox](#); caguila-wong@markham.ca; [Clerks](#); [EG Clerks General Inbox](#); [King Clerks General Inbox](#); [Rachel Dillabough](#); [Richmond Hill Clerks General Inbox](#); [Vaughan Clerks General Inbox](#); [WS Clerks General Inbox](#)
Subject: Regional Council Decision - 2025 Property Tax Policy
Date: May 26, 2025 1:55:18 PM

On May 22, 2025 Regional Council made the following decision:

1. Council approve the 2025 property tax ratios to be established in accordance with the recommendations in this report:

Broad Property Class	Proposed 2025 Tax Ratios
Residential	1.000000
Multi-Residential	1.000000
New Multi-Residential	1.000000
Commercial (incl. office)	1.332100
Industrial	1.643200
Pipelines	0.919000
Farmland	0.250000
Managed Forests	0.250000
Landfill	1.100000
Aggregate Extraction	1.337082

2. Council approve a 35% municipal tax rate discount for the new multi-residential (municipal reduction) subclass for the 2025 taxation year.
3. Council approve a reduction in the municipal property tax rate discount from 30% to 0% for properties in the vacant and excess subclasses of the commercial property class, and from 35% to 0% for properties in the vacant and excess subclasses of the industrial property class.
4. Council approve an update to the participant eligibility criteria for the Low-income Seniors and Low-Income Persons with Disabilities Property Tax Increase Deferral program such that eligible low-income seniors are defined as Guaranteed Income Supplement recipients.

5. The Regional Solicitor and General Counsel be authorized to prepare bylaws to implement the above recommendations.
6. The Regional Clerk circulate this report to the local municipalities.

The original staff report is available for your information at the following link:

[2025 Property Tax Policy](#)

Please contact Bonny Tam, Director (A), Treasury Office at 1-877-464-9675 ext. 75885 if you have any questions with respect to this matter.

Regards,

Christopher Raynor (he/him) | Regional Clerk, Regional Clerk's Office, Corporate Services Department

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
O: 1-877-464-9675 ext. 71300 | christopher.raynor@york.ca | york.ca

Our Mission: **Working together to serve our thriving communities – today and tomorrow**



The Regional Municipality of York

Committee of the Whole
Finance and Administration

May 8, 2025

FOR DECISION

Report of the Commissioner of Finance 2025 Property Tax Policy Report

1. Recommendations

1. Council approve the 2025 property tax ratios to be established in accordance with the recommendations in this report:

Broad Property Class	Proposed 2025 Tax Ratios
Residential	1.000000
Multi-Residential	1.000000
New Multi-Residential	1.000000
Commercial (incl. office)	1.332100
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4. Council approve an update to the participant eligibility criteria for the Low-income Seniors and Low-Income Persons with Disabilities Property Tax Increase Deferral program such that eligible low-income seniors are defined as Guaranteed Income Supplement recipients.
5. The Regional Solicitor and General Counsel be authorized to prepare bylaws to implement the above recommendations.
6. The Regional Clerk circulate this report to the local municipalities.

2. Purpose

This report proposes property tax policy, including tax ratios, for the 2025 taxation year. As required under Section 308 of the *Municipal Act, 2001* (Municipal Act), upper-tier municipalities must establish tax ratios for both upper-tier and local municipalities. The report also recommends tax policy changes for the 2025 taxation year.

Key Points:

- Since the Province froze property assessments in 2020, Council has maintained the same tax ratios through 2024
- It is proposed the tax ratios remain unchanged for 2025, as property assessments remain frozen at January 1, 2016, levels until the Province completes its review of the property taxation and assessment system
- The new mandatory aggregate extraction property class takes effect in 2025 with a proposed tax ratio equal to the provincially prescribed transitional ratio. As aggregate extraction properties make up a small portion of taxable assessment, this does not have a material impact on other taxpayers
- Further to Council's [direction](#) in January to also explore non-development charges mechanisms to help address the Region's housing affordability challenges, a 35% discount for the multi-residential/purpose-built rental subclass is recommended for new, completed purpose-built rentals that received their building permits on, or after, May 23, 2024
- The 35% discount for the multi-residential/purpose-built rental subclass is recommended for the 2025 taxation year, to be revisited for 2026
- The discount for vacant and excess non-residential lands is proposed to be eliminated to support development objectives and improve tax equity

- The property tax increase deferral program participant eligibility is proposed to be updated to define low-income seniors as Guaranteed Income Supplement recipients to better align with other municipalities and legislated requirements

3. Background

Tax Ratios determine the distribution of property tax burden across property classes

Tax ratios determine how the property tax burden is allocated among different property classes. Along with the council-approved budget, tax ratios are used to calculate property tax rates.

The residential tax ratio is consistently maintained at 1.0, serving as the baseline against all other property classes measured. The proposed 2025 nominal tax rate is 0.375863%. The tax rate for each property class is determined by multiplying the residential tax rate by the corresponding tax ratio. For example, if the proposed tax ratios are adopted, the commercial tax rate would be 1.3321 times the residential tax rate. Table 1 shows the property tax ratios that have been in place since 2017.

Council has maintained consistent tax ratios since the property assessment values were frozen at January 1, 2016 levels in 2020. In the absence of a reassessment, continuing to maintain existing ratios would align with Council's approach. Potential updates to property tax ratios will be revisited following the next property reassessment, once the Province has completed its review.

Table 1
Property Tax Ratios Since 2017 Taxation Year

Property Class	2017 Ratios	2018 Ratios	2019 Ratios	2020-2024 Ratios	2025 Ratios (Proposed)	Ranges of Fairness¹
Residential	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Multi-Residential	1.0000	1.0000	1.0000	1.0000	1.0000	1.0 to 1.1
New Multi-Residential ²	1.0000	1.0000	1.0000	1.0000	1.0000	1.0 to 1.1
Commercial (incl. office)	1.1813	1.2323	1.2794	1.3321	1.3321	0.6 to 1.1
Industrial	1.4169	1.4973	1.5704	1.6432	1.6432	0.6 to 1.1
Pipelines	0.9190	0.9190	0.9190	0.9190	0.9190	0.6 to 0.7
Farmland	0.2500	0.2500	0.2500	0.2500	0.2500	0.25
Managed Forests	0.2500	0.2500	0.2500	0.2500	0.2500	0.25
Landfill	1.1000	1.1000	1.1000	1.1000	1.1000	0.6 to 1.1

Property Class	2017 Ratios	2018 Ratios	2019 Ratios	2020-2024 Ratios	2025 Ratios (Proposed)	Ranges of Fairness ¹
Aggregate Extraction ³	N/A	N/A	N/A	N/A	1.3371	0.6 to 1.1

¹ Ranges of fairness are the tax ratios established by the Province per [O. Reg. 386/98](#) and sections 308.1(3) and 308.1(2) of the *Municipal Act, 2001* to ensure properties of similar assessment levels pay similar amounts of taxes

² Includes New multi-residential (Municipal Reduction) subclass, subject to the New Multi-Residential Class tax ratio

³ Rounded. Actual proposed tax ratio is equal to Provincially prescribed transitional tax ratio per [O.Reg. 510/24](#) of the *Assessment Act, 1990*. The prescribed transition ratio was set outside the range of fairness in 2025 to minimize impacts on other taxpayers.

A new mandatory aggregate extraction property class took effect on January 1, 2025, offering eligible properties an additional Education Tax reduction

In July 2024, a temporary industrial subclass was established to reduce the Provincial Education Property Tax (EPT) rates for aggregate extraction properties, such as quarries and gravel pits. In 2024, twelve York Region properties were reclassified from the industrial class to the aggregate extraction subclass of industrial properties, receiving a 95% reduction in the EPT rate. All properties were still subject to the broad industrial class tax ratio of 1.6432, so this reclassification had no impact on Regional or local tax rates or revenues.

As of January 1, 2025, this temporary subclass of industrial properties was replaced by a new, separate aggregate extraction property class under [O. Reg. 370/24](#) of the *Assessment Act, 1990* (Assessment Act). The twelve properties were reclassified from the temporary industrial subclass to the new aggregate extraction property class for the 2025 tax year. The EPT rate is further reduced to 0.511%. In addition, the province set the range of fairness for the aggregate extraction class between 0.6 and 1.1. Acknowledging that the new range of fairness is lower than the industrial ratio for these properties in prior years, the province prescribed a transition ratio 1.337082 for York Region in the 2025 tax year, to minimize tax burden shifts among property classes.

Three tax policies were reviewed following Council direction in 2024

In 2024, Council initiated a review of several tax policies, including:

- The property tax increase deferral program for low-income seniors and low-income persons with disabilities through an action of the [2024 – 2027 Plan to Support Seniors](#)
- A potential Regional and municipal property tax discount of up to 35% for eligible new purpose-built rentals through the [2024 Tax Policy report](#)
- The existing discounts for non-residential vacant and excess commercial and industrial lands of 30% and 35% respectively, through the [2024 Tax Policy report](#)

NEW MULTI-RESIDENTIAL/PURPOSE-BUILT RENTAL SUBCLASS

York Region adopted the new multi-residential subclass in 2024 for eligible new purpose-built rentals

Before 2024, two mandatory property tax classes captured all purpose-built rental properties:

- **Multi-residential property class:** Introduced as mandatory in 1998 with a prescribed transition ratio of 2.0865. In 2003, York Region reduced the tax ratio to 1.0 to align with the residential tax ratio. York Region continues to offer the lowest multi-residential tax ratio of all Greater Toronto and Hamilton Area municipalities.
- **New multi-residential property class:** Introduced as optional in 1998, York Region adopted it in 2002 with a tax ratio of 1.0, before all other neighbouring municipalities. The class was made mandatory in 2017, and all other Ontario municipalities were subsequently required to adopt the new multi-residential class with a tax ratio between 1.0 and 1.1.

As part of the 2024 Ontario Budget, the Province introduced an optional subclass of new multi-residential properties called the new multi-residential (municipal reduction) subclass, defined in [O. Reg. 140/24](#) of the Assessment Act. Municipalities that adopt it may reduce municipal property taxes by up to 35% for eligible new purpose-built rental properties. The discount would be relative to a municipality's tax rate for new multi-residential properties. The Region does not have flexibility to change eligibility criteria but may set a discount rate of between 0% and 35%. On May 23, 2024, York Region adopted the new multi-residential municipal reduction subclass, with an initial discount rate of 0%.

VACANT AND EXCESS COMMERCIAL AND INDUSTRIAL LAND DISCOUNT

Vacant and excess non-residential land discount is the only remaining transition policy introduced after 1998 taxation system reform

When the Province standardized the property assessment and taxation system in 1998, the vacant unit rebate, capping and clawback, and the vacant and excess land discount were introduced to help businesses transition to the current system. Council eliminated the vacant unit rebate in 2018 and completed phasing-out capping and clawback by 2020. The only remaining transition policy is the 30% property tax discount for vacant and excess commercial and 35% discount for vacant and excess industrial properties.

Vacant land is defined as unused land without a structure. Lands located in areas principally zoned as commercial or industrial are deemed commercial vacant land or vacant industrial lands, respectively. Excess lands are severable portions of a property that are surplus to the current use. Farmland is not included in the definition of vacant and excess commercial and industrial land. Properties included in the farm class, as defined in section 8-8.1 of O. Reg. 282/98 of the Assessment Act, as well as farmland awaiting development used solely for farm purposes, receive a

75% discount on the residential tax rate. This report does not propose changes to the tax treatment of farmland or farmland awaiting development.

PROPERTY TAX INCREASE DEFERRAL PROGRAM FOR LOW-INCOME SENIORS AND PERSONS WITH DISABILITIES

Region's property tax deferral program for low-income seniors and low-income persons with disabilities has not been updated since 2008

Section 319 of the Municipal Act requires single and upper-tier municipalities to adopt a bylaw providing tax relief to low-income seniors and low-income persons with disabilities, as defined in the bylaw. Province introduced this provision to mitigate 1998 property tax reform impacts and relieve financial hardship. Through By-law No. A-0339-2004-026, as amended by 2008-17, the Region offers the Low-income Seniors and Low-income Persons with Disabilities Property Tax Increase Deferral program ("property tax increase deferral program") to meet Municipal Act requirements.

The program allows eligible homeowners, by application, to defer all or a portion of annual property tax bill increases for their primary residence, interest-free, until the property is sold. The deferral includes the Regional, local and Provincial property tax portions. For example, if an eligible resident participated in the property tax deferral program every year since 1999, the resident would continue to pay the same tax bill as they did in 1999. Each year, the difference from the actual amount paid and the full tax bill would accumulate as property taxes owing, and the sum would become payable when the property is sold or transferred, except for a transfer of ownership to a spouse.

Eligibility criteria have remained unchanged since the program's inception in 1999. By bylaw, seniors aged 65 and older, regardless of income level, and low-income persons with disabilities may be eligible to defer the full tax increase. A partial deferral of any tax increase in excess of \$100 is available to seniors aged 55 to 64 whose household income from all sources is under \$23,000 (single) or \$40,000 (household of two or more persons).

4. Analysis

Over the past year, key policies were reviewed through a multi-faceted process

Detailed reviews were undertaken for the new multi-residential discount, vacant and excess land discount, and property tax deferral program, including:

- Three public online surveys launched in November 2024, shared through a comprehensive communication plan including a *York.ca* news story, social media posts and other media outlets
- An interjurisdictional scan of other Ontario municipalities
- Regional and senior government policy alignment and analysis

- Consultation with Building Industry and Land Development Association (BILD) in October 2024
- Consultations with local municipal staff and neighboring municipalities
- Financial analysis of potential impact of the potential policy changes

NEW MULTI-RESIDENTIAL/PURPOSE-BUILT RENTAL SUBCLASS

A discount of up to 35% is the Region's only available property tax option to incentivize private market purpose-built rental development

Since 2003, York Region maintained the lowest allowable tax ratio of 1.0 for all purpose-built rental properties (multi-residential and new multi-residential properties). Even after other municipalities reduced their new multi-residential tax ratios following Provincial mandates in 2017, the Region's tax rates continue to be among the lowest in the Greater Toronto and Hamilton Area (GTHA), as shown in Table 2.

The Region's property tax tools to incentivize purpose-built rental are restricted by legislation. For instance, Bill 185, the *Cutting Red Tape to Build More Homes Act, 2024* eliminated the Region's planning responsibility and Official Plan, restricting the Region from offering property tax relief by participating in local municipal Community Improvement Plans. Since the tax ratio cannot be reduced further, the Region's only other available property tax policy option to incentivize the development of private market purpose-built rentals is to implement a tax rate discount through the new multi-residential (municipal reduction) subclass.

Table 2
2024 New Multi-Residential Tax Ratios and Rates by Municipality

Municipality	Tax Ratio	Total Property Tax Rate ¹
Durham	1.10	1.393825%
Hamilton	1.00	1.297213%
Peel	1.00	0.981845%
Halton	1.00	0.846598%
York	1.00	0.826204%
Toronto	1.00	0.715289%

¹ Includes regional, local municipal and provincial tax rates

As of February 2025, Toronto is the only other Ontario municipality that adopted the new multi-residential subclass

Outside of York Region, the [City of Toronto](#) is the only other municipality to adopt the new multi-residential subclass. In February, Toronto implemented a 15% discount in the 2025 tax year, below the maximum of 35%, to align with Toronto's Small Business Subclass discount.

Although the City of Mississauga requested that Peel Region adopt the new multi-residential subclass with a 35% discount in January 2025, Peel Council has yet to consider the subclass. Halton Region also has not yet considered adopting it. The Region of Durham and the City of Hamilton did not recommend adopting the subclass in 2024 primarily due to concerns about impacts on other taxpayers. However, preliminary financial analysis indicates impacts on the average homeowner in York Region would be limited. Consultations indicate stakeholders believed a discount for purpose-built rental properties could encourage development

In the public survey held last Fall, 59% of all respondents agreed that a property tax discount could encourage more purpose-built rental development in the Region. Among those that owned property suitable for multi-residential development, 71% indicated a property tax discount would encourage them to build a purpose-built rental development, and most favoured a 35% discount. At an October 2024 consultation, BILD members echoed that a property tax discount of at least 35% would be a good start to improving the financial viability of purpose-built rental projects.

Since there are no completed eligible properties, a new purpose-built rental discount is not expected to have an immediate impact in 2025

Any discount offered for new purpose-built rental properties would need to be recovered from other taxpayers. However, only buildings whose permits were issued on or after May 23, 2024, would be eligible for a potential discount. As a result, any future purpose-built rentals that would receive a discount are still under construction and would only become eligible once they are completed.

A new purpose-built rental discount could help address housing challenges

The [October 2024 report](#), Actions to Increase Affordable and Community Housing Under the Next 10-Year Housing and Homelessness Plan, identified a property tax discount through the new multi-residential subclass as an incentive for private market development. In January of this year, Council [directed](#) staff to explore development charges-related tools, as well as other mechanisms, to help address housing affordability in the Region.

A 35% discount would have minimal impacts on the average residential homeowner

If Council approves a 35% discount, the tax bill savings for a new purpose-built rental would vary based on its assessed value, number of units, and location. Table 3 illustrates preliminary estimates of Regional and local municipal tax bill savings for a 200-unit new purpose-built rental with three possible taxable assessments, based on historical averages and recent builds. For the purpose-built rental, a 35% discount could amount to total tax savings of between \$100,000 to \$200,000 per year.

The average single detached homeowner would see a total tax bill increase of between \$0.25 to \$0.50 per new building.

Table 3
Potential Regional Tax Bill Savings For Eligible New Purpose-Built Rentals

Potential Purpose-Built Rental Assessment	New Purpose-Built Rental		Avg. Homeowner Impact	
	Regional Tax Bill Savings	Local Tax Bill Savings	Regional Tax Bill Increase	Local Municipal Tax Increase
48,000,000	(\$63,000)	(\$39,000)	\$0.16	\$0.10
60,000,000	(\$79,000)	(\$49,000)	\$0.20	\$0.12
90,000,000	(\$118,000)	(\$74,000)	\$0.29	\$0.18

VACANT AND EXCESS COMMERCIAL AND INDUSTRIAL LAND DISCOUNT

Eliminating the vacant and excess land discount aligns with Council policies, other Ontario jurisdictions, and public support

Council has adopted several plans and policies that aim to plan for and encourage development and increase job density in urban growth areas, where much of the vacant and excess land is located. These include the 2024 Provincial Planning Statement, the 2022 Transportation and Water and Wastewater Master Plans, 2023-2027 Strategic Plan, 2024 Economic Development Plan, development charges deferrals for non-residential developments.

The vacant and excess land discount may inadvertently undermine those objectives. Currently, the discounted tax rate for vacant and excess commercial properties is lower than even the residential tax rate, creating an unintentional property tax incentive to keep lands vacant or delay development. In addition, 80% of respondents to the Fall 2024 public survey on the vacant and excess land discount supported eliminating it.

Province has already phased out the Vacant and Excess Land Discount for the education portion of property taxes

The vacant and excess land discount initially applied to both the municipal and education portions of property tax. In 2017 and 2018, the Province allowed municipalities to eliminate the discount on municipal property taxes. By 2020, the Province phased out the vacant and excess land discount for the education portion of property taxes regardless of municipal decisions. As there was no unfavourable impact on the Region's industrial or commercial growth after that time, eliminating the vacant and excess land discount would not impact the Region's tax competitiveness.

By 2020, 90% of Southern Ontario municipalities eliminated the discount. The City of Toronto did not eliminate the discount due to concerns that it could constrain manufacturing. However, eliminating the discount is not expected to negatively affect the Region's competitiveness and growth. Even without the discount, York Region vacant and excess properties would be subject to the lowest commercial tax rate and second-lowest industrial tax rate in the GTHA, as shown in Table 4.

Table 4
Total Vacant and Excess Land Property Tax Rates¹

Municipality	Vacant/Excess Commercial Tax Rate	Vacant/Excess Industrial Tax Rate
Durham	2.515634%	3.162555%
Hamilton	3.339640%	3.244950%
GTHA Average	2.165443%	2.389573%
Peel	2.081634%	2.195177%
Halton	1.772808%	2.334237%
Toronto	1.824074%	1.793871%
York (Current) ²	1.433907%	1.528858%
York (without Discount) ²	1.666681%	1.805177%

¹ Combined Regional, Local, and Education Tax Rates

² Proposed 2025 Tax rate shown for York Region. 2024 tax rates are shown for the other municipalities, as this is the most recent available.

Eliminating vacant and excess land discount would provide relief to other taxpayers and fully offset expected impact of a new 35% multi-residential discount

In 2025, there are 1,171 commercial and industrial vacant or excess land parcels in the Region, with a total assessment value of \$2.9 billion. These parcels would receive Regional tax discounts totaling \$5.1 million, recovered from all other taxpayers, primarily the residential class. Eliminating the property tax discount for vacant and excess commercial and industrial land would result in the savings being redistributed to all other property classes, as shown in Table 5. Benefits would be even higher when incorporating the local municipal tax portion. The removal of this would also fully offset any increase required to fund the new multi-residential discount.

Table 5**Estimated Benefit to Other Properties if Vacant and Excess Land Discount is Eliminated**

Property Class	2025 Regional Tax Bill Savings
Single Detached Home	\$13
Built Commercial Property	\$30
Built Industrial Property	\$67

PROPERTY TAX INCREASE DEFERRAL PROGRAM FOR LOW-INCOME SENIORS AND PERSONS WITH DISABILITIES**Participation in the property tax increase deferral program is low, and it is unclear how many are low-income seniors**

According to data provided by local municipalities, participation in the program has remained low, with 196 participants in 2024, representing just 0.2% of 112,500 estimated eligible homeowners. Over 90% of participants are seniors aged 65 and older, who are not subject to income thresholds. Without income verification, it is unclear if the program is effectively targeting support to those with financial need. As of year-end 2023, the Region's portion of total, outstanding deferred taxes is estimated to be \$105,000, based on information provided by local municipalities. Local municipalities are responsible for administering the program, including processing applications and verifying and maintaining records. Due to low financial impacts and to simplify administration, some local municipalities absorb the Region's portion of deferred taxes and continue remitting full tax revenues to the Region.

Most municipalities offer tax increase deferral programs targeting recipients of the Federal Guaranteed Income Supplement or the Ontario Disability Support Program

Most municipalities offer tax increase deferral programs, which also have low participation rates. For the aged 55 to 64 group, York Region's income threshold is lower than all other municipalities reviewed (Appendix A). Most upper and single-tier municipalities identify low-income seniors as recipients of the Guaranteed Income Supplement (GIS), under Part II of the *Old Age Security Act, R.S.C., 1985*. Low-income persons with disabilities are typically defined as Ontario Disability Support Program (ODSP) recipients, which largely aligns with the Region's bylaw. These approaches also align with the *Provincial Land Tax Act, 2006*, which governs a similar property tax deferral program administered by the Province in unincorporated northern Ontario areas outside of municipalities.

Targeting GIS recipients aligns with Municipal Act requirements, best practices and ensures inflation is automatically reflected in income thresholds

Starting in the 2025 taxation year, the program's eligibility criteria are proposed to be updated such that low-income seniors would be defined in the bylaw as GIS recipients. No change is proposed in

other program eligibility criteria, including the definition of low-income persons with disabilities. This update would improve alignment with the Municipal Act and neighbouring municipalities and would ensure support is targeted to those in financial need. Since the Canadian government adjusts the GIS income threshold annually for inflation, the program would accommodate these adjustments, and income thresholds would not require frequent annual updates to account for rising costs.

Survey responses suggest opportunity to improve communication about the property tax increase deferral program

An online, public survey on the property tax deferral program was held in the Fall of 2024. Of 115 survey respondents, 39% indicated they were previously unaware of the property tax increase deferral program. Responses identified an opportunity to better communicate the tax deferral program and existing grants. Connecting seniors and caregivers to the right programs and services at the right times is a priority area of the [2024 to 2027 Plan to Support Seniors](#). Development of a York Region-specific navigation guide for seniors, information resources, and other action items aimed at improving system navigation already underway could help improve public knowledge and access to existing programs.

55% of survey respondents indicated they would prefer a rebate or grant-based relief over a tax deferral. Several Provincial and local municipal property tax grants are already available to support seniors and persons with disabilities. These include:

- [Ontario Seniors Homeowners' Property Tax Grant](#): provides eligible low-income seniors with up to \$500 annually to offset property tax costs
- [Exemptions for Seniors and Persons with Disabilities](#): provides property tax exemption on the assessed value of residential property alterations, improvements, or additions made to accommodate a senior (aged 65 or older) or a person with a disability
- **Local municipal property tax grants and rebates**: In York Region, the [City of Vaughan](#), [Town of Newmarket](#), and [City of Richmond Hill](#) offer property tax grants of \$406, \$370 and \$445, respectively, to low-income seniors (defined as GIS recipients). The grants are fixed amounts and increase in line with annual municipal operating budgets.

Establishing tax ratios supports Region's Vision, including Good Government and Economic Vitality

The Region's Vision for Good Government includes providing residents with good value for their tax dollars. Tax ratios are a tool by which the Region can support the Vision as they determine how the tax burden is distributed among the different property classes. Tax ratios also support economic vitality by ensuring the Region's tax policies are competitive among neighbouring municipalities, as equitable tax burdens among different property classes can help the Region continue to attract businesses and residents.

5. Financial Considerations

This report does not present current or anticipated financial changes to the Region's budget or fiscal position. Adoption of tax ratios enables the Region to set tax rates to raise the amount of revenue Council approves through the annual budget process. The ratios and other tax policies do not affect the total amount of taxes collected, only the distribution of the tax burden among different property classes. Impacts of individual policy recommendations are summarized in Table 6.

Table 6
Financial Impact of Policy Recommendations

Policy	Impact
Implementing a 35% discount for the new multi-residential subclass	None in 2025, as there are no properties in the subclass eligible for any discount in this tax year. When a new eligible property is completed, the value of the discount would be recovered from other taxpayers, with an estimated homeowner tax bill impact ranging from \$0.25 to \$0.50 per new building.
Updating property tax deferral program eligibility to define low-income seniors as GIS recipients	Any property tax amounts would be deferred interest-free and remain payable. Foregone interest is estimated to be approximately \$360 per year for every 100 participants.
Eliminating the vacant and excess commercial and industrial land discounts	Tax rates and average tax bills for other property types would be reduced in accordance with recommended tax ratios. Discount previously recovered from other taxpayers would be reversed, resulting in annual Regional tax bill savings of \$13 for the average homeowner.

6. Local Impact

In line with section 308 of the *Municipal Act*, York Region establishes tax ratios to support the tax rate setting process for the Region and its nine local municipalities. Local municipal staff were consulted as part of the development of the recommendations in this report. Local municipalities' ability to collect tax levy revenues needed to fund their own budgeted expenditures would be unaffected by recommendations in this report.

Eliminating the vacant and excess land discount will result in shifts in the Regional tax levy shares borne by local municipalities, depending on each local municipality's property composition, including the number of vacant and excess properties. Tax levy share impacts are shown in Appendix B.

However, all residential properties and built commercial and industrial properties in every local municipality would have lower tax bills, as the value of the vacant and excess land discount would be redistributed to them. Appendices C and D illustrate average 2025 Regional tax bill impacts by property type and local municipality.

The proposed 35% new multi-residential subclass discount would not immediately affect local municipal tax shares, as no properties are currently in the subclass. Any impacts will be reported to Council as new purpose-built rentals are completed.

Updating the property tax deferral program would align eligibility criteria with existing local municipal grants for low-income seniors. This change is not expected to have significant administrative impacts on local municipalities.

7. Conclusion

The proposed 2025 tax ratios will help set rates to meet the property tax levy approved in the 2025 budget. Updates recommended by this report will align with Council-approved policies, meet legislated requirements, and address input received through consultations.

For more information on this report, please contact Bonny Tam, Director (A), Treasury Office at 1-877-464-9675 ext. 75885. Accessible formats or communication supports are available upon request.

Recommended by:



Laura Mirabella

Commissioner of Finance and Regional Treasurer



Approved for Submission:

Erin Mahoney

Chief Administrative Officer

April 22, 2025
16538190

Appendix A – Property Tax Deferral Program Interjurisdictional Scan

Appendix B – Local Municipal Property Tax Shifts

Appendix C – Change in Non-Vacant Property Regional Tax Bills from Eliminating the Vacant and Excess Land Discount

Appendix D – Change in Vacant Property Regional Tax Bills from Eliminating the Vacant and Excess Land Discount

APPENDIX A – Property Tax Deferral Program Interjurisdictional Scan

Municipality	Program	Income Threshold	Eligibility Criteria
Halton Region	Property Tax Increase Deferral	\$66,100	<ul style="list-style-type: none"> • Proof of age • Receipt of ODSP • Receipt of GIS
	Full Property Tax Bill Deferral		
Toronto ¹	Property Tax Increase Deferral	\$60,000	<ul style="list-style-type: none"> • Receipt of ODSP or: • Age 50+ receiving a pension
	Property Tax Increase Cancellation		<ul style="list-style-type: none"> • Age 60 to 64 and in receipt of GIS • Over 65 years of age
Durham Region	Property Tax Increase Deferral	\$52,848	<ul style="list-style-type: none"> • Proof of age • Receipt of ODSP
	Property Tax Bill Deferral		<ul style="list-style-type: none"> • Receipt of GIS
Niagara Region	Property Tax Increase Deferral	\$52,848	<ul style="list-style-type: none"> • Proof of age • Receipt of ODSP • Receipt of GIS
Peel Region	Harmonized Property Tax Grant	\$52,848	<ul style="list-style-type: none"> • Proof of age • Receipt of ODSP • Receipt of GIS
Waterloo Region	Property Tax Increase Deferral	\$52,848	<ul style="list-style-type: none"> • Proof of age • Receipt of ODSP • Receipt of GIS
York Region	Property Tax Increase Deferral	\$40,000	<ul style="list-style-type: none"> • Proof of age • Receipt of ODSP • Age 55 to 64 with annual gross household income of \$23,000 or less if single, \$40,000 or less if family of two or more people • Over 65 years of age

¹ City of Toronto has increased its income threshold by 5% from 2024

APPENDIX B – Local Municipal Property Tax Shifts

Municipality	2025 Tax Levy: Status Quo¹ (\$000s)	Increase/ (Decrease) Due to Elimination of Vacant/Excess Land Discount (%)	2025 Tax Levy: Vacant/Excess Land Discount Eliminated (\$000s)
Aurora	73,494.1	0.01%	73,500.1
East Gwillimbury	37,210.5	0.16%	37,270.9
Georgina	35,338.9	(0.05%)	35,322.7
King	40,712.2	0.04%	40,727.0
Markham	426,070.2	(0.08%)	425,724.5
Newmarket	82,694.0	(0.18%)	82,549.1
Richmond Hill	275,209.4	(0.20%)	274,661.2
Vaughan	461,066.4	0.16%	461,783.7
Whitchurch-Stouffville	59,268.1	0.13%	59,346.4
PIL	5,247.5	3.40%	5,425.7
Total	1,496,311.4	0.00%	1,496,311.4

¹ Includes impact of Aggregate Extraction property class

APPENDIX C — Change in Non-Vacant Property Regional Tax Bills from Eliminating the Vacant and Excess Land Discount

	Residential¹		Non-Vacant Commercial²		Non-Vacant Industrial³	
	Avg. 2025 Region Tax Bill	(Savings)	Avg. 2025 Region Tax Bill	(Savings)	Avg. 2025 Region Tax Bill	(Savings)
Aurora	\$3,398	(\$12)	\$12,530	(\$45)	\$15,179	(\$55)
East Gwillimbury	\$2,560	(\$9)	\$10,953	(\$39)	\$15,336	(\$55)
Georgina	\$1,709	(\$6)	\$4,123	(\$15)	\$2,838	(\$10)
King	\$4,248	(\$15)	\$5,913	(\$21)	\$9,051	(\$35)
Markham	\$4,110	(\$15)	\$6,502	(\$23)	\$16,618	(\$60)
Newmarket	\$2,671	(\$10)	\$10,095	(\$36)	\$13,992	(\$50)
Richmond Hill	\$4,449	(\$16)	\$8,349	(\$30)	\$17,391	(\$63)
Vaughan	\$3,828	(\$14)	\$10,321	(\$37)	\$21,659	(\$78)
Whitchurch-Stouffville	\$3,230	(\$12)	\$5,479	(\$20)	\$9,922	(\$36)

¹ Based on average 2025 assessments of single-detached home values

² Based on average 2025 assessments of occupied commercial shopping centers, retail and office space properties

³ Based on average 2025 assessments of large and other industrial properties

**APPENDIX D — Change in Vacant Property Regional Tax Bills from Eliminating the Vacant and
Excess Land Discount**

	Vacant Commercial		Vacant Industrial	
	Avg. 2025 Region Tax Bill	Increase	Avg. 2025 Region Tax Bill	Increase
Aurora	\$7,571	\$2,252	\$7,768	\$2,701
East Gwillimbury	\$4,711	\$1,401	\$15,822	\$5,501
Georgina	\$2,140	\$637	\$3,911	\$1,360
King	\$2,660	\$791	\$18,440	\$6,411
Markham	\$14,488	\$4,310	\$22,447	\$7,804
Newmarket	\$5,507	\$1,638	\$7,968	\$2,770
Richmond Hill	\$7,896	\$2,349	\$24,567	\$8,541
Vaughan	\$22,474	\$6,686	\$28,393	\$9,871
Whitchurch-Stouffville	\$6,190	\$1,841	\$12,820	\$4,457

From: [Regional Clerk](#)
To: [Aurora Clerks General Inbox](#); caguila-wong@markham.ca; [Clerks](#); [EG Clerks General Inbox](#); [King Clerks General Inbox](#); [Rachel Dillabough](#); [Richmond Hill Clerks General Inbox](#); [Vaughan Clerks General Inbox](#); [WS Clerks General Inbox](#)
Subject: Regional Council Decision - 2025 Property Tax Rate
Date: May 26, 2025 1:56:25 PM

On May 22, 2025 Regional Council made the following decision:

1. Council approve 2025 Regional tax rates for 2025 for the following property classes:

Broad Property Class	Tax Rates ¹
Residential/Farm	0.375863%
Multi-Residential	0.375863%
New Multi-Residential	0.375863%
New Multi-Residential (Municipal Reduction) subclass	0.244311%
Commercial (including office)	0.500687%
Industrial	0.617618%
Pipelines	0.345418%
Farmland	0.093966%
Managed Forests	0.093966%
Aggregate Extraction	0.502560%

¹ Includes Notional Rate Calculation Adjustment

2. Council approve deadlines for local municipalities to pay the final two installments of their 2025 Regional property tax levy on or before September 26, 2025 and December 12, 2025, respectively.
3. The Regional Solicitor and General Counsel be authorized to prepare a bylaw to implement the above tax rates.
4. The Regional Clerk circulate this report to local municipalities.

The original staff report is available for your information at the following link:

[2025 Property Tax Rate](#)

Please contact Bonny Tam, Acting Director, Treasury Office at 1-877-464-9675 ext. 75885 if you have any questions with respect to this matter.

Regards,

Christopher Raynor (he/him) | Regional Clerk, Regional Clerk's Office, Corporate Services Department

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1

O: 1-877-464-9675 ext. 71300 | christopher.raynor@york.ca | york.ca

Our Mission: **Working together to serve our thriving communities – today and tomorrow**



The Regional Municipality of York

Committee of the Whole
Finance and Administration
May 8, 2025

FOR DECISION

Report of the Commissioner of Finance 2025 Property Tax Rate

1. Recommendations

1. Council approve 2025 Regional tax rates for 2025 for the following property classes:

Broad Property Class	Tax Rates¹
Residential/Farm	0.375863%
Multi-Residential	0.375863%
New Multi-Residential	0.375863%
New Multi-Residential (Municipal Reduction) subclass	0.244311%
Commercial (including office)	0.500687%
Industrial	0.617618%
Pipelines	0.345418%
Farmland	0.093966%
Managed Forests	0.093966%
Aggregate Extraction	0.502560%

¹ Includes Notional Rate Calculation Adjustment

2. Council approve deadlines for local municipalities to pay the final two installments of their 2025 Regional property tax levy on or before September 26, 2025 and December 12, 2025, respectively.
3. The Regional Solicitor and General Counsel be authorized to prepare a bylaw to implement the above tax rates.
4. The Regional Clerk circulate this report to local municipalities.

2. Purpose

This report seeks Council's approval to establish new property tax rates to raise the tax levy portion of the 2025 Regional Budget.

Key Points:

- Tax rates are set each year to raise the required tax levy as approved in the Regional Budget passed by Council
- 2. Proposed tax rates are calculated using the 2025 ratios submitted to Council concurrent to this report. Any changes to the tax ratios will require revision to the tax rates recommended in this report.
- 3. Pending approval of recommendations in the 2025 Property Tax Policy report on May 8 Committee of the Whole agenda, the New Multi-Residential (Municipal Reduction) subclass for purpose-built rentals discount rate is proposed to be 35% in 2025
- Proposed tax rates also reflect the elimination of the 30% discount for vacant or excess commercial lands and 35% discount for vacant or excess industrial lands.

3. Background

Tax rate-setting process is prescribed by legislation

Section 311(2) of the *Municipal Act, 2001* (Act) requires an upper-tier municipality to pass a tax rating bylaw each year, unless otherwise specified by the Province, setting out tax rates for each property class. This allows the Region to raise sufficient revenues to meet its budgetary requirements.

The proposed tax rates are based on the 2024 Return Roll provided by the Municipal Property Assessment Corporation (MPAC), the tax ratios listed in the 2025 Property Tax Policy Report and the 2025 Budget approved by Council.

4. Analysis

2025 tax rates are established based on the approved budget, assessment values and tax ratios

Regional property tax rates are calculated based on the following formula:

$$\text{Property Tax Rates} = \frac{\text{Total Property Tax Funding Requirement for 2025}}{\text{Weighted and Discounted Assessment for All Classes}} \times \text{Tax Ratio for the Class}$$

Weighted and discounted property assessment is calculated by taking the assessment returned by MPAC for 2025 and weighted by applying all discounts applicable to the property subclasses and the tax ratios presented and the recommended 2025 tax ratios presented concurrently to this report. Table 1 summarizes tax ratios recommended in the concurrent 2025 Tax Policy report and 2025 proposed tax rates. The proposed 2025 nominal tax rate is 0.375863% and the residential tax ratio is consistently set at 1.0, resulting in the corresponding class-specific tax rates based on the recommended ratios as follows:

Table 1
2025 Proposed Tax Rates

Broad Property Class	Tax Ratios	Proposed 2025 Tax Rates¹
Residential	1.000000	0.375863%
Multi-Residential	1.000000	0.375863%
New Multi-Residential	1.000000	0.375863%
New Multi-Residential (Municipal Reduction) subclass	1.000000	0.244311%
Commercial	1.332100	0.500687%
Industrial	1.643200	0.617618%
Pipelines	0.919000	0.345418%
Farmland	0.250000	0.093966%
Managed Forests	0.250000	0.093966%
Aggregate Extraction	1.337082	0.502560%

¹ Includes the notional tax rate adjustment

The proposed tax rates are calculated using the 2025 property tax ratios submitted to Council concurrent to this report and includes:

1. Introducing a new mandatory aggregate extraction property class with a transition ratio of 1.337082 as prescribed by [O. Reg. 510/24](#),
2. Implementing a 35% discount for the new multi-residential property subclass, and
3. Eliminating the discounts for vacant and excess commercial and industrial lands

Table 2 summarizes the existing and proposed tax rate discounts for the 2025 taxation year.

Table 2
Prescribed Subclass Discounts for Property Classes

Property Class	Subclass	Allowable Range	Proposed Discount
Residential, Multi-Residential, Commercial and Industrial	Farmland Awaiting Development Phase 1	25% to 75% of the residential tax rate	75% of the residential tax rate
New Multi-Residential	New Multi-Residential (Municipal Reduction)	0% to 35% of the new multi-residential tax rate	35% of the new multi-residential tax rate
Commercial	Vacant Land Excess Land	0% to 30% of the commercial rate	0% of the commercial rate
Industrial	Vacant Land Excess Land	0% to 35% of the industrial rate	0% of the industrial rate

Establishing tax rates supports the Region's Vision, including Good Government and Economic Vitality

The Region's Vision for Good Government includes providing residents with value for their tax dollars. Tax rates are a tool by which the Region can support Vision 2051 as they determine how the tax burden is distributed among the different property classes. Establishing tax rates ensures the Region would meet its requirements under the Municipal Act, the Assessment Act and associated regulations. Tax rates also support economic vitality by ensuring the Region's tax policies are competitive among neighbouring municipalities, as equitable tax burdens among different property classes can help the Region continue to attract businesses and residents.

5. Financial Considerations

This report does not present current or anticipated financial changes to the Region's budget or fiscal position.

Reassessment continues to be delayed pending Provincial announcement

In Ontario, property assessments are typically conducted once every four years. The most recent valuation date was January 1, 2016, with reassessment originally scheduled for 2020. Through Ontario's [2024 Fall Economic Statement](#), the Province reaffirmed that reassessment will continue to be deferred until the Province's review of property tax and assessment system is complete. As a result, property assessments remain frozen at January 1, 2016 levels.

Table 3 shows the historical relationship between the average assessed value of a single-detached home in the Region and the tax rate for the residential property class between 2014 and 2025. Property reassessments were phased in until 2020 and assessed single-detached home values rose by 8% per year, outpacing the Region's average annual tax levy increase of 2.7%, resulting in declining residential tax rates. Without a reassessment, the average assessment for single-detached homes has only grown by an average of 0.3% per year from 2021 to 2025, due entirely to the addition of new high-value housing stock. As a result of delayed reassessment, residential tax rates rose each year between 2021 and 2025, mainly reflecting Council-approved budgetary levy requirements.

Table 3
Comparison of Residential Assessment to Residential Tax Rates

Year	Average Single-Detached Home Assessment¹	Tax Rates (%)
2025	975,307	0.375863
2024	973,054	0.361852
2023	968,339	0.348892
2022	966,508	0.335958
2021	963,247	0.326425
2020	959,600	0.321619
2019	883,328	0.336549
2018	809,104	0.350606
2017	740,630	0.371903
2016	667,714	0.397157
2015	629,000	0.406421
2014	591,000	0.416733

¹Reflects average property assessments as determined by MPAC

Appendix A shows the distribution of Regional tax revenues raised from the various property classes and subclasses. The table includes “linear properties” for which the Province has prescribed a

charge per acre. It also includes payments-in-lieu, which are payments made to compensate a municipality for some, or all the tax revenues foregone from tax-exempt properties. While the most common payments-in-lieu in the Region are for federally owned properties such as Canada Post, they are also for municipal utilities and crown corporations.

6. Local Impact

Subsection 311(11) of the Act requires an upper-tier tax rating bylaw to estimate the upper-tier tax revenue to be raised in each of the local municipalities and set the dates for payment. This estimate is shown in Table 4.

On January 30, 2025, Council adopted interim levy payment dates of April 30, 2025 and June 30, 2025. The remaining two instalments for the property tax levy are recommended to be paid on or before September 26, 2025 and December 12, 2025.

Table 4
2025 Estimated Regional Tax Revenue to be Raised by Local Municipalities

Municipality	2024 Tax Requirement (\$)	2024 Share (%)	2025 Tax Requirement (\$)	2025 Share (%)
Aurora	69,327,559	4.92	73,500,101	4.93
East Gwillimbury	34,859,281	2.47	37,270,911	2.50
Georgina	33,411,770	2.37	35,322,718	2.37
King	38,216,301	2.71	40,727,002	2.73
Markham	402,539,387	28.56	425,724,521	28.56
Newmarket	78,711,089	5.58	82,549,148	5.54
Richmond Hill	261,300,472	18.54	274,661,221	18.42
Vaughan	435,096,283	30.87	461,783,749	30.97
Whitchurch-Stouffville	55,947,290	3.97	59,346,352	3.98
Sub-Total	1,409,409,431	100.00	1,490,885,723	100.00
Payments-in-Lieu	4,707,996		5,425,664	
Total Tax Requirement	1,414,117,427		1,496,311,387	

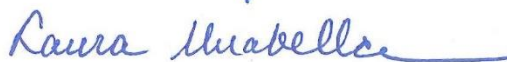
Note: Figures may not sum due to rounding

7. Conclusion

The proposed 2025 tax rates will raise the 2025 property tax levy requirement approved by Council in December 2024. The report also provides dates for the remittance of remaining instalment payments from local municipalities.

For more information on this report, please contact Bonny Tam, Acting Director, Treasury Office at 1-877-464-9675 ext. 75885. Accessible formats or communication supports are available upon request.

Recommended by:



Laura Mirabella

Commissioner of Finance and Regional Treasurer



Approved for Submission:

Erin Mahoney

Chief Administrative Officer

April 22, 2025
#16590433

Appendix A - 2025 Proposed Regional Revenues and Tax Rates by Class

APPENDIX A – 2025 Proposed Regional Revenues and Tax Rates by Class

Property Assessment Class and Subclass	Tax Rates (%)	Revenue Generated (\$)
Residential		
Residential	0.375863%	1,227,544,279
Residential Taxable (Shared as Payment in Lieu)	0.375863%	33,332
Residential – Farmland Awaiting Development Phase 1	0.093966%	31,312
Residential Taxable (Upper Tier and Education Only)	0.375863%	-
Multi-Residential		
Multi-Residential	0.375863%	1,180,680
New Multi-Residential	0.375863%	12,347,794
New Multi-Residential (Municipal Reduction) subclass	0.244311%	-
Commercial		
Commercial (Occupied)	0.500687%	132,680,517
Shopping Centre	0.500687%	38,080,527
Office Building	0.500687%	14,702,688
Commercial Vacant Land	0.500687%	4,344,815
Commercial Excess Land	0.500687%	2,830,059
Small Scale On Farm Business 1	0.500687%	1,187
Small Scale On Farm Business 2	0.500687%	743
Parking Lot (Full)	0.500687%	1,184,163
Commercial (previously Ontario Hydro)	0.500687%	187,977
Office Building Vacant Units and Excess Land	0.500687%	211,659
Shopping Centre Vacant Units and Excess Land	0.500687%	160,440
Commercial – Farmland Awaiting Development Phase 1	0.093966%	71,115
Commercial Vacant Land (Shared as Payment in Lieu)	0.500687%	21,184
Commercial Excess Land (Shared as Payment in Lieu)	0.500687%	3,664

Note: Figures may not sum due to rounding

Property Assessment Class and Subclass	Tax Rates (%)	Revenue Generated (\$)
Industrial		
Industrial (Occupied)	0.617618%	33,481,668
Large Industrial	0.617618%	7,853,865
Industrial Vacant Land	0.617618%	7,488,242
Small Scale On Farm Business 1	0.617618%	309
Small Scale On Farm Business 2	0.617618%	309
Industrial (previous Ontario Hydro)	0.617618%	834,606
Industrial Excess Land	0.617618%	446,632
Industrial Excess Land (previously Ontario Hydro)	0.617618%	239,409
Industrial Farmland Awaiting Development Phase 1	0.093966%	75,592
Large Industrial Vacant Units and Excess Land	0.617618%	92,223
Industrial Vacant Land (Shared as Payment in Lieu)	0.617618%	10,994
Others		
Pipeline	0.345418%	1,440,852
Farmlands	0.093966%	1,644,871
Managed Forest	0.093966%	82,078
Aggregate Extraction	0.502560%	74,210
Railway Right-Of-Way (Estimated)		599,088
Utility Transmission (Estimated)		902,643
Sub-Total (Estimated)		1,490,885,723
Payment-in-Lieu		5,245,664
Total		1,496,311,387

From: [Regional Clerk](#)
Subject: Regional Council Decision - Regional Greening Strategy Achievements and Street Tree Removal Offsetting Policy
Date: May 26, 2025 2:11:16 PM

On May 22, 2025 Regional Council made the following decision:

1. Council approve the Street Tree Removal Offsetting Policy (Attachment 1).
2. Council approve the fees and charges for offsetting to be charged in accordance with the Street Tree Removal Offsetting Policy and these fees and charges be effective immediately upon Council approval and included Schedule A of the Fees and Charges for Services and Activities Bylaw No. 2020-04.
3. The Regional Clerk circulate this report to the Clerks of local municipalities, Chippewas of Georgina Island First Nation, Environment and Climate Change Canada, Natural Resources Canada, Ontario Ministry of Natural Resources and Forestry, Ontario Ministry of the Environment, Conservation and Parks, Lake Simcoe Region Conservation Authority, and Toronto and Region Conservation Authority.

The original staff report is available for your information at the following link:

[2024 Regional Greening Strategy Achievements and Street Tree Removal Offsetting Policy](#)

Please contact Lindsay Milne, Director, Waste Management and Forestry, Operations and Services, Public Works at 1-877-464-9675 ext. 75714 if you have any questions with respect to this matter.

Regards,

Christopher Raynor (he/him) | Regional Clerk, Regional Clerk's Office, Corporate Services Department

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
 O: 1-877-464-9675 ext. 71300 | christopher.raynor@york.ca | york.ca

Our Mission: **Working together to serve our thriving communities – today and tomorrow**



The Regional Municipality of York

Committee of the Whole

Environmental Services

May 8, 2025

FOR DECISION

Report of the Commissioner of Public Works

2024 Regional Greening Strategy Achievements and Street Tree Removal Offsetting Policy

1. Recommendation

1. Council approve the Street Tree Removal Offsetting Policy (Attachment 1).
2. Council approve the fees and charges for offsetting to be charged in accordance with the Street Tree Removal Offsetting Policy and these fees and charges be effective immediately upon Council approval and included Schedule A of the Fees and Charges for Services and Activities Bylaw No. 2020-04.
3. The Regional Clerk circulate this report to the Clerks of local municipalities, Chippewas of Georgina Island First Nation, Environment and Climate Change Canada, Natural Resources Canada, Ontario Ministry of Natural Resources and Forestry, Ontario Ministry of the Environment, Conservation and Parks, Lake Simcoe Region Conservation Authority, and Toronto and Region Conservation Authority.

2. Purpose

This report updates Council on activities and significant Greening Strategy Achievements for 2024. This report also seeks Council approval for the new Street Tree Removal Offsetting Policy and to authorize the inclusion of replacement costs for street trees removed in Schedule A of the Fees and Charges for Services and Activities Bylaw No. 2020-04.

Key Points:

- In 2024, the Greening Strategy resulted in 123,823 trees and shrubs planted, 159 resident engagement events and over \$2.44 million in external funding leveraged
- Planting through the Greening Strategy supported progress on key Disaster Mitigation and Adaptation Fund (DMAF) deliverables, including planting 36,602 trees and shrubs in urban areas and planting 32,690 seedlings on land secured through DMAF

- 111 hectares of land were secured to meet DMAF deliverables, and to expand the York Regional Forest
- The Street Tree Removal Offsetting Policy supports program delivery under the Forest Management Plan, as amended, to achieve the goal of increasing canopy cover to 40%

3. Background

Greening Strategy provides a comprehensive approach to developing sustainable and resilient communities

The Regional Greening Strategy provides an array of programs and actions supporting the Region's goal of sustainable and resilient communities. The Strategy focuses on working with community partners and local Municipalities to deliver positive action throughout York Region, protecting and enhancing the natural environment for current and future generations (Figure 1).

Figure 1

Benefits of Protecting and Enhancing the Natural Environment



Green Infrastructure provides several environmental, economic and health benefits that support a sustainable York Region. The Greening Strategy delivers results through four key action areas to achieve these benefits:

- Environmental Land Protection and Preservation
- Enhancement and Rehabilitation
- Community Stewardship and Education
- Innovation and Knowledge

Healthy and thriving Regional street trees contribute to the goal of increasing canopy cover

Trees and forests provide a multitude of environmental, health and economic benefits making our communities more sustainable and helping the Region mitigate and adapt to climate change. Healthy trees and forests are fundamental to the Sustainable Environment Area of Focus found within the Region's Vision. In recognition of the vital role that trees and forests play, Council approved the York Region Forest Management Plan on [November 17, 2016](#). The Plan expands on the Greening Strategy and includes a goal to increase tree canopy cover to 40% by 2051. Canopy cover was last reported to Council through the State of the Forest report on [May 13, 2021](#) as 33.4%. Canopy cover will be reassessed in 2025 and reported to Council through the State of the Forest report in 2026.

The Region maintains over 77,800 street trees along Regional roads. With an estimated value of over \$600 million, these trees contribute to the Region's canopy cover goal. As the Region's population grows, developing and expanding the Regional road network will continue to have impacts on Regional street trees. To mitigate these impacts a set of comprehensive street tree preservation guidelines were developed to prioritize preservation of street trees and offset unavoidable losses. Preserving existing street trees and offsetting unavoidable losses are critical to achieving the Region's 40% canopy cover goal.

4. Analysis

York Regional Forest celebrated its 100th year anniversary through storytelling and reflection

In 2024, the York Regional Forest celebrated its 100th year anniversary. This significant achievement was an opportunity for York Region to recognize its strong commitment to the protection and restoration of the natural environment. A series of projects, activities and events were held throughout the year to mark this significant milestone. Key activities included:

- A documentary video on social media to feature the history and future of the Forest
- Historical exhibits at Regional facilities and Whitchurch-Stouffville Museum
- Ceremonial tree planting with Regional Council, Province of Ontario and Indigenous partners
- Recently acquired addition to the Forest named the Centennial Tract
- Adventure challenge to visit and learn about York Regional Forest tracts

Greening Strategy achievements helped York Region meet or exceed targets

In 2024, Greening Strategy achievements exceeded targets in several action areas, contributing to a healthy and sustainable York Region (key highlights summarized in Table 1). Appendix 1 presents a more detailed summary of 2024 Greening Strategy achievements.

Table 1
Greening Strategy 2024 Achievements

Action Area	Goal	Target (Minimum)	2024 Achievement	
Enhancement and Rehabilitation	Enhance and rehabilitate the natural environment on public and private lands	Plant 70,000 trees and shrubs	123,823 trees and shrubs planted	<input checked="" type="checkbox"/>
Environmental Land Protection and Preservation	Protect and enhance natural areas and create and strengthen connections and corridors	Increasing area (hectares) of environmental lands secured	Secured 111 hectares of environmental land	<input checked="" type="checkbox"/>
Community Stewardship and Education	Inspire stewardship and action through education and facilitating connections with nature	100 outreach events 10,000 residents participated in programs	159 outreach events 16,752 program participants	<input checked="" type="checkbox"/>
Innovation and Knowledge	Seek and transfer knowledge and demonstrate leadership and innovation in the protection and promotion of the natural environment	Lead or present at 15 professional learning events	Lead or presented at 23 professional learning events	<input checked="" type="checkbox"/>

Through implementation of new and existing Greening Strategy programs, York Region was able to plant 123,823 trees and shrubs in 2024, creating over 50 hectares of new woodlands. Trees and shrubs are planted through several programs that support planting projects for schools, private residents, municipalities, conservation areas, Regional streets and facilities and the York Regional Forest. In 2024, a new native plant sale program was established, allowing residents to purchase trees, shrubs and perennial wildflowers for their properties.

Approved by Council in 2023, a significant land donation of 65 hectares was finalized in 2024 and added to the York Regional Forest. The newly acquired Sylvestre Woodlands will contribute to growing publicly accessible greenspace in East Gwillimbury and increase connectivity between existing York Regional Forest tracts.

Disaster Mitigation and Adaptation Fund (DMAF) Natural Infrastructure Project goal to acquire land for new woodland creation achieved

In 2019, York Region was awarded \$10 million in funding through Infrastructure Canada's DMAF to implement a \$25 million natural infrastructure project over eight years. The project will result in over 400,000 trees and shrubs planted across the Region, including establishing 100 hectares of new woodland by 2028. This project will increase resilience to climate change through carbon removal and storage, and mitigate local impacts including extreme heat and flooding.

Acquisition of 14 hectares of land adjacent to Metro Road Tract and 32 hectares near Udora in the Town of Georgina was approved by Council in 2023 and finalized in 2024. These acquisitions completed the land purchases needed to support establishment of 100 hectares of new woodland over the remaining project timeline.

Proposed Regional street tree removal offsetting requirements provide a balanced approach to offsetting unavoidable losses

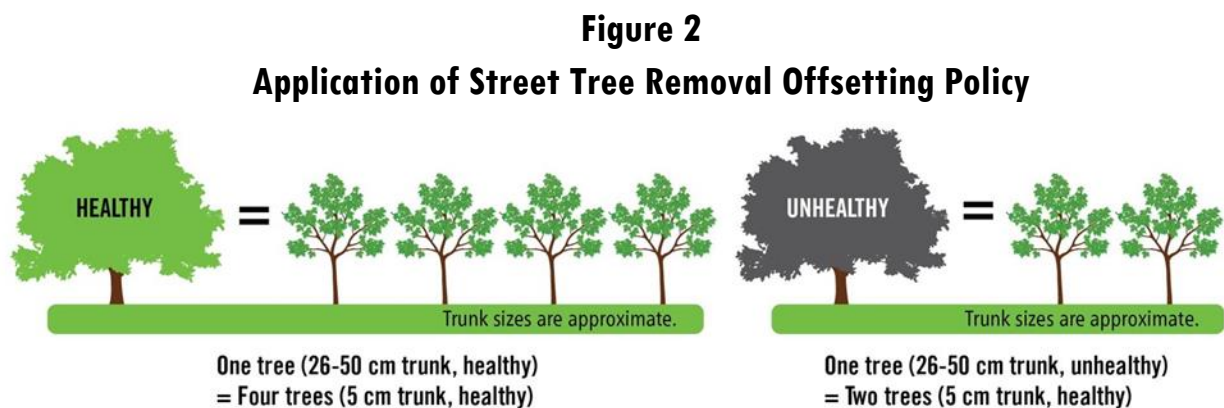
While the Region seeks to preserve street trees in Regional road allowances, there are circumstances where removals are unavoidable. Where unavoidable losses occur, it is industry practice to seek offsetting in the form of replacement plantings or cash in lieu of replacement plantings.

In 2016, the Region prepared comprehensive street tree preservation guidelines, including guidelines for offsetting unavoidable losses. Currently, offsetting requirements are determined using a formula that divides the size of the tree removed by the size of a standard replacement tree and discounts for trees in poorer health. Current requirements resulted in implementation challenges in some circumstances and warranted a review.

To ensure a balanced approach to offsetting unavoidable losses, the Region undertook a review of its offsetting practices, including a jurisdictional scan of public tree offsetting practices, a review of existing street tree data, and a scenario analysis. Using the results, staff are proposing updated street tree removal offsetting requirements that employ a simplified table rather than a formula.

If approved by Council, updated requirements will be incorporated into the Region's Street Tree and Forest Preservation Guidelines and applied through creation of a new Street Tree Removal Offsetting Policy (see Attachment 1). The policy only applies to street trees removed that have been approved by the Region.

Figure 2 illustrates an example of how the updated offsetting requirements would be applied to a healthy tree and an unhealthy tree. These updated requirements were shared with stakeholders including internal staff, senior management, our local municipal partners, and the Building Industry and Land Development Association. Stakeholders provided valuable input into development of the policy and were supportive of the Region's approach. Offsetting received under the updated requirements remains sufficient to ensure progress towards our canopy cover goal.



Offsetting is typically undertaken through replacement plantings. In instances where the required number of replacement trees cannot reasonably be accommodated within the Regional road allowance, then all or the balance of offsetting would be received through monetary payment. Staff are proposing an amendment to the Region's Fees and Charges for Services and Activities Bylaw No. 2020-04, to include the collection of monetary payments for street tree removal offsetting where permitted in accordance with the Street Tree Removal Offsetting Policy.

5. Financial Considerations

Greening Strategy leverages partner support and additional funds to deliver strong results

In 2024, \$6,131,373 was spent on Greening Strategy programs, including \$2,423,792 to support large-scale reforestation, backyard tree planting, outdoor education, and contribution to land securement reserve. The remaining \$3,707,581 supported DMAF urban tree planting and environmental land purchases and was funded from the Land Securement Reserve.

Through partnerships, the Greening Strategy leverages in-kind resources and external funding for each action area. In 2024, the Region and partners leveraged a total of \$2,443,432 in additional

funding towards Strategy projects and programming, including \$987,298 in funding received by the Region from DMAF. The balance of leveraged funding was received directly by partners.

Replacement cost for street trees removed to be included in Schedule A of the Fees and Charges for Services and Activities Bylaw

In applying the Street Tree Removal Offsetting Policy, replacement planting may not always be possible. In these instances, the Region would collect offsetting in the form of a monetary payment through Schedule A of the Fees and Charges for Services and Activities Bylaw (2020-04). Payment would be based on the number of replacement trees required for offsetting and the replacement cost which is the cost incurred by the Region to plant a single street tree including its establishment. This cost is updated annually by calculating the weighted average of tree planting cost for the previous year plus the cost to water that tree for 3 years. For 2025, replacement cost is equal to \$1,290.00. Funds collected for street tree removal offsetting would be deposited into the Land Securement Reserve and used to support replacement tree planting initiatives throughout the Region.

This report does not present current or anticipated financial changes to the Region's Budget or fiscal position. Staff will continue to monitor implementation of the program including effectiveness of tree replacement outcomes.

6. Local Impact

Through Greening Strategy programs and actions, local municipalities and residents take action to protect and enhance the Region's natural environment. Local municipalities and non-government organizations have benefited directly from the Greening Strategy through on-the-ground actions or direct support for their programs. Local municipalities and residents remain key stakeholders in the development and implementation of new programs to support a sustainable York Region.

Using results from the jurisdictional scan of public tree offsetting practices, the proposed updates to Regional street tree removal offsetting requirements aim to simplify the methodology and better align with the tree compensation approach of our local municipal partners.

7. Conclusion

With over 123,000 trees and shrubs planted in 2024, significant gains continue to be made towards increasing tree canopy and woodland cover in York Region. The 100-year anniversary of the York Regional Forest is a testament to the Region's long-term leadership and support for creating a sustainable York Region.

With approval, the Street Tree Removal Offsetting Policy will provide a balanced and efficient approach to offsetting unavoidable losses and ensuring progress towards our canopy cover goal.

For more information on this report, please contact Lindsay Milne, Director, Waste Management and Forestry, Operations and Services, Public Works at 1-877-464-9675 ext. 75714. Accessible formats or communication supports are available upon request.



Recommended by:

Kyle Catney

General Manager, Operations and Services



Laura McDowell, P.Eng.

Commissioner of Public Works



Approved for Submission:

Erin Mahoney

Chief Administrative Officer

April 22, 2025

#16590984

Appendix A – Greening Strategy Achievements Summary
Attachment 1 – Street Tree Removal Offsetting Policy

2024 GREENING STRATEGY ACHIEVEMENTS

York Region's Greening Strategy puts into action the Region's commitment to a healthier, more resilient natural environment.



ENHANCEMENT AND REHABILITATION

Planting trees, shrubs and pollinator plants, restoring streams and wetlands, and establishing new forests, hedgerows and meadows ensure a sustainable environment for future generations.

PLANTED
123,823 TREES AND SHRUBS
EXCEEDED TARGET OF 70,000 PLANTINGS

123,823 trees and shrubs were planted through more than **20 partnerships**:

- 33,764** Grow Your Legacy
- 511** Backyard Trees
- 5,310** Ontario Streams Program
- 4,185** Green Action Partnership Fund
- 67,417** Disaster Mitigation and Adaptation Fund
- 12,636** Other Programs

Plantings occurred on both public and private land in a variety of habitats.

50 HECTARES
OF WOODLAND COVER CREATED IN 2024

TARGETS

WOODLAND COVER		CANOPY COVER	
2021*	2051 Target	2021*	2051 Target
23.6%	25%	33.4%	40%

*Woodland and Canopy cover is assessed every five years.

COMMUNITY STEWARDSHIP AND EDUCATION

Inspiring stewardship and action through education and facilitating connections with nature is one of our strongest tools.

159 OUTREACH EVENTS
ENGAGED RESIDENTS

Residents reconnected with nature and learned about the natural environment through a variety of events hosted by York Region and partners. These events were delivered through in-person and digital media.

16,752 RESIDENTS PARTICIPATED
IN GREENING STRATEGY SUPPORTED PROGRAMS

100 YEAR ANNIVERSARY OF YRF CELEBRATED –



York Region Forest Walks and Events celebrated the York Regional Forest with historical education and open houses to explore the Bill Fisch Forest Stewardship and Education Centre.

ENVIRONMENTAL LAND PROTECTION AND PRESERVATION

A healthy, extensive and connected natural heritage system is essential for biodiversity, and public green spaces are important amenities that provide recreation opportunities and support the physical and mental well-being of residents.

1,628 HECTARES
OF ENVIRONMENTALLY SIGNIFICANT LAND PROTECTED

111 Hectares of land protected this year, expanding the York Regional Forest in East Gwillimbury and Georgina.

ESTIMATED 30 MILLION
TREES TOTAL IN YORK REGION

INNOVATION AND KNOWLEDGE

York Region remains a leader in the protection and promotion of natural environment through its policies, programs and use of innovative strategies.

Exchanged information, shared accomplishments, and continued innovation at **17 Regional Forums** and **6 technical presentations** throughout the Region.

\$2,443,432 LEVERAGED TOWARDS
GREENING STRATEGY PROJECTS



FORESTRY
1-877-464-9675
TTY 1-888-512-6228
accessyork@york.ca
york.ca/Forestry

York Region



Status: Draft / Final / Archived

Street Tree Removal Offsetting Policy

Approved By: Council or Chief Administrative Officer

Approved On: Date this version of the policy was approved

Policy Statement

A policy to govern offsetting for the removal of street trees within Regional road allowances to preserve and achieve the Region's canopy cover goals.

Application

This policy applies to the removal of street trees including third party street tree removal. It does not apply to tree removals under the Forest Conservation Bylaw.

Purpose

This policy sets out the factors and criteria to offset for tree removal including the calculation of offsets for street tree removal administered through municipal consents, road occupancy permits, development approvals, and to determine cost recovery or replacement in connection with civil enforcement and regulatory proceedings.

Definitions

Canopy Cover: the total area covered by all trees and shrubs in the Region. It includes woodland canopy and the canopy provided by trees and shrubs along streets, in parks, yards, cemeteries, on farms, around businesses, and in all other locations.

DBH (Diameter at Breast Height): the diameter of the stem or trunk of a tree at a point of measurement 1.37 metres from the ground.

Fees and Charges for Services and Activities Bylaw: means Bylaw No. 2020-04, A bylaw to impose fees and charges for services and activities provided by The Regional Municipality of York, or any successor to that bylaw.

Forest Conservation Bylaw: means Bylaw No. 2013-68, A bylaw to prohibit or regulate the destruction or injuring of trees in The Regional Municipality of York, or any successor to that bylaw.

Offsetting: the process of compensating for the removal of street trees to counterbalance adverse effects caused by their removal.

Replacement Cost: the cost incurred by the Region to plant a single street tree, at the replacement tree caliper size, and to maintain that tree in good condition for 2 years following the year of planting. This cost is updated every January 1 by calculating the weighted average of tree planting cost for the previous year plus the cost to water that tree for 3 years. This cost is not subject to CPI annual increase.

Replacement Tree Caliper Size: the caliper size of nursery stock that will be used to replace the removed street tree. Replacement tree caliper is 50mm caliper, as measured in accordance with the Canadian Landscape Nursery Standards.

Street Tree: any species of woody perennial plant, including its root system, which has reached or can reach a height of at least 4.5 metres at physiological maturity located within a Regional road allowance and excludes trees that are “noxious weeds” pursuant to the *Weed Control Act, R.S.O. 1990, c. W.5*.

Description

Offsetting is required for the removal of street trees to preserve canopy cover and achieve the goal of increasing canopy cover to at least 40 percent as outlined within the York Region Forest Management Plan, as amended. Offsetting may be achieved through replacement plantings, payment of equivalent value, or a combination of both as determined by the Region.

Replacement tree plantings are the preferred primary method of offsetting and should be planted within a Regional road allowance according to an approved planting plan and the Region’s standards and specifications for street tree planting.

Street Tree Removals and Replacement Street Tree Requirements

Offsetting for removed street trees will be calculated in accordance with this policy and informed by the Region’s Street Tree and Forest Preservation Guidelines.

The number of replacement trees to offset for street trees removed shall be determined based on the size, health condition, and species of a street tree being removed (Table 1).

Table 1
Regional Street Tree Removal Offsetting Requirements

Tree to be Removed (cm) ¹	Replacement Trees Required for Offsetting			
	Desirable Tree Species		Less Desirable Tree Species	
	Healthy	Poor Health	Healthy	Poor Health
1-10	1	0	0	0
11-25	2	1	0	0
26-50	4	2	3	1
51-75	6	3	4	1
76+	8	4	5	1

¹ Based on diameter at breast height (DBH).

Replacement trees should be provided as replacement plantings within the Region's road allowance as approved by the Region.

Replacement Cost and Cash-in-lieu Payments

In instances where the required number of replacement trees cannot reasonably be accommodated within the Regional road allowance in accordance with the Region's Street Tree and Horticultural Design Guidelines and Standards, all or the balance of offsetting shall be provided through a cash-in-lieu payment of equivalent value using the following formula:

$$\text{Offsetting value (\$)} = (\text{Number of replacement trees required}) \times \text{Replacement Cost}$$

Replacement cost as annually updated can be found within the Fee and Charges for Services and Activities Bylaw.

Funds remitted for the purposes of offsetting the removal of street trees will be used primarily for the purpose of planting replacement trees but may also be used to support programming to increase canopy cover.

Technical information regarding the process for removal of street trees can be found in the Region's Street Tree and Forest Preservation Guidelines.

Responsibilities

Department of Public Works

- Administration of the Street Tree Removal Offsetting Policy, and
- Approval of departmental operating procedures, processes, and guidelines under this policy, and

Street Tree Removal Offsetting Policy

- Determining replacement cost and calculating offsetting owing based on this policy and the guidelines, as amended, and
- Review street tree removal requests and recommend approval/non-approval, and
- Review Regional road allowance planting plans and recommend approval/non-approval, and
- Collection of fees related to street tree removal through the issuance of Road Occupancy Permits and Municipal Consents, and
- Abide by the requirements set out in this policy.

Department of Corporate Services

- Collection of fees related to street tree removal through the issuance of Development Approvals, and
- Cooperating with Public Works and ensuring compliance with this policy, including required offsetting.

Regional Solicitor and/designate

- Civil enforcement where applicable to collect and enforcement offsetting measures, and
- Collection of restitution in regulatory proceedings.

Compliance

All York Region employees involved in administering street tree offsetting activities must adhere to this policy and the Region's Street Tree and Forest Preservation Guidelines. Regional staff failure to comply with this policy, and its associated guidelines, is a violation of authority vested in staff and is subject to appropriate disciplinary action by the Commissioner, Public Works, up to and including dismissal. Additionally, in the event of a conflict between this policy and any applicable Provincial or Federal legislation or regulation, the relevant Provincial or Federal legislation or regulation shall take precedence.

Reference

Legislative and other authorities

- Fees and Charges for Services and Activities Bylaw

Street Tree Removal Offsetting Policy

- *Municipal Act, 2001, S.O. 2001, c. 25*
- *Weed Control Act, R.S.O. 1990, c. W.5*
- Street Tree and Forest Preservation Guidelines
- Street Tree and Horticultural Design Guidelines and Standards
- Natural Heritage and Forestry Street Tree Planting Specifications

Contact

Director, Waste Management and Forestry, Public Works

Manager, Natural Heritage and Forestry, Public Works

Approval

(Remove the CAO approval section for policies approved by Regional Council)

CAO Signature: _____

Date Approved: _____

(Remove the Council approval section for policies approved by CAO only)

Council Date:

Committee Date:

Council Minute Item:

Committee Minute Item:

eDocs: 16591069

Accessible formats or communication supports are available upon request.

From: [Regional Clerk](#)
Subject: Regional Council Decision - Roads Capital Infrastructure Status Update
Date: May 26, 2025 2:07:59 PM

On May 22, 2025 Regional Council made the following decision:

1. The Regional Clerk circulate this report to Ontario ministers of Transportation, Municipal Affairs and Housing and Infrastructure, Clerks of local municipalities, Building Industry and Land Development Association, and the Ontario Home Builders' Association.

The original staff report is available for your information at the following link:

[Roads Capital Infrastructure Status Update](#)

Please contact Salim Alibhai, Director, Capital Delivery - Transportation, Public Works at 1-877-464-9675 ext.75229 if you have any questions with respect to this matter.

Regards,

Christopher Raynor (he/him) | Regional Clerk, Regional Clerk's Office, Corporate Services Department

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
O: 1-877-464-9675 ext. 71300 | christopher.raynor@york.ca | york.ca

Our Mission: **Working together to serve our thriving communities – today and tomorrow**

Roads Capital Infrastructure Status Update

On May 22, 2025 Regional Council made the following decision:

1. The Regional Clerk circulate this report to Ontario Ministers of Transportation, Municipal Affairs and Housing and Infrastructure, Clerks of local municipalities, Building Industry and Land Development Association, and the Ontario Home Builders' Association



The Regional Municipality of York

Committee of the Whole
Transportation Services

May 8, 2025

FOR DECISION

Report of the Commissioner of Public Works **Roads Capital Infrastructure Status Update**

1. Recommendation

The Regional Clerk circulate this report to Ontario ministers of Transportation, Municipal Affairs and Housing and Infrastructure, Clerks of local municipalities, Building Industry and Land Development Association, and the Ontario Home Builders' Association.

2. Purpose

This report updates Council on the status of key road infrastructure projects required to meet the needs of the Region's growing communities and ensure existing assets are maintained in a state of good repair.

Key Points:

- York Region's Transportation Master Plan guides the Roads Capital Program, with the goal of ensuring the Regional road network continues to meet the needs of our growing communities
- In 2024, with an investment of \$313.5 million, work advanced on several road infrastructure projects to improve the Regional road network
- In 2025, \$309.2 million has been approved for investment in roads infrastructure to advance growth and asset management projects
- 2025 Public Works 10-Year Capital Plan includes \$2.7 billion in road projects, comprised of \$1.6 billion for growth infrastructure to add capacity to the Regional road network and \$1.1 billion for roads asset management

3. Background

Roads Capital Plan focuses on expanding and maintaining the Regional road network

Roads infrastructure works comprise 22% of the Region's total 2025 10-Year Capital Plan. The work is comprised of a Growth Program, to increase capacity of the Regional road network and an Asset Management Program, to optimize the lifecycle of the Region's infrastructure investments and keep assets in a state of good repair. Except for a section of proposed bus rapid transit on Kennedy Road between Highway 7 and YMCA Boulevard in the City of Markham, the Roads capital plan excludes investment in the Region's rapid transit network and related infrastructure, which is led by York Region Rapid Transit Corporation, and the Region's investment in the Yonge North Subway Extension project.

Investment in roads infrastructure aligns with the Transportation Master Plan (TMP) and reflects Council's support for improving the road network and maintaining assets. Work is focused on providing an efficient transportation network and enhancing the traveller experience. Building roads that integrate active and eco-friendly ways of travel helps manage traffic congestion and reduce greenhouse gas emissions while giving travellers more options to reach key destinations.

\$314 million in infrastructure projects were advanced in 2024

In 2024, many road projects were advanced to provide enhanced access to work, home, and schools and to support the efficient movement of goods across the Region. Projects include road widenings, intersection improvements and new cycling facilities. A detailed list of the 2024 accomplishments is included as Appendix A. The total estimated expenditure for this work is \$313.5 million, based on preliminary actuals (unaudited).

In 2025, the Roads capital plan will have 28 active growth projects and 163 active asset management projects

Active projects by program and project delivery phase are summarized in Table 1. Projects within the growth program are typically large scale, complex projects delivered over several years. Projects within the asset management program are typically much smaller in scope and delivered in a single construction season. As such, asset management projects are often bundled to include a number of locations within a single contract to create efficiencies and achieve greater economies of scale. Projects planned for future delivery and under warranty are omitted to more accurately represent where resources are allocated.

Table 1
2025 Active Road Projects by Project Delivery Phase

Project Delivery Phase	Growth Program	Asset Management Program
Environmental Assessment	2	-
Design	17	100
Construction	9	63
Total	28	163

\$2.7 billion of capital roads infrastructure works are included in 2025 Public Works Budget and 10-Year Capital Plan

The 2025 budget for Public Works Roads projects includes a 10-Year Capital Plan totaling \$2.7 billion. Of this total, \$1.6 billion is for growth infrastructure in the roads program, and \$1.1 billion is for rehabilitation and replacement. The 2025 multi-year Capital Spending Authority for Public Works' roads infrastructure projects is \$1.2 billion.

Annual project prioritization is guided by the Transportation Master Plan and priority setting process endorsed by Council

The Region's TMP, updated in 2022, guides the long-term vision for the Region's transportation network. All growth-related road projects are reviewed and prioritized annually to ensure they meet objectives of the TMP. The prioritized list of growth projects is programmed based on available funding. Through this review, projects may be added, removed or adjustments made to project limits or timing. The 10-Year Capital Plan is then presented to Council for approval through the budget process.

Renewal projects are prioritized each year based on the Council-approved Asset Management Program budget. A prioritized list is developed using asset management databases and software to optimize life-cycle costs, such as increasing pavement and structure life. This list is further refined considering adjacent Regional, local municipal and utility projects and community impacts.

Roads Capital Program aims to build the transportation network through partnerships with all levels of government

Provincial, Regional and local transportation networks function as an interconnected system. The Region has formed important partnerships with the provincial government, local municipalities, neighbouring municipalities, conservation authorities, school boards, advocates and other interested parties. Funding and timing of complex projects are coordinated to maximize efficiencies and ensure these important partnerships support a seamless network for travellers. Work is typically led and

delivered by one of the partners, while costs are apportioned based on jurisdictional responsibility or policy.

A notable example is coordination between the Region, the cities of Markham and Richmond Hill, and the provincial government, to construct mid-block crossings over Highway 404 on behalf of the cities to provide residents with better access to the key employment and commercial areas. For this project, costs related to the crossing will be shared between the Region and the two cities, while the cities will be responsible for costs related to their local infrastructure, such as improved local road connections. Another example is coordination between the Region, the towns of Newmarket and East Gwillimbury, local businesses and utility agencies to improve Yonge Street, from Davis Drive to Green Lane. This project will support growth along this busy corridor, as well as future development, while creating an efficient, safe and attractive roadway for travellers. In this example, the Region is responsible for the cost of the roadworks, and the towns are contributing for costs related to enhanced streetscaping and other infrastructure improvements that fall within local jurisdiction.

Commitments for Regional contributions to provincial, local municipal or third-party road projects, such as the Region's share of provincially led rapid transit projects, mid-block crossings of freeways, and road-rail grade separations, are presented to Council for approval through the annual budget process.

Impacts to program delivery timing and cost escalation risks are reported through the annual budget process

The construction industry continues to experience economic pressures. High demand for construction materials and skilled labour, coupled with workforce shortages and inflation, drives up prices, impacting capital costs and project plan predictability. For the past 3-year period (2021-2024), road construction costs have increased by approximately 62%. In delivering the 10-Year Capital Plan, capital cost escalation and project timing risks are closely monitored through a robust monitoring system, enabling mitigation strategies to be applied. Any necessary adjustments are communicated through the annual budget process, as projects advance through planning and design.

Despite some uncertainties, projects continue to be advanced through pre-construction activities to ensure they are ready to proceed to construction, if delivery timing is advanced or new funding opportunities become available.

Innovation in project delivery ensures value for money during all phases of execution

Rigour in capital delivery processes to balance quality, value for money and longevity of infrastructure begins with capital planning and procurement strategies that encourage a competitive bidding environment. Strategies are applied, such as timing tenders appropriately, bundling work to achieve economies of scale, engaging with various industry associations and adapting contract clauses, to help ensure value on Regional projects.

4. Analysis

Council approved a Regional investment of \$309.2 million in 2025 for road-related growth and asset management projects. The Growth Program is primarily funded from development charges and the Asset Management Program primarily through the tax levy-funded asset management reserve. A project list and a location map are included as Appendices B and C, respectively.

Growth Program of \$191 million in 2025 focuses on expanding capacity of the Regional road network

Growth program focuses on expanding the Regional road network to move people and goods safely and efficiently across the Region's growing communities. Work includes widening roads in the most congested urban areas and near new development, mid-block crossings over 400-series highways, improved intersections, new multi-use paths and streetscaping.

The Region must plan now for future transportation needs in these growing communities due to the time required to complete major projects like road widenings. Anticipating this growth helps reduce future congestion. Similarly, it is critical that the Province of Ontario support this growth with new or improved 400-series and arterial highways and interchanges, GO Rail service expansion (extensions of two-way, all day and 15-minute or better service), Yonge North Subway Extension and investment in additional bus rapid transit.

The Growth Program also includes initiatives to increase traveller safety, enhance traveller experience and environmental sustainability. These improvements include streetscaping on key corridors and green infrastructure in road projects.

Asset management investment of \$118 million focuses on rehabilitation and replacement of the Region's existing transportation assets

Guided by the Region's Corporate Asset Management Plan, the Asset Management Program focuses on renewal (rehabilitation or replacement) of the Region's transportation assets to keep core assets in a state of good repair. Public Works - Transportation manages over \$6.67 billion in roads infrastructure, including Regional roads, bridges, intersections and cycling lanes. The Region maximizes its investment by extending the life of assets and reducing life-cycle costs.

The Region's asset management plan strives to optimize timing of asset rehabilitation and replacement. Asset renewal accounts for 41% or \$1.1 billion of the Roads 10-Year Capital Plan including \$118.1 million invested in 2025 and is largely funded from asset management reserves.

Currently, 76% of the Region's core transportation assets, including pavement, storm sewer systems and bridges, have a condition assessment rating of fair or better.

Pre-construction activities are underway for 19 growth projects to prepare projects for future years

Typically, it takes eight to ten years to deliver a road infrastructure project in the Growth Program. Before construction can commence, a Municipal Class Environmental Assessment (MCEA) study must be completed which can take more than 24 months. While the Province has solicited feedback on the proposal to revoke the MCEA process and replace it with a streamlined process, the proposal has yet to be implemented and the Region continues to advance current studies. Much of the work involved with the MCEA process, such as various studies and community engagement, will still be needed to ensure stakeholder support and facilitate permit applications. Proposed changes will benefit the Region by bringing certainty to project timelines.

Following completion of the MCEA process, detailed design is advanced. This includes identifying additional property requirements and any utility conflicts to be resolved through either design refinements or utility relocation. Environmental permits from the Department of Fisheries and Oceans, ministries such as Ministry of the Environment, Conservation and Parks and Ministry of Transportation, conservation authorities or rail companies are acquired during pre-construction. Due to the increasingly complex regulatory environment, and depending on the project, type of permit and its requirements, it may take years before work can move forward.

Staff are currently working on pre-construction activities for 19 growth projects in preparation for construction in future years. Pre-construction projects underway in 2025 are listed in Appendix B and their locations shown on the map in Appendix D.

5. Financial Considerations

This report does not present current or anticipated financial changes to the Region's budget or fiscal position.

6. Local Impact

Region continues to work closely with cities and towns to address community needs

Staff continue to work with local municipal staff to ensure concerns are addressed and local municipal infrastructure requirements, such as streetlights, sidewalks, streetscaping and active transportation facilities are included in Regional projects where possible. When this work is incorporated into Regional projects to coordinate infrastructure delivery and increase efficiency, local municipalities benefit from cost and time savings reducing overall impact to residents and travellers. This work is funded in full by local municipalities, or in partnership with the Region through one of its partnership programs, such as the Municipal Streetscape Partnership Program and the Pedestrian and Cycling Partnership Program.

Travellers in the Region's growing communities need safe and efficient services. This continues to be a priority for the Region and construction is managed to minimize disruptions to travellers while building and maintaining the transportation network. The Region has comprehensive communication plans to keep residents, businesses, local municipalities and other stakeholders informed.

7. Conclusion

\$2.7 billion 10-Year Capital Plan includes projects to add capacity to the Regional road network and maintain roads in a state of good repair

The Region continues to make significant investments in expanding and maintaining the Regional road network, with several large projects underway to better move people and goods safely and efficiently across the Region's growing communities.

Potential long-term trends resulting from current economic conditions and new legislation will be key considerations as the Region continues to enhance travel options and maximize road network capacity, while ensuring the Region's assets are properly maintained and financially sustainable.

For more information on this report, please contact Salim Alibhai, Director, Capital Delivery - Transportation, Public Works at 1-877-464-9675 ext.75229. Accessible formats or communication supports are available upon request.

Recommended by:



Mike Rabeau, P.Eng.

General Manager, Capital Infrastructure Services



Laura McDowell, P.Eng.

Commissioner of Public Works



Approved for Submission:

Erin Mahoney

Chief Administrative Officer

April 22, 2025

#16670742

Appendix A – Summary of 2024 Accomplishments

Appendix B – Summary of 2025 Projects

Appendix C – Map of 2025 Roads Construction Projects

Appendix D – Map of 2025 Roads Pre-Construction Projects

Summary of 2024 Accomplishments

GROWTH PROGRAM - CONSTRUCTION

Roads – 4 Projects Completed

Project Name	Municipality	Total Project Cost*
16th Avenue, Highway 404 Interchange (Delivered by MTO)	City of Markham/City of Richmond Hill	\$73.0M**
Keele Street Widening, Steeles Avenue to Highway 407	City of Vaughan	\$48.2M
Major Mackenzie Drive Widening, Highway 400 to Jane Street	City of Vaughan	\$43.0M
Yonge Street Widening, Davis Drive to Green Lane (Phase 1 – Early Works)	Town of Newmarket/ Town of East Gwillimbury	\$131.6M***

* Includes multi-year costs for projects which span more than one year

** Total cost of 16th Avenue, Leslie Street to Woodbine Avenue project

***Total cost of Yonge Street, Davis Drive to Green Lane (Phase 1 and Phase 2)

ASSET MANAGEMENT PROGRAM – CONSTRUCTION

Roads – Rehabilitation/Preservation – 31 Locations

Project Location	Municipality	2024 Program Cost
Crack Sealing	Various Locations	\$4.0M
Grind and Pave	Various Locations	
Guide Rail Renewal and Replacement	Various Locations	\$1.5M
Road Rehabilitation – 202 lane kilometres		
Bathurst Street, Major Mackenzie Drive to Elgin Mills Road	City of Vaughan/ City of Richmond Hill	\$70.8M
Bathurst Street, Gamble Road to King-Vaughan Road	City of Vaughan/ City of Richmond Hill	
Bayview Avenue, Wellington Street to Mulock Drive	Town of Aurora/Town of Newmarket	
Bloomington Road, Ninth Line to York Durham Line	Town of Whitchurch-Stouffville	
Green Lane, Highway 404 to Woodbine Avenue	Town of East Gwillimbury	
Highway 7, Keele Street to North Rivermede Road	City of Vaughan	
Highway 7, Ninth Line to Highway 7 MTO Jurisdiction	City of Markham	

Project Location	Municipality	2024 Program Cost
Highway 11, north of Green Lane to Morning Sideroad	Town of East Gwillimbury	
Highway 11, Bathurst Street to Bradford border	Township of King	
Keele Street, Highway 407 to Langstaff Road	City of Vaughan	
Kennedy Road, Mount Albert Road to Pollock Road	Town of East Gwillimbury /Town of Georgina	
Langstaff Road, Pine Valley Drive to Weston Road	City of Vaughan	
McCowan Road, Major Mackenzie Drive to Elgin Mills Road	City of Markham	
Mulock Drive, Bathurst Street to Yonge Street	Town of Newmarket	
Ravenshoe Road, Kennedy Road to Highway 48	Town of East Gwillimbury/Town of Georgina	
Woodbine Avenue, Old Homestead Road to north of Boyers Sideroad	Town of Georgina	
Yonge Street, Stouffville Road to Bloomington Road	City of Richmond Hill	
Road Preservation – 199 lane kilometres		
14th Avenue, McCowan Road to Markham Road	City of Markham	
14th Avenue, Ninth Line to York Durham Line	City of Markham	
Bathurst Street, Centre Street to Highway 7	City of Vaughan	
Centre Street, Dufferin Street to Bathurst Street	City of Vaughan	
Donald Cousens Parkway, 14th Avenue to Highway 407	City of Markham	
Dufferin Street, Teston Road to King Road	City of Vaughan/Township of King	
Green Lane, Yonge Street to 2nd Concession	Town of East Gwillimbury	
King-Vaughan Road, Keele Street to Bathurst Street	City of Vaughan	
Ninth Line, Donald Cousens Parkway to Main Street	City of Markham/Town of Whitchurch-Stouffville	
Pine Valley Drive, Major Mackenzie Drive to Teston Road	City of Vaughan	
Warden Avenue, Elgin Mills Road to Stouffville Road	City of Markham	
Warden Avenue, Bloomington Road to Vivian Road	Town of Whitchurch-Stouffville	
Woodbine Avenue, Major Mackenzie Drive to Betty Roman Boulevard	City of Markham	
York Durham Line, Steeles Avenue East to 14th Avenue	City of Markham	

Roads – Structure Rehabilitation/Replacement – 9 Locations Completed

Project Location	Municipality	2024 Program Cost
Highway 7 retaining wall rehabilitation, east of Markham Road	City of Markham	\$19.6M
Highway 27 culvert replacement, north of 18 th Sideroad	Township of King	
Kennedy Road bridge replacement, north of Mount Albert Road (continued from 2023)	Town of East Gwillimbury	
Major Mackenzie Drive culvert rehabilitation, east of Bayview Avenue (continued from 2023)	City of Richmond Hill	
Mulock Drive culvert replacement, east of Bayview Avenue (continued from 2023)	Town of Newmarket	
Pefferlaw Road bridge replacement, west of Lake Ridge Road	Town of Georgina	
Wellington Street culvert rehabilitation, east of Bathurst Street	Town of Aurora	
Wellington Street retaining wall replacement, west of Leslie Street	Town of Aurora	
Woodbine Avenue culvert replacement, north of St. John's Sideroad	Town of Whitchurch-Stouffville	

Roads – Intersection Improvements – 56 Locations Completed

Project Location	Municipality	2024 Program Cost
Enterprise Boulevard and Rouge Valley Drive	City of Markham	\$3.8M
Keele Street and King Road	Township of King	
Keele Street, 100 metres south of King Road	Township of King	
Highway 7 and Silver Linden Drive	City of Richmond Hill	
Major Mackenzie Drive and Boake Trail/Shirley Drive	City of Richmond Hill	
Mount Albert Road near Cupples Farm Lane/ Royal Oak Road	Town of East Gwillimbury	
The Queensway South and Garrett Styles Drive	Town of Georgina	
Warden Avenue and Vivian Road	Town of Whitchurch-Stouffville	
Weston Road and Ashberry Boulevard/Davos Road	City of Vaughan	
Weston Road and Villa Royale Avenue	City of Vaughan	

Project Location	Municipality	2024 Program Cost
Woodbine Avenue and Garrett Styles Drive	Town of Georgina	
Woodbine Avenue at Esna Park Drive / John Street	City of Markham	
Auxiliary Signal Heads at 16 Various Locations	Various Locations	
Traffic Signal Modernization in conjunction with Road Rehabilitation Projects – 28 locations:		
Bathurst Street and Queen Filomena Avenue/Mill Street	City of Vaughan/City of Richmond Hill	Included in Cost of Road Rehabilitation
Bathurst Street and Lady Nadia Drive/Regent Street	City of Vaughan/City of Richmond Hill	
Bathurst Street and Tower Hill Road	City of Vaughan/City of Richmond Hill	
Bathurst Street and Jefferson Sideroad	City of Vaughan/City of Richmond Hill	
Bathurst Street and King-Vaughan Road/Milos Road	City of Vaughan/ Township of King/City of Richmond Hill	
Bayview Avenue and Home Depot Plaza	Town of Aurora	
Bayview Avenue and River Ridge Boulevard	Town of Aurora	
Bayview Avenue and Hollidge Boulevard/Borealis Avenue	Town of Aurora	
Bayview Avenue and Hollandview Trail/Spring Farm Road	Town of Aurora	
Bayview Avenue and LCBO/Superstore Plaza	Town of Aurora	
Bayview Avenue and Pedersen Drive/Hartwell Way	Town of Aurora	
Bayview Avenue and Laurelwood Gate/Brooker Ridge	Town of Newmarket	
Bayview Avenue and Silken Laumann Drive/Stonehaven Avenue	Town of Newmarket	
Bayview Avenue and McBean Avenue/Newpark Boulevard	Town of Newmarket	
Bayview Avenue and Carberry Street	Town of Newmarket	
Highway 7 and Donald Cousens Parkway	City of Markham	
Highway 11 at Commercial Plaza (Rona)/Church entrance	Town of East Gwillimbury	
Keele Street and Administration Road	City of Vaughan	
Langstaff Road and Ansley Grove Road	City of Vaughan	
Langstaff Road and Stan Gate/Valeria Boulevard	City of Vaughan	

Project Location	Municipality	2024 Program Cost
Mulock Drive and Bathurst Street	Town of Newmarket	
Mulock Drive and Sawmill Valley Drive/Plantation Gate	Town of Newmarket	
Mulock Drive and Doubletree Lane/Columbus Way	Town of Newmarket	
Yonge Street and Stouffville Road	City of Richmond Hill	
Yonge Street and Silver Maple Road	City of Richmond Hill	
Yonge Street and Oak Ridges Trail Pathway	City of Richmond Hill	
Yonge Street and Old Colony Road/Estate Garden Drive	City of Richmond Hill	
Yonge Street and Regatta Avenue/Oak Ridges Medical Plaza	City of Richmond Hill	

Roads – Other/Miscellaneous – 4 Locations Completed

Project Location	Municipality	Total Project Cost
Pine Valley Drive and Rutherford Road – Intersection Improvements (additional left turn lane)	City of Vaughan	\$0.9M
Donald Cousens Parkway and 14th Avenue – Intersection Improvements in support of South York Greenway	City of Markham	\$1.6M
Donald Cousens Parkway and Copper Creek Drive – Intersection Improvements in support of South York Greenway	City of Markham	
Woodbine Avenue, Glenwoods Avenue to Garrett Styles Drive – New Active Transportation Facilities	Town of Georgina	\$0.9M

Summary of 2025 Projects

GROWTH PROGRAM – CONSTRUCTION

9 Projects

Project Name	Municipality	Total Project Cost*	Construction Completion
Continuing Construction – 5 Contracts			
King Road Reconstruction, Bond Crescent to Yonge Street	City of Richmond Hill	\$21.7M	2025
Mid-Block Crossing, Highway 404 north of 16th Avenue	City of Richmond Hill/ City of Markham	\$114.3M	2026
Rutherford Road Widening, Jane Street to Westburne Drive	City of Vaughan	\$78.6M	2026
Rutherford Road Widening, Peter Rupert Avenue to Bathurst Street	City of Vaughan	\$45.3M	2025
Teston Road Widening, Pine Valley Drive to Weston Road	City of Vaughan	\$58.0M	2025
New Construction – 4 Contracts			
19th Avenue Widening, Bayview Avenue to Leslie Street	City of Richmond Hill	\$45.1M	2027
Ninth Line Widening, Steeles Avenue to Fieldside Street	City of Markham	\$16.8M	2026
Bathurst Street Widening, Highway 7 to Major Mackenzie Drive	City of Richmond Hill/ City of Vaughan	\$140.2M	2028
Yonge Street Widening, Davis Drive to Green Lane (Phase 2 – Road Works)	Town of Newmarket/ Town of East Gwillimbury	\$131.6M**	2028

*Includes multi-year costs for projects which span more than one year

**Total cost of Yonge Street, Davis Drive to Green Lane (Phase 1 and Phase 2)

ASSET MANAGEMENT PROGRAM – CONSTRUCTION

Roads – Rehabilitation/Preservation – 26 Locations

Project Location	Municipality	2025 Program Budget	
Crack Sealing	Various Locations	\$3.6M	
Grind and Pave	Various Locations		
Guide Rail Renewal and Replacement	Various Locations	\$1.0M	
Road Reconstruction – 20 lane kilometres			
Highway 11, Morning Sideroad to Bathurst Street	Town of East Gwillimbury	\$17.4M*	
Road Rehabilitation – 196 lane kilometres			
15th Sideroad, Dufferin Street to Bathurst Street	Township of King	\$56.1M	
Bayview Avenue, 16 th Avenue to Major Mackenzie Drive	City of Richmond Hill		
Davis Drive, Bathurst Street to Yonge Street	Town of Newmarket		
Dufferin Street, 15 th Sideroad to Wellington Street	Township of King		
Leslie Street, Highway 407 to Elgin Mills Road	City of Markham/ City of Richmond Hill		
Lloydtown-Aurora Road, Highway 27 to Jane Street	Township of King		
Major Mackenzie Drive, McCowan Road to Highway 48	City of Markham		
Ninth Line, Main Street Stouffville to Bloomington Road	Town of Whitchurch-Stouffville		
Old Homestead Road, Woodbine Avenue to Warden Avenue	Town of Georgina		
Teston Road, Weston Road to Keele Street	City of Vaughan		
Weston Road, Teston Road to King-Vaughan Road	City of Vaughan		
Woodbine Avenue, Aurora Road to Vivian Road	Town of Whitchurch-Stouffville		
York Durham Line, 14 th Avenue to Bethesda Sideroad	City of Markham/ Town of Whitchurch-Stouffville		
Road Preservation – 147 lane kilometres			
Baseline Road, Woodbine Avenue to McCowan Road	Town of Georgina		
Green Lane, Bathurst Street to Yonge Street	Town of East Gwillimbury		
Highway 7, Islington Avenue to Weston Road	City of Vaughan		

Project Location	Municipality	2025 Program Budget
Highway 7, Bathurst Street to Yonge Street	City of Richmond Hill	
Highway 7, Bathurst Street Interchange	City of Richmond Hill	
Highway 7, Yonge Street Interchange	City of Richmond Hill	
Leslie Street, St. John's Sideroad to Mulock Drive	Town of Aurora/ Town of Newmarket	
Major Mackenzie Drive, Pine Valley Drive to Highway 400	City of Vaughan	
Stouffville Road, Bayview Avenue to Leslie Street	City of Richmond Hill	
St. John's Sideroad, Bayview Avenue to Woodbine Avenue	Town of Aurora/ Town of Whitchurch-Stouffville	
Warden Avenue, Davis Drive to Ravenshoe Road	Town of East Gwillimbury	
Woodbine Avenue, Betty Roman Boulevard to Elgin Mills Road	City of Markham	

*Includes multi-year costs for projects which span more than one year

Roads – Structure Rehabilitation/Replacement – 12 Locations

Project Location	Municipality	2025 Program Budget
Bathurst Street culvert rehabilitation, north of Elgin Mills Road/Teston Road	City of Vaughan/ City of Richmond Hill	\$22.6M
Highway 7 retaining walls rehabilitation and cantilever sign relocation (7 locations between Lansdowne Avenue and Bruce Street)	City of Vaughan	
Keele Street twin culvert rehabilitation, north of Highway 7	City of Vaughan	
Keele Street bridge rehabilitation, north of King Road	Township of King	
King Road bridge rehabilitation, west of Keele Street (continued from 2024)	Township of King	
King Road culvert rehabilitation, east of Highway 27	Township of King	
Major Mackenzie Drive culvert rehabilitation, east of Bathurst Street	City of Vaughan	
Pine Valley Drive twin culvert replacement, south of Major Mackenzie Drive	City of Vaughan	
Ravenshoe Road bridge rehabilitation, east of York Durham Line	Town of East Gwillimbury/ Town of Georgina	
Warden Avenue culvert replacement, north of Doane Road	Town of East Gwillimbury	

Project Location	Municipality	2025 Program Budget
Warden Avenue culvert rehabilitation, south of Major Mackenzie Drive	City of Markham	
Yonge Street bridge rehabilitation, north of Holland Landing Road (Canal bridge)	Town of East Gwillimbury	

Roads – Intersection Improvements – 22 Locations

Project Location	Municipality	2025 Program Budget
16 th Avenue and Ninth Line	City of Markham	\$4.0M
2 nd Concession and Doane Road	Town of East Gwillimbury	
Bathurst Street and Canyon Hill Avenue	City of Vaughan/ City of Richmond Hill	
Box Grove By-pass, between Cooper Creek Drive and 14 th Avenue	City of Markham	
Dufferin Street and Eagles Landing Road	City of Vaughan	
Highway 27 and Diana Drive	Township of King	
Leslie Street and Jim Mortson Drive (north access)	Town of East Gwillimbury	
Lloydtown-Aurora Road and 7 th Concession	Township of King	
Major Mackenzie Drive and Reesor Road	City of Markham	
Mount Albert Road and Don Rose Boulevard/King Street	Town of East Gwillimbury	
Ravenshoe Road and Thornlodge Drive	Town of Georgina	
St John's Sideroad and Mavrinac Boulevard	Town of Aurora	
The Queensway South and Walter Drive/Terrell Avenue	Town of Georgina	
Traffic Signal Modernization in conjunction with Road Rehabilitation Projects – 9 locations:		
Bayview Avenue and Palmer Avenue	City of Richmond Hill	Included in Cost of Road Rehabilitation
Bayview Avenue and Weldrick Road East	City of Richmond Hill	
Davis Drive and Crossland Gate/Ford Wilson Boulevard	Town of Newmarket	
Leslie Street and Princeton Avenue/Via Renzo Drive	City of Richmond Hill	
Ninth Line and Main Street	Town of Whitchurch-Stouffville	
Ninth Line and Meridian Drive	Town of Whitchurch-Stouffville	

Project Location	Municipality	2025 Program Budget
Ninth Line and Millard Street	Town of Whitchurch-Stouffville	
Teston Road and Cityview Boulevard	City of Vaughan	
Teston Road and Cranston Park Avenue	City of Vaughan	

Roads – Other/Miscellaneous – Multiple Locations

Project Location	Municipality	Total Project Cost
Bathurst Street, south of Mill Street - Creek realignment and gabion basket wall repair (continued from 2024)	City of Richmond Hill	\$6.0M
Jefferson Salamander Crossings and Wildlife Fence on Stouffville Road from Trailwood Crescent to east of Bridgewater Drive	City of Richmond Hill	\$0.5M
Yonge Street, Sawmill Valley Drive to Joe Persechini Drive – New Active Transportation Facilities	Town of Newmarket	\$1.1M
LED Streetlight Conversion	Various Locations	\$15.7M

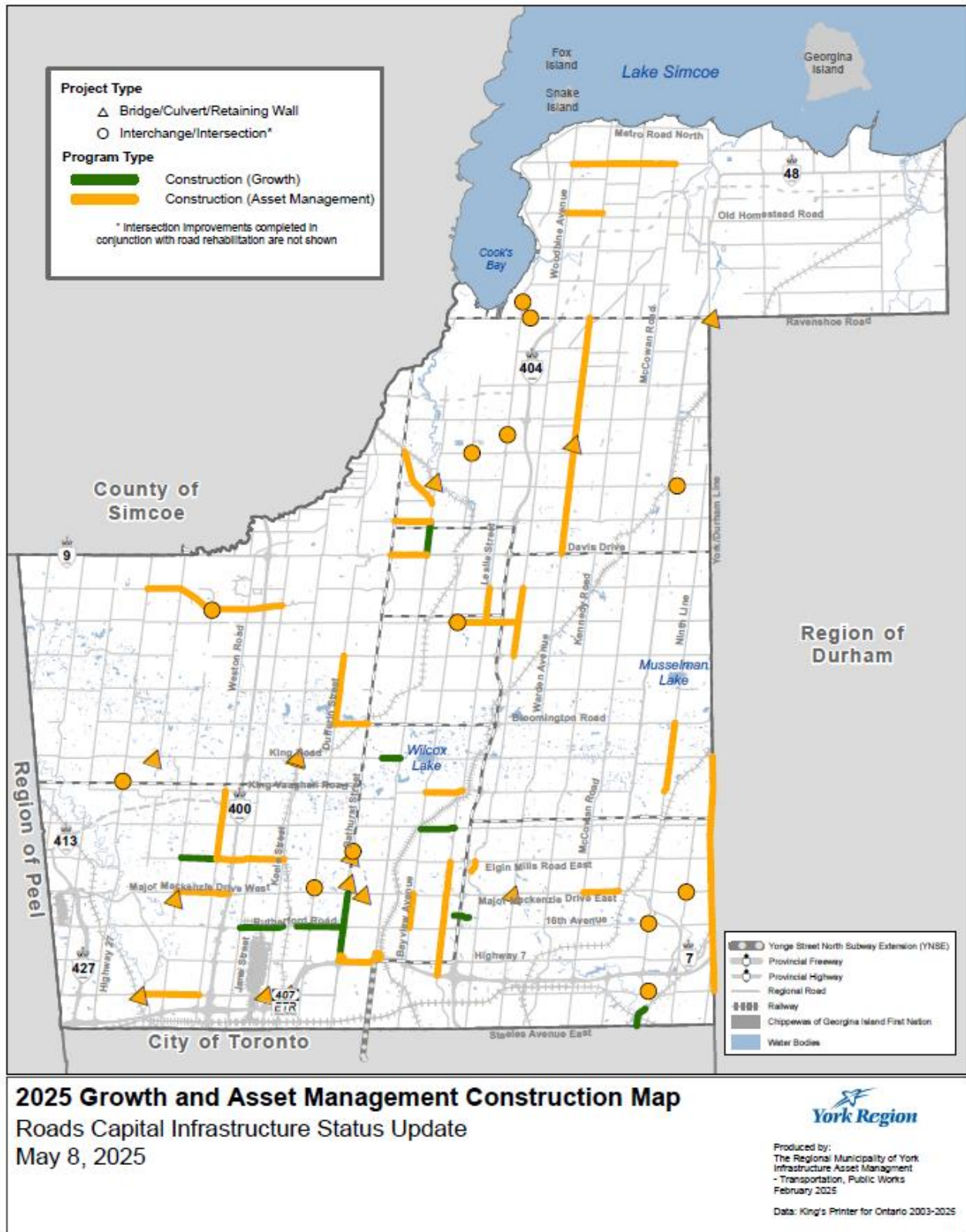
GROWTH PROGRAM – PRE-CONSTRUCTION

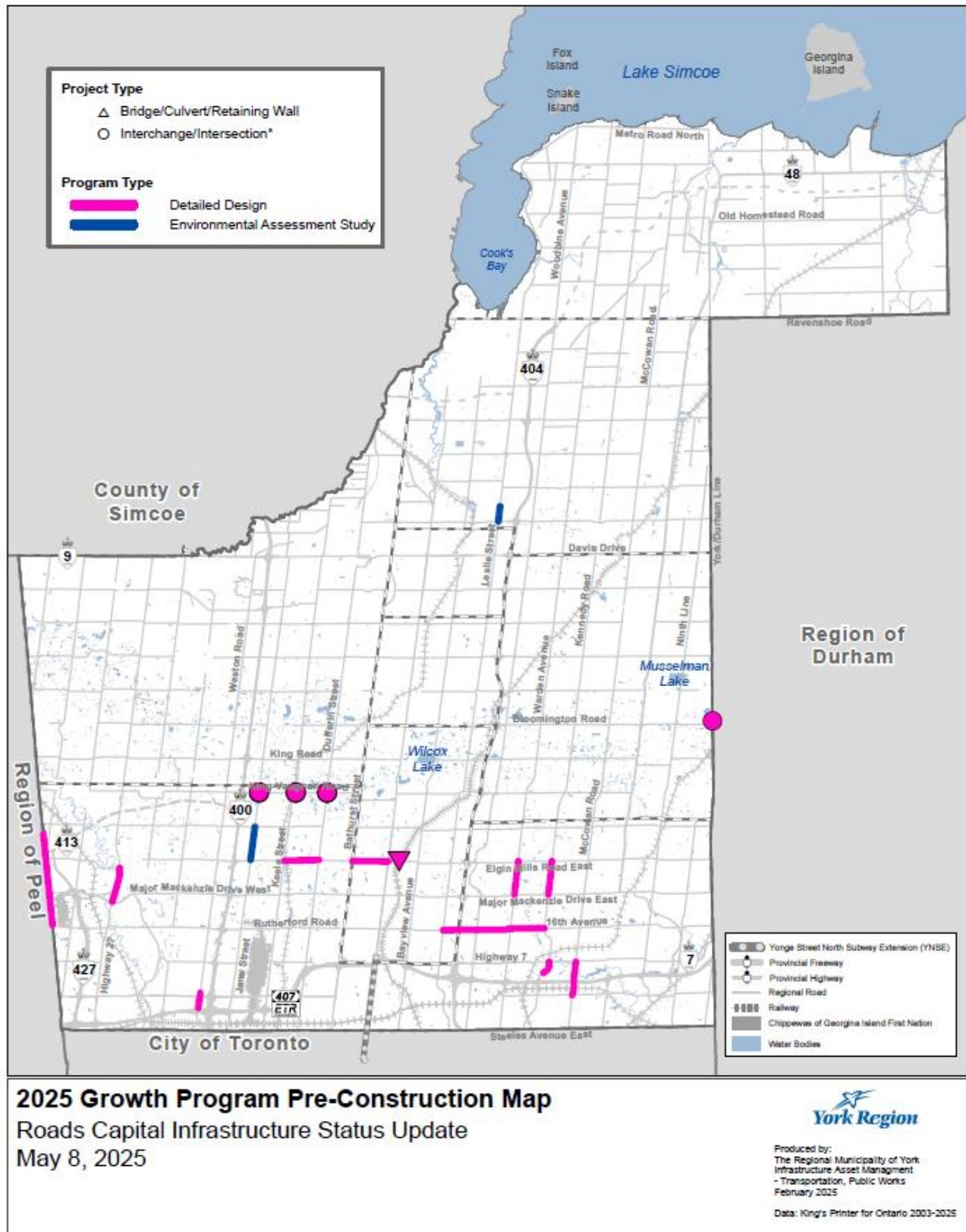
Roads – Environmental Assessments – 2 Studies

Project Location	Municipality
New Environmental Assessments – 3 Studies	
Jane Street, Teston Road to Kirby Road	City of Vaughan
Leslie Street, Green Lane to Colonel Wayling Boulevard	Town of East Gwillimbury

Roads – Detailed Design – 17 Projects

Project Location	Municipality
Continuing Detailed Design – 14 Projects	
16th Avenue, Leslie Street to Woodbine Avenue	City of Richmond Hill/City of Markham
16th Avenue, Woodbine Avenue to Warden Avenue	City of Markham
16th Avenue, Warden Avenue to Kennedy Road	City of Markham
Elgin Mills Road, Bathurst Street to Yonge Street	City of Richmond Hill
Highway 50, Rutherford Road to Albion-Vaughan Road	Peel Region/City of Vaughan
Kennedy Road, Major Mackenzie Drive to Elgin Mills Road	City of Markham
Kennedy Road, North of Highway 407 to Highway 7	City of Markham
King-Vaughan Road at Dufferin Street	City of Vaughan
King-Vaughan Road at Jane Street	City of Vaughan
King-Vaughan Road at Keele Street	City of Vaughan
McCowan Road, 14th Avenue to Highway 7	City of Markham
Warden Avenue, Major Mackenzie Drive to Elgin Mills Road	City of Markham
Weston Road, Highway 407 to north of Highway 7	City of Vaughan
York Durham Line at Bloomington Road	Town of Whitchurch-Stouffville
New Detailed Design – 3 Projects	
Elgin Mills Road, East of Yonge Street (Grade Separation)	City of Richmond Hill
Highway 27, Major Mackenzie Drive to Nashville Road	City of Vaughan
Teston Road, Keele Street to Dufferin Street	City of Vaughan





From: [Regional.Clerk](#)
Subject: Regional Council Decision - Support for a 35% Municipal Tax Rate Discount for the New Multi-Residential Subclass - 2025 Taxation Year
Date: May 26, 2025 2:29:18 PM

On May 22, 2025 Regional Council made the following decision:

1. Council approve the 2025 property tax ratios to be established in accordance with the recommendations in this report:

Broad Property Class	Proposed 2025 Tax Ratios
Residential	1.000000
Multi-Residential	1.000000
New Multi-Residential	1.000000
Commercial (incl. office)	1.332100
Industrial	1.643200
Pipelines	0.919000
Farmland	0.250000
Managed Forests	0.250000
Landfill	1.100000
Aggregate Extraction	1.337082

2. Council approve a 35% municipal tax rate discount for the new multi-residential (municipal reduction) subclass for the 2025 taxation year.
3. Council approve a reduction in the municipal property tax rate discount from 30% to 0% for properties in the vacant and excess subclasses of the commercial property class, and from 35% to 0% for properties in the vacant and excess subclasses of the industrial property class.
4. Council approve an update to the participant eligibility criteria for the Low-income Seniors and Low-Income Persons with Disabilities Property Tax Increase Deferral program such that eligible low-income seniors are defined as Guaranteed Income Supplement recipients.
5. The Regional Solicitor and General Counsel be authorized to prepare bylaws to

implement the above recommendations.

6. The Regional Clerk circulate this report to the local municipalities.

The original staff report is available for your information at the following link:

[2025 Property Tax Policy](#)

Please contact Bonny Tam, Director (A), Treasury Office at 1-877-464-9675 ext. 75885 if you have any questions with respect to this matter.

Regards,

Christopher Raynor (he/him) | Regional Clerk, Regional Clerk's Office, Corporate Services Department

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
O: 1-877-464-9675 ext. 71300 | christopher.raynor@york.ca | york.ca

Our Mission: **Working together to serve our thriving communities – today and tomorrow**



The Regional Municipality of York

Committee of the Whole
Finance and Administration

May 8, 2025

FOR DECISION

Report of the Commissioner of Finance 2025 Property Tax Policy Report

1. Recommendations

1. Council approve the 2025 property tax ratios to be established in accordance with the recommendations in this report:

Broad Property Class	Proposed 2025 Tax Ratios
Residential	1.000000
Multi-Residential	1.000000
New Multi-Residential	1.000000
Commercial (incl. office)	1.332100
Industrial	1.643200
Pipelines	0.919000
Farmland	0.250000
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2. Council approve a 35% municipal tax rate discount for the new multi-residential (municipal reduction) subclass for the 2025 taxation year.
3. Council approve a reduction in the municipal property tax rate discount from 30% to 0% for properties in the vacant and excess subclasses of the commercial property class, and from

35% to 0% for properties in the vacant and excess subclasses of the industrial property class.

4. Council approve an update to the participant eligibility criteria for the Low-income Seniors and Low-Income Persons with Disabilities Property Tax Increase Deferral program such that eligible low-income seniors are defined as Guaranteed Income Supplement recipients.
5. The Regional Solicitor and General Counsel be authorized to prepare bylaws to implement the above recommendations.
6. The Regional Clerk circulate this report to the local municipalities.

2. Purpose

This report proposes property tax policy, including tax ratios, for the 2025 taxation year. As required under Section 308 of the *Municipal Act, 2001* (Municipal Act), upper-tier municipalities must establish tax ratios for both upper-tier and local municipalities. The report also recommends tax policy changes for the 2025 taxation year.

Key Points:

- Since the Province froze property assessments in 2020, Council has maintained the same tax ratios through 2024
- It is proposed the tax ratios remain unchanged for 2025, as property assessments remain frozen at January 1, 2016, levels until the Province completes its review of the property taxation and assessment system
- The new mandatory aggregate extraction property class takes effect in 2025 with a proposed tax ratio equal to the provincially prescribed transitional ratio. As aggregate extraction properties make up a small portion of taxable assessment, this does not have a material impact on other taxpayers
- Further to Council's [direction](#) in January to also explore non-development charges mechanisms to help address the Region's housing affordability challenges, a 35% discount for the multi-residential/purpose-built rental subclass is recommended for new, completed purpose-built rentals that received their building permits on, or after, May 23, 2024
- The 35% discount for the multi-residential/purpose-built rental subclass is recommended for the 2025 taxation year, to be revisited for 2026
- The discount for vacant and excess non-residential lands is proposed to be eliminated to support development objectives and improve tax equity

- The property tax increase deferral program participant eligibility is proposed to be updated to define low-income seniors as Guaranteed Income Supplement recipients to better align with other municipalities and legislated requirements

3. Background

Tax Ratios determine the distribution of property tax burden across property classes

Tax ratios determine how the property tax burden is allocated among different property classes. Along with the council-approved budget, tax ratios are used to calculate property tax rates.

The residential tax ratio is consistently maintained at 1.0, serving as the baseline against all other property classes measured. The proposed 2025 nominal tax rate is 0.375863%. The tax rate for each property class is determined by multiplying the residential tax rate by the corresponding tax ratio. For example, if the proposed tax ratios are adopted, the commercial tax rate would be 1.3321 times the residential tax rate. Table 1 shows the property tax ratios that have been in place since 2017.

Council has maintained consistent tax ratios since the property assessment values were frozen at January 1, 2016 levels in 2020. In the absence of a reassessment, continuing to maintain existing ratios would align with Council's approach. Potential updates to property tax ratios will be revisited following the next property reassessment, once the Province has completed its review.

Table 1
Property Tax Ratios Since 2017 Taxation Year

Property Class	2017 Ratios	2018 Ratios	2019 Ratios	2020-2024 Ratios	2025 Ratios (Proposed)	Ranges of Fairness¹
Residential	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Multi-Residential	1.0000	1.0000	1.0000	1.0000	1.0000	1.0 to 1.1
New Multi-Residential ²	1.0000	1.0000	1.0000	1.0000	1.0000	1.0 to 1.1
Commercial (incl. office)	1.1813	1.2323	1.2794	1.3321	1.3321	0.6 to 1.1
Industrial	1.4169	1.4973	1.5704	1.6432	1.6432	0.6 to 1.1
Pipelines	0.9190	0.9190	0.9190	0.9190	0.9190	0.6 to 0.7
Farmland	0.2500	0.2500	0.2500	0.2500	0.2500	0.25
Managed Forests	0.2500	0.2500	0.2500	0.2500	0.2500	0.25
Landfill	1.1000	1.1000	1.1000	1.1000	1.1000	0.6 to 1.1

Property Class	2017 Ratios	2018 Ratios	2019 Ratios	2020-2024 Ratios	2025 Ratios (Proposed)	Ranges of Fairness ¹
Aggregate Extraction ³	N/A	N/A	N/A	N/A	1.3371	0.6 to 1.1

¹ Ranges of fairness are the tax ratios established by the Province per [O. Reg. 386/98](#) and sections 308.1(3) and 308.1(2) of the *Municipal Act, 2001* to ensure properties of similar assessment levels pay similar amounts of taxes

² Includes New multi-residential (Municipal Reduction) subclass, subject to the New Multi-Residential Class tax ratio

³ Rounded. Actual proposed tax ratio is equal to Provincially prescribed transitional tax ratio per [O.Reg. 510/24](#) of the *Assessment Act, 1990*. The prescribed transition ratio was set outside the range of fairness in 2025 to minimize impacts on other taxpayers.

A new mandatory aggregate extraction property class took effect on January 1, 2025, offering eligible properties an additional Education Tax reduction

In July 2024, a temporary industrial subclass was established to reduce the Provincial Education Property Tax (EPT) rates for aggregate extraction properties, such as quarries and gravel pits. In 2024, twelve York Region properties were reclassified from the industrial class to the aggregate extraction subclass of industrial properties, receiving a 95% reduction in the EPT rate. All properties were still subject to the broad industrial class tax ratio of 1.6432, so this reclassification had no impact on Regional or local tax rates or revenues.

As of January 1, 2025, this temporary subclass of industrial properties was replaced by a new, separate aggregate extraction property class under [O. Reg. 370/24](#) of the *Assessment Act, 1990* (Assessment Act). The twelve properties were reclassified from the temporary industrial subclass to the new aggregate extraction property class for the 2025 tax year. The EPT rate is further reduced to 0.511%. In addition, the province set the range of fairness for the aggregate extraction class between 0.6 and 1.1. Acknowledging that the new range of fairness is lower than the industrial ratio for these properties in prior years, the province prescribed a transition ratio 1.337082 for York Region in the 2025 tax year, to minimize tax burden shifts among property classes.

Three tax policies were reviewed following Council direction in 2024

In 2024, Council initiated a review of several tax policies, including:

- The property tax increase deferral program for low-income seniors and low-income persons with disabilities through an action of the [2024 – 2027 Plan to Support Seniors](#)
- A potential Regional and municipal property tax discount of up to 35% for eligible new purpose-built rentals through the [2024 Tax Policy report](#)
- The existing discounts for non-residential vacant and excess commercial and industrial lands of 30% and 35% respectively, through the [2024 Tax Policy report](#)

NEW MULTI-RESIDENTIAL/PURPOSE-BUILT RENTAL SUBCLASS

York Region adopted the new multi-residential subclass in 2024 for eligible new purpose-built rentals

Before 2024, two mandatory property tax classes captured all purpose-built rental properties:

- **Multi-residential property class:** Introduced as mandatory in 1998 with a prescribed transition ratio of 2.0865. In 2003, York Region reduced the tax ratio to 1.0 to align with the residential tax ratio. York Region continues to offer the lowest multi-residential tax ratio of all Greater Toronto and Hamilton Area municipalities.
- **New multi-residential property class:** Introduced as optional in 1998, York Region adopted it in 2002 with a tax ratio of 1.0, before all other neighbouring municipalities. The class was made mandatory in 2017, and all other Ontario municipalities were subsequently required to adopt the new multi-residential class with a tax ratio between 1.0 and 1.1.

As part of the 2024 Ontario Budget, the Province introduced an optional subclass of new multi-residential properties called the new multi-residential (municipal reduction) subclass, defined in [O. Reg. 140/24](#) of the Assessment Act. Municipalities that adopt it may reduce municipal property taxes by up to 35% for eligible new purpose-built rental properties. The discount would be relative to a municipality's tax rate for new multi-residential properties. The Region does not have flexibility to change eligibility criteria but may set a discount rate of between 0% and 35%. On May 23, 2024, York Region adopted the new multi-residential municipal reduction subclass, with an initial discount rate of 0%.

VACANT AND EXCESS COMMERCIAL AND INDUSTRIAL LAND DISCOUNT

Vacant and excess non-residential land discount is the only remaining transition policy introduced after 1998 taxation system reform

When the Province standardized the property assessment and taxation system in 1998, the vacant unit rebate, capping and clawback, and the vacant and excess land discount were introduced to help businesses transition to the current system. Council eliminated the vacant unit rebate in 2018 and completed phasing-out capping and clawback by 2020. The only remaining transition policy is the 30% property tax discount for vacant and excess commercial and 35% discount for vacant and excess industrial properties.

Vacant land is defined as unused land without a structure. Lands located in areas principally zoned as commercial or industrial are deemed commercial vacant land or vacant industrial lands, respectively. Excess lands are severable portions of a property that are surplus to the current use. Farmland is not included in the definition of vacant and excess commercial and industrial land. Properties included in the farm class, as defined in section 8-8.1 of O. Reg. 282/98 of the Assessment Act, as well as farmland awaiting development used solely for farm purposes, receive a

75% discount on the residential tax rate. This report does not propose changes to the tax treatment of farmland or farmland awaiting development.

PROPERTY TAX INCREASE DEFERRAL PROGRAM FOR LOW-INCOME SENIORS AND PERSONS WITH DISABILITIES

Region's property tax deferral program for low-income seniors and low-income persons with disabilities has not been updated since 2008

Section 319 of the Municipal Act requires single and upper-tier municipalities to adopt a bylaw providing tax relief to low-income seniors and low-income persons with disabilities, as defined in the bylaw. Province introduced this provision to mitigate 1998 property tax reform impacts and relieve financial hardship. Through By-law No. A-0339-2004-026, as amended by 2008-17, the Region offers the Low-income Seniors and Low-income Persons with Disabilities Property Tax Increase Deferral program ("property tax increase deferral program") to meet Municipal Act requirements.

The program allows eligible homeowners, by application, to defer all or a portion of annual property tax bill increases for their primary residence, interest-free, until the property is sold. The deferral includes the Regional, local and Provincial property tax portions. For example, if an eligible resident participated in the property tax deferral program every year since 1999, the resident would continue to pay the same tax bill as they did in 1999. Each year, the difference from the actual amount paid and the full tax bill would accumulate as property taxes owing, and the sum would become payable when the property is sold or transferred, except for a transfer of ownership to a spouse.

Eligibility criteria have remained unchanged since the program's inception in 1999. By bylaw, seniors aged 65 and older, regardless of income level, and low-income persons with disabilities may be eligible to defer the full tax increase. A partial deferral of any tax increase in excess of \$100 is available to seniors aged 55 to 64 whose household income from all sources is under \$23,000 (single) or \$40,000 (household of two or more persons).

4. Analysis

Over the past year, key policies were reviewed through a multi-faceted process

Detailed reviews were undertaken for the new multi-residential discount, vacant and excess land discount, and property tax deferral program, including:

- Three public online surveys launched in November 2024, shared through a comprehensive communication plan including a *York.ca* news story, social media posts and other media outlets
- An interjurisdictional scan of other Ontario municipalities
- Regional and senior government policy alignment and analysis

- Consultation with Building Industry and Land Development Association (BILD) in October 2024
- Consultations with local municipal staff and neighboring municipalities
- Financial analysis of potential impact of the potential policy changes

NEW MULTI-RESIDENTIAL/PURPOSE-BUILT RENTAL SUBCLASS

A discount of up to 35% is the Region's only available property tax option to incentivize private market purpose-built rental development

Since 2003, York Region maintained the lowest allowable tax ratio of 1.0 for all purpose-built rental properties (multi-residential and new multi-residential properties). Even after other municipalities reduced their new multi-residential tax ratios following Provincial mandates in 2017, the Region's tax rates continue to be among the lowest in the Greater Toronto and Hamilton Area (GTHA), as shown in Table 2.

The Region's property tax tools to incentivize purpose-built rental are restricted by legislation. For instance, Bill 185, the *Cutting Red Tape to Build More Homes Act, 2024* eliminated the Region's planning responsibility and Official Plan, restricting the Region from offering property tax relief by participating in local municipal Community Improvement Plans. Since the tax ratio cannot be reduced further, the Region's only other available property tax policy option to incentivize the development of private market purpose-built rentals is to implement a tax rate discount through the new multi-residential (municipal reduction) subclass.

Table 2
2024 New Multi-Residential Tax Ratios and Rates by Municipality

Municipality	Tax Ratio	Total Property Tax Rate¹
Durham	1.10	1.393825%
Hamilton	1.00	1.297213%
Peel	1.00	0.981845%
Halton	1.00	0.846598%
York	1.00	0.826204%
Toronto	1.00	0.715289%

¹ Includes regional, local municipal and provincial tax rates

As of February 2025, Toronto is the only other Ontario municipality that adopted the new multi-residential subclass

Outside of York Region, the [City of Toronto](#) is the only other municipality to adopt the new multi-residential subclass. In February, Toronto implemented a 15% discount in the 2025 tax year, below the maximum of 35%, to align with Toronto's Small Business Subclass discount.

Although the City of Mississauga requested that Peel Region adopt the new multi-residential subclass with a 35% discount in January 2025, Peel Council has yet to consider the subclass. Halton Region also has not yet considered adopting it. The Region of Durham and the City of Hamilton did not recommend adopting the subclass in 2024 primarily due to concerns about impacts on other taxpayers. However, preliminary financial analysis indicates impacts on the average homeowner in York Region would be limited. Consultations indicate stakeholders believed a discount for purpose-built rental properties could encourage development

In the public survey held last Fall, 59% of all respondents agreed that a property tax discount could encourage more purpose-built rental development in the Region. Among those that owned property suitable for multi-residential development, 71% indicated a property tax discount would encourage them to build a purpose-built rental development, and most favoured a 35% discount. At an October 2024 consultation, BILD members echoed that a property tax discount of at least 35% would be a good start to improving the financial viability of purpose-built rental projects.

Since there are no completed eligible properties, a new purpose-built rental discount is not expected to have an immediate impact in 2025

Any discount offered for new purpose-built rental properties would need to be recovered from other taxpayers. However, only buildings whose permits were issued on or after May 23, 2024, would be eligible for a potential discount. As a result, any future purpose-built rentals that would receive a discount are still under construction and would only become eligible once they are completed.

A new purpose-built rental discount could help address housing challenges

The [October 2024 report](#), Actions to Increase Affordable and Community Housing Under the Next 10-Year Housing and Homelessness Plan, identified a property tax discount through the new multi-residential subclass as an incentive for private market development. In January of this year, Council [directed](#) staff to explore development charges-related tools, as well as other mechanisms, to help address housing affordability in the Region.

A 35% discount would have minimal impacts on the average residential homeowner

If Council approves a 35% discount, the tax bill savings for a new purpose-built rental would vary based on its assessed value, number of units, and location. Table 3 illustrates preliminary estimates of Regional and local municipal tax bill savings for a 200-unit new purpose-built rental with three possible taxable assessments, based on historical averages and recent builds. For the purpose-built rental, a 35% discount could amount to total tax savings of between \$100,000 to \$200,000 per year.

The average single detached homeowner would see a total tax bill increase of between \$0.25 to \$0.50 per new building.

Table 3
Potential Regional Tax Bill Savings For Eligible New Purpose-Built Rentals

Potential Purpose-Built Rental Assessment	New Purpose-Built Rental		Avg. Homeowner Impact	
	Regional Tax Bill Savings	Local Tax Bill Savings	Regional Tax Bill Increase	Local Municipal Tax Increase
48,000,000	(\$63,000)	(\$39,000)	\$0.16	\$0.10
60,000,000	(\$79,000)	(\$49,000)	\$0.20	\$0.12
90,000,000	(\$118,000)	(\$74,000)	\$0.29	\$0.18

VACANT AND EXCESS COMMERCIAL AND INDUSTRIAL LAND DISCOUNT

Eliminating the vacant and excess land discount aligns with Council policies, other Ontario jurisdictions, and public support

Council has adopted several plans and policies that aim to plan for and encourage development and increase job density in urban growth areas, where much of the vacant and excess land is located. These include the 2024 Provincial Planning Statement, the 2022 Transportation and Water and Wastewater Master Plans, 2023-2027 Strategic Plan, 2024 Economic Development Plan, development charges deferrals for non-residential developments.

The vacant and excess land discount may inadvertently undermine those objectives. Currently, the discounted tax rate for vacant and excess commercial properties is lower than even the residential tax rate, creating an unintentional property tax incentive to keep lands vacant or delay development. In addition, 80% of respondents to the Fall 2024 public survey on the vacant and excess land discount supported eliminating it.

Province has already phased out the Vacant and Excess Land Discount for the education portion of property taxes

The vacant and excess land discount initially applied to both the municipal and education portions of property tax. In 2017 and 2018, the Province allowed municipalities to eliminate the discount on municipal property taxes. By 2020, the Province phased out the vacant and excess land discount for the education portion of property taxes regardless of municipal decisions. As there was no unfavourable impact on the Region's industrial or commercial growth after that time, eliminating the vacant and excess land discount would not impact the Region's tax competitiveness.

By 2020, 90% of Southern Ontario municipalities eliminated the discount. The City of Toronto did not eliminate the discount due to concerns that it could constrain manufacturing. However, eliminating the discount is not expected to negatively affect the Region's competitiveness and growth. Even without the discount, York Region vacant and excess properties would be subject to the lowest commercial tax rate and second-lowest industrial tax rate in the GTHA, as shown in Table 4.

Table 4
Total Vacant and Excess Land Property Tax Rates¹

Municipality	Vacant/Excess Commercial Tax Rate	Vacant/Excess Industrial Tax Rate
Durham	2.515634%	3.162555%
Hamilton	3.339640%	3.244950%
GTHA Average	2.165443%	2.389573%
Peel	2.081634%	2.195177%
Halton	1.772808%	2.334237%
Toronto	1.824074%	1.793871%
York (Current) ²	1.433907%	1.528858%
York (without Discount) ²	1.666681%	1.805177%

¹ Combined Regional, Local, and Education Tax Rates

² Proposed 2025 Tax rate shown for York Region. 2024 tax rates are shown for the other municipalities, as this is the most recent available.

Eliminating vacant and excess land discount would provide relief to other taxpayers and fully offset expected impact of a new 35% multi-residential discount

In 2025, there are 1,171 commercial and industrial vacant or excess land parcels in the Region, with a total assessment value of \$2.9 billion. These parcels would receive Regional tax discounts totaling \$5.1 million, recovered from all other taxpayers, primarily the residential class. Eliminating the property tax discount for vacant and excess commercial and industrial land would result in the savings being redistributed to all other property classes, as shown in Table 5. Benefits would be even higher when incorporating the local municipal tax portion. The removal of this would also fully offset any increase required to fund the new multi-residential discount.

Table 5**Estimated Benefit to Other Properties if Vacant and Excess Land Discount is Eliminated**

Property Class	2025 Regional Tax Bill Savings
Single Detached Home	\$13
Built Commercial Property	\$30
Built Industrial Property	\$67

PROPERTY TAX INCREASE DEFERRAL PROGRAM FOR LOW-INCOME SENIORS AND PERSONS WITH DISABILITIES**Participation in the property tax increase deferral program is low, and it is unclear how many are low-income seniors**

According to data provided by local municipalities, participation in the program has remained low, with 196 participants in 2024, representing just 0.2% of 112,500 estimated eligible homeowners. Over 90% of participants are seniors aged 65 and older, who are not subject to income thresholds. Without income verification, it is unclear if the program is effectively targeting support to those with financial need. As of year-end 2023, the Region's portion of total, outstanding deferred taxes is estimated to be \$105,000, based on information provided by local municipalities. Local municipalities are responsible for administering the program, including processing applications and verifying and maintaining records. Due to low financial impacts and to simplify administration, some local municipalities absorb the Region's portion of deferred taxes and continue remitting full tax revenues to the Region.

Most municipalities offer tax increase deferral programs targeting recipients of the Federal Guaranteed Income Supplement or the Ontario Disability Support Program

Most municipalities offer tax increase deferral programs, which also have low participation rates. For the aged 55 to 64 group, York Region's income threshold is lower than all other municipalities reviewed (Appendix A). Most upper and single-tier municipalities identify low-income seniors as recipients of the Guaranteed Income Supplement (GIS), under Part II of the *Old Age Security Act, R.S.C., 1985*. Low-income persons with disabilities are typically defined as Ontario Disability Support Program (ODSP) recipients, which largely aligns with the Region's bylaw. These approaches also align with the *Provincial Land Tax Act, 2006*, which governs a similar property tax deferral program administered by the Province in unincorporated northern Ontario areas outside of municipalities.

Targeting GIS recipients aligns with Municipal Act requirements, best practices and ensures inflation is automatically reflected in income thresholds

Starting in the 2025 taxation year, the program's eligibility criteria are proposed to be updated such that low-income seniors would be defined in the bylaw as GIS recipients. No change is proposed in

other program eligibility criteria, including the definition of low-income persons with disabilities. This update would improve alignment with the Municipal Act and neighbouring municipalities and would ensure support is targeted to those in financial need. Since the Canadian government adjusts the GIS income threshold annually for inflation, the program would accommodate these adjustments, and income thresholds would not require frequent annual updates to account for rising costs.

Survey responses suggest opportunity to improve communication about the property tax increase deferral program

An online, public survey on the property tax deferral program was held in the Fall of 2024. Of 115 survey respondents, 39% indicated they were previously unaware of the property tax increase deferral program. Responses identified an opportunity to better communicate the tax deferral program and existing grants. Connecting seniors and caregivers to the right programs and services at the right times is a priority area of the [2024 to 2027 Plan to Support Seniors](#). Development of a York Region-specific navigation guide for seniors, information resources, and other action items aimed at improving system navigation already underway could help improve public knowledge and access to existing programs.

55% of survey respondents indicated they would prefer a rebate or grant-based relief over a tax deferral. Several Provincial and local municipal property tax grants are already available to support seniors and persons with disabilities. These include:

- [**Ontario Seniors Homeowners' Property Tax Grant**](#): provides eligible low-income seniors with up to \$500 annually to offset property tax costs
- [**Exemptions for Seniors and Persons with Disabilities**](#): provides property tax exemption on the assessed value of residential property alterations, improvements, or additions made to accommodate a senior (aged 65 or older) or a person with a disability
- **Local municipal property tax grants and rebates**: In York Region, the [City of Vaughan](#), [Town of Newmarket](#), and [City of Richmond Hill](#) offer property tax grants of \$406, \$370 and \$445, respectively, to low-income seniors (defined as GIS recipients). The grants are fixed amounts and increase in line with annual municipal operating budgets.

Establishing tax ratios supports Region's Vision, including Good Government and Economic Vitality

The Region's Vision for Good Government includes providing residents with good value for their tax dollars. Tax ratios are a tool by which the Region can support the Vision as they determine how the tax burden is distributed among the different property classes. Tax ratios also support economic vitality by ensuring the Region's tax policies are competitive among neighbouring municipalities, as equitable tax burdens among different property classes can help the Region continue to attract businesses and residents.

5. Financial Considerations

This report does not present current or anticipated financial changes to the Region's budget or fiscal position. Adoption of tax ratios enables the Region to set tax rates to raise the amount of revenue Council approves through the annual budget process. The ratios and other tax policies do not affect the total amount of taxes collected, only the distribution of the tax burden among different property classes. Impacts of individual policy recommendations are summarized in Table 6.

Table 6
Financial Impact of Policy Recommendations

Policy	Impact
Implementing a 35% discount for the new multi-residential subclass	None in 2025, as there are no properties in the subclass eligible for any discount in this tax year. When a new eligible property is completed, the value of the discount would be recovered from other taxpayers, with an estimated homeowner tax bill impact ranging from \$0.25 to \$0.50 per new building.
Updating property tax deferral program eligibility to define low-income seniors as GIS recipients	Any property tax amounts would be deferred interest-free and remain payable. Foregone interest is estimated to be approximately \$360 per year for every 100 participants.
Eliminating the vacant and excess commercial and industrial land discounts	Tax rates and average tax bills for other property types would be reduced in accordance with recommended tax ratios. Discount previously recovered from other taxpayers would be reversed, resulting in annual Regional tax bill savings of \$13 for the average homeowner.

6. Local Impact

In line with section 308 of the *Municipal Act*, York Region establishes tax ratios to support the tax rate setting process for the Region and its nine local municipalities. Local municipal staff were consulted as part of the development of the recommendations in this report. Local municipalities' ability to collect tax levy revenues needed to fund their own budgeted expenditures would be unaffected by recommendations in this report.

Eliminating the vacant and excess land discount will result in shifts in the Regional tax levy shares borne by local municipalities, depending on each local municipality's property composition, including the number of vacant and excess properties. Tax levy share impacts are shown in Appendix B.

However, all residential properties and built commercial and industrial properties in every local municipality would have lower tax bills, as the value of the vacant and excess land discount would be redistributed to them. Appendices C and D illustrate average 2025 Regional tax bill impacts by property type and local municipality.

The proposed 35% new multi-residential subclass discount would not immediately affect local municipal tax shares, as no properties are currently in the subclass. Any impacts will be reported to Council as new purpose-built rentals are completed.

Updating the property tax deferral program would align eligibility criteria with existing local municipal grants for low-income seniors. This change is not expected to have significant administrative impacts on local municipalities.

7. Conclusion

The proposed 2025 tax ratios will help set rates to meet the property tax levy approved in the 2025 budget. Updates recommended by this report will align with Council-approved policies, meet legislated requirements, and address input received through consultations.

For more information on this report, please contact Bonny Tam, Director (A), Treasury Office at 1-877-464-9675 ext. 75885. Accessible formats or communication supports are available upon request.

Recommended by:



Laura Mirabella

Commissioner of Finance and Regional Treasurer



Approved for Submission:

Erin Mahoney

Chief Administrative Officer

April 22, 2025
16538190

Appendix A – Property Tax Deferral Program Interjurisdictional Scan

Appendix B – Local Municipal Property Tax Shifts

Appendix C – Change in Non-Vacant Property Regional Tax Bills from Eliminating the Vacant and Excess Land Discount

Appendix D – Change in Vacant Property Regional Tax Bills from Eliminating the Vacant and Excess Land Discount

APPENDIX A – Property Tax Deferral Program Interjurisdictional Scan

Municipality	Program	Income Threshold	Eligibility Criteria
Halton Region	Property Tax Increase Deferral	\$66,100	<ul style="list-style-type: none"> • Proof of age • Receipt of ODSP • Receipt of GIS
	Full Property Tax Bill Deferral		
Toronto ¹	Property Tax Increase Deferral	\$60,000	<ul style="list-style-type: none"> • Receipt of ODSP or: • Age 50+ receiving a pension
	Property Tax Increase Cancellation		<ul style="list-style-type: none"> • Age 60 to 64 and in receipt of GIS • Over 65 years of age
Durham Region	Property Tax Increase Deferral	\$52,848	<ul style="list-style-type: none"> • Proof of age • Receipt of ODSP
	Property Tax Bill Deferral		<ul style="list-style-type: none"> • Receipt of GIS
Niagara Region	Property Tax Increase Deferral	\$52,848	<ul style="list-style-type: none"> • Proof of age • Receipt of ODSP • Receipt of GIS
Peel Region	Harmonized Property Tax Grant	\$52,848	<ul style="list-style-type: none"> • Proof of age • Receipt of ODSP • Receipt of GIS
Waterloo Region	Property Tax Increase Deferral	\$52,848	<ul style="list-style-type: none"> • Proof of age • Receipt of ODSP • Receipt of GIS
York Region	Property Tax Increase Deferral	\$40,000	<ul style="list-style-type: none"> • Proof of age • Receipt of ODSP • Age 55 to 64 with annual gross household income of \$23,000 or less if single, \$40,000 or less if family of two or more people • Over 65 years of age

¹ City of Toronto has increased its income threshold by 5% from 2024

APPENDIX B – Local Municipal Property Tax Shifts

Municipality	2025 Tax Levy: Status Quo¹ (\$000s)	Increase/ (Decrease) Due to Elimination of Vacant/Excess Land Discount (%)	2025 Tax Levy: Vacant/Excess Land Discount Eliminated (\$000s)
Aurora	73,494.1	0.01%	73,500.1
East Gwillimbury	37,210.5	0.16%	37,270.9
Georgina	35,338.9	(0.05%)	35,322.7
King	40,712.2	0.04%	40,727.0
Markham	426,070.2	(0.08%)	425,724.5
Newmarket	82,694.0	(0.18%)	82,549.1
Richmond Hill	275,209.4	(0.20%)	274,661.2
Vaughan	461,066.4	0.16%	461,783.7
Whitchurch-Stouffville	59,268.1	0.13%	59,346.4
PIL	5,247.5	3.40%	5,425.7
Total	1,496,311.4	0.00%	1,496,311.4

¹ Includes impact of Aggregate Extraction property class

APPENDIX C — Change in Non-Vacant Property Regional Tax Bills from Eliminating the Vacant and Excess Land Discount

	Residential¹		Non-Vacant Commercial²		Non-Vacant Industrial³	
	Avg. 2025 Region Tax Bill	(Savings)	Avg. 2025 Region Tax Bill	(Savings)	Avg. 2025 Region Tax Bill	(Savings)
Aurora	\$3,398	(\$12)	\$12,530	(\$45)	\$15,179	(\$55)
East Gwillimbury	\$2,560	(\$9)	\$10,953	(\$39)	\$15,336	(\$55)
Georgina	\$1,709	(\$6)	\$4,123	(\$15)	\$2,838	(\$10)
King	\$4,248	(\$15)	\$5,913	(\$21)	\$9,051	(\$35)
Markham	\$4,110	(\$15)	\$6,502	(\$23)	\$16,618	(\$60)
Newmarket	\$2,671	(\$10)	\$10,095	(\$36)	\$13,992	(\$50)
Richmond Hill	\$4,449	(\$16)	\$8,349	(\$30)	\$17,391	(\$63)
Vaughan	\$3,828	(\$14)	\$10,321	(\$37)	\$21,659	(\$78)
Whitchurch-Stouffville	\$3,230	(\$12)	\$5,479	(\$20)	\$9,922	(\$36)

¹ Based on average 2025 assessments of single-detached home values

² Based on average 2025 assessments of occupied commercial shopping centers, retail and office space properties

³ Based on average 2025 assessments of large and other industrial properties

**APPENDIX D — Change in Vacant Property Regional Tax Bills from Eliminating the Vacant and
Excess Land Discount**

	Vacant Commercial		Vacant Industrial	
	Avg. 2025 Region Tax Bill	Increase	Avg. 2025 Region Tax Bill	Increase
Aurora	\$7,571	\$2,252	\$7,768	\$2,701
East Gwillimbury	\$4,711	\$1,401	\$15,822	\$5,501
Georgina	\$2,140	\$637	\$3,911	\$1,360
King	\$2,660	\$791	\$18,440	\$6,411
Markham	\$14,488	\$4,310	\$22,447	\$7,804
Newmarket	\$5,507	\$1,638	\$7,968	\$2,770
Richmond Hill	\$7,896	\$2,349	\$24,567	\$8,541
Vaughan	\$22,474	\$6,686	\$28,393	\$9,871
Whitchurch-Stouffville	\$6,190	\$1,841	\$12,820	\$4,457

From: [Regional Clerk](#)
Subject: Regional Council Decision - Water and Wastewater Capital Infrastructure Status Update
Date: May 26, 2025 2:04:55 PM

On May 22, 2025 Regional Council made the following decision:

1. The Regional Clerk circulate this report to the Ontario Ministers of Environment, Conservation and Parks, Municipal Affairs and Housing and Infrastructure, Clerks of the local municipalities, Building Industry and Land Development Association, and the Ontario Home Builders' Association.

The original staff report is available for your information at the following link:

[Water and Wastewater Capital Infrastructure Status Update](#)

Please contact Pina Accardi, Director, Capital Delivery, Water and Wastewater, Public Works at 1-877-464-9675 ext. 75355 if you have any questions with respect to this matter.

Regards,

Christopher Raynor (he/him) | Regional Clerk, Regional Clerk's Office, Corporate Services Department

The Regional Municipality of York | 17250 Yonge Street | Newmarket, ON L3Y 6Z1
O: 1-877-464-9675 ext. 71300 | christopher.raynor@york.ca | york.ca

Our Mission: **Working together to serve our thriving communities – today and tomorrow**

Water and Wastewater Capital Infrastructure Status Update

On May 22, 2025 Regional Council made the following decision:

1. The Regional Clerk circulate this report to the Ontario Ministers of Environment, Conservation and Parks, Municipal Affairs and Housing and Infrastructure, Clerks of the local municipalities, Building Industry and Land Development Association, and the Ontario Home Builders' Association.



The Regional Municipality of York

Committee of the Whole

Environmental Services

May 8, 2025

FOR DECISION

Report of the Commissioner of Public Works

Water and Wastewater Capital Infrastructure Status Update

1. Recommendation

The Regional Clerk circulate this report to the Ontario Ministers of Environment, Conservation and Parks, Municipal Affairs and Housing and Infrastructure, Clerks of the local municipalities, Building Industry and Land Development Association, and the Ontario Home Builders' Association.

2. Purpose

This report updates Council on key water and wastewater infrastructure projects required to support planned growth in York Region and ensure the existing system is maintained in a state of good repair.

Key Points:

- 2025 Public Works Budget and 10-Year Capital Plan include \$4.64 billion in water and wastewater projects, including \$3.16 billion for growth infrastructure of which \$2.3 billion is funded by Development Charges to provide servicing capacity in Regional water and wastewater systems and \$1.47 billion in proactive asset management to ensure continued water and wastewater system reliability
- Implementation of water and wastewater works identified in Public Works 10-Year Capital Plan is underway with no major delays to deliver capacity needed to service planned growth

3. Background

Capital Plan focuses on building the Regional water and wastewater network, sustaining service levels, and managing system risk and resiliency

Water and wastewater infrastructure works comprise 38% of the Region's total 2025 10-Year Capital Plan. At the end of 2024, the capital program had 166 active projects focused on building the

Regional trunk system, maintaining infrastructure in a state of good repair, and managing system risk and resiliency. The number of active projects by delivery phase is summarized in Table 1.

Table 1
2024 Active Water and Wastewater Projects by Project Delivery Phase

Project Delivery Phase	Number of Active Projects
Planning	19
Environmental Assessment	5
Design	59
Construction	67
Warranty	16
Total	166

\$4.64 billion of capital water and wastewater infrastructure works are included in the 2025 Public Works 10-Year Capital Plan

2025 Public Works 10-Year Capital Plan includes \$4.64 billion in water and wastewater projects. Of this total, \$3.16 billion is for growth infrastructure in the water and wastewater program of which \$2.3 billion is funded by Development Charges, and \$1.47 billion is for rehabilitation and replacement.¹ The Public Works 10-Year Capital Plan reflects multi-year Capital Spending Authority for water and wastewater infrastructure projects of \$2.29 billion. A summary of key growth infrastructure project costs, based on the 2025 approved budget, is provided in Appendix E. A breakdown of estimated costs by program area is provided in Table 2.

Table 2
Public Works Water and Wastewater 10-Year Capital Plan

Capital Program Area	Expenditures (2025 – 2034)
Key Growth Infrastructure Projects (detailed in Appendix E)	\$2,334.4M
Other Water Growth Capital Projects	\$333.0M
Other Wastewater Growth Capital Projects	\$497.1M
Water Rehabilitation/Replacement	\$625.9M
Wastewater Rehabilitation/Replacement	\$846.7M
Total	\$4,637.1M

¹ Numbers do not add due to rounding.

Longevity of existing infrastructure is achieved through comprehensive asset management

One of Public Works' core mandates involves proactively managing and maintaining infrastructure to ensure reliability and compliance with all regulatory requirements. Accordingly, the department monitors condition and performance of the Region's multi-billion-dollar asset base. Infrastructure rehabilitation and replacement requirements to maintain current levels of service are estimated at about \$1.47 billion over the next 10 years. Some key projects and programs include: Duffin Creek Incinerator Replacement Project, York Durham Sewage System (YDSS) Rehabilitation Program, Ductile Iron Watermain Replacement Program, Inflow and Infiltration Reduction Program, Groundwater Treatment Program, Water Storage Reservoir Rehabilitation Program, and Elevated Water Tank Rehabilitation Program.

Impacts to program delivery timing and cost escalation risks are reported through the annual budget process

The construction industry continues to experience volatility due to world events and economic pressures. High demand for construction materials and skilled labour, coupled with the threat of tariffs, workforce shortages and inflation continue to drive up prices, impacting capital costs and project plan predictability. In delivering the 10-Year Capital Plan, these capital cost escalation and project timing risks are closely monitored through a robust monitoring system, enabling mitigation strategies to be applied. Any necessary adjustments are communicated through the annual budget process, as projects advance through planning and design. Financial, schedule and technical risk assessment within the budget process is performed with the goal of maintaining the Region's financial sustainability.

Innovation in project delivery ensures value for money during all phases of execution

Rigor in capital delivery processes to balance quality, value for money and longevity of infrastructure begins with capital planning and procurement strategies that encourage a competitive bidding environment. Staff are pursuing collaborative procurement models, such as Construction Manager at Risk (CMAR), that promote early contractor engagement, helping to recognize risk earlier on in the design process and avoiding inflated costs at the tendering stage resulting from technical and commercial uncertainty. The CMAR model may also help minimize costly redesigns and delays during construction that can negatively impact project completion.

4. Analysis

The following sections provide an update on key water and wastewater projects under the following general headings: North YDSS Expansion, York Durham Primary Sewage System, Vaughan Servicing Projects, Additional Water and Wastewater Servicing Projects. A project summary and location map are included in Appendices A and B, respectively.

NORTH YDSS EXPANSION

North YDSS Expansion Phase 1 design is underway to provide future system capacity

[York Region Sewage Works Project Report](#) identified 22 project components for North YDSS Expansion to fulfill the Lake Ontario-based servicing solution mandated by the Province in the *Supporting Growth and Housing in York and Durham Regions Act, 2022*. In 2024 the Region secured \$140 million through a joint application with the Towns of Aurora, East Gwillimbury and Newmarket to the provincial Housing-Enabling Water Systems Fund for projects in Phase 1 of the North YDSS Expansion.

North YDSS Expansion will be delivered in three phases as shown in Appendix C. North YDSS Expansion Phase 1 design, comprised of seven project components, is underway. The 2023 capacity assignment included 7,171 persons of capacity for Aurora and Newmarket contingent on completion of the North YDSS Expansion Phase 1. Council authority will be sought to assign the balance of capacity from implementing the North YDSS Expansion Phase 1 in the next capacity assignment in Q4 2025.

At present, if the Region debt financed Phases 2 and 3, debt levels would rise beyond sustainable limits, therefore developer financing options are being explored. Updated costs of Phases 2 and 3 will be included in the 2026 DC Bylaw, which will also include a DC Credit Policy refresh, to help facilitate the provision of DC Credits. These options will assess the viability of a financing agreement with the North YDSS landowners that will mitigate the financial risk associated with delivering this project.

YORK DURHAM PRIMARY SEWAGE SYSTEM

Capital Plan includes \$227 million for Primary Trunk Sewer twinning project

The Primary Trunk Sanitary Sewer (Primary Trunk) is a critical section of YDSS, collecting wastewater flows from eight municipalities of York Region, Town of Ajax and City of Pickering into the Duffin Plant. The southern section of the Primary Trunk, as shown on the map in Appendix B, will require a new trunk sanitary sewer parallel to the existing, referred to as “twinning”. The twinned sewer, about five kilometers long, will ensure essential service is maintained by increasing conveyance capacity and overall system security.

York Region and Durham Region have planned for Primary Trunk Twinning as part of long-term infrastructure needs of the shared system. Field studies and preliminary design of the Primary Trunk are being finalized. The twinned sewer is planned to be in service in 2031.

Future expansion needs of Duffin Plant were reviewed and included in the York Region Sewage Works Project as required by the *Supporting Growth and Housing in York and Durham Regions Act, 2022*. With the majority of York Region to be serviced well into the future by the Duffin Plant, additional treatment capacity will be required by 2036.

VAUGHAN SERVICING PROJECTS

Construction is progressing on West Vaughan Sewage Servicing projects

An Environmental Assessment for West Vaughan Sewage Servicing to service future growth of 33,200 persons and 50,100 employment population was completed in 2013. West Vaughan Sewage Servicing project includes 14 kilometres of trunk sewer, with 12 kilometres to be completed by 2028 and the remaining two kilometres completed after 2034. It includes expanding the Humber Sewage Pumping Station which is in construction and planned for completion by 2026. The trunk sewer construction started in 2024 and is progressing well.

Northeast Vaughan Water and Wastewater Servicing projects are underway to meet advanced construction timelines

The Environmental Assessment study to provide additional water and wastewater servicing capacity accommodating anticipated growth in Northeast Vaughan up to 2051 was filed in 2019. This servicing capacity includes 155,000 persons of residential and employment within the wastewater service area and 115,000 persons of residential and employment within the water service area.

In [June 2020](#), Council authorized the Region to execute an agreement with the development community and Block 27 Landowners Group to advance construction of Northeast Vaughan Water and Wastewater Phase 1 Servicing (map Appendix B). Appendix D identified current project status and planned in-service dates for servicing solutions.

ADDITIONAL WATER AND WASTEWATER SERVICING PROJECTS

Design projects are nearing completion for Nobleton Water and Wastewater Servicing

An Environmental Assessment was filed for the Nobleton community on November 3, 2021, recommending water and wastewater servicing solutions to accommodate planned growth to 10,900 persons. Preferred solutions include increasing existing well capacity and expanding capacity at the Janet Avenue Pumping Station and the Nobleton Water Resource Recovery Facility.

Engineering design assignments for Janet Avenue Pumping Station upgrades and Nobleton Water Resource Recovery Facility are on track for tendering in 2025.

Nobleton Developer Group has requested wastewater and water construction works be advanced immediately following completion of design to facilitate full buildout of their lands. A staff report was brought to Council in Q1 2025 to authorize staff to negotiate principles of a development charge credit agreement for the wastewater works.

Sutton Water Resource Recovery Facility expansion contingent on assessment of flows

Sutton Water Resource Recovery Facility was commissioned in 2003 with an original design capacity to service 7,500 persons. An Environmental Assessment for plant expansion to service up to 13,500 persons was completed in 2010.

Since 2016, the plant has been operating at less than 60% capacity and expansion works were forecasted in the [2022 Water and Wastewater Master Plan](#) for the 2032-2041 timeframe. A future capacity expansion project will be assessed once flow reaches 70% of plant capacity which may occur within the next two years given current building activity. An environmental assessment for expansion of High Street and Woodriver Bend Sewage Pumping Stations is underway to align timing of work in the stations with future plant capacity expansion.

North Markham Water and Wastewater Servicing Environmental Assessments initiated to service growth for City of Markham and Town of Stouffville

To service about 130,000 persons growth in whitebelt lands in north Markham and Stouffville, a water and wastewater environmental assessment was advanced and awarded in 2024. Additional water infrastructure will provide redundancy to the existing Elgin Mills watermain in Markham and facilitate an additional Lake Ontario-based water connection for the York Water System to service Aurora, Newmarket and East Gwillimbury. To meet anticipated growth resulting from Minister's Zoning Orders in 2021 and 2022 for lands straddling Markham and Whitchurch-Stouffville, funding for the environmental assessment of an additional 4km extension of the proposed regional sewer extension along McCowan Road was provided by a McCowan Sewer landowners group. This new extension was included in the [2022 Water and Wastewater Master Plan Amendment](#) presented to Council in February 2025 and will inform the DC Bylaw update. Potential changes to this timing will be assessed through monitoring of growth needs in these areas.

5. Financial Considerations

This report does not present current or anticipated financial changes to the Region's budget or fiscal position.

6. Local Impact

Region continues to work closely with local municipalities to facilitate community growth

Priority projects detailed in this report are crucial to providing timely servicing capacity to municipalities. This water and wastewater capacity is necessary to meet planned growth expectations while maintaining a high level of environmental and public health protection. Continued support from local municipalities on inflow and infiltration reduction efforts and commitments to new development standards will help support capacity management in the system.

The next capacity assignment report is planned for Q4 2025. A collaborative approach with local municipalities will continue to assist with reporting on their local capacity allocation in a timely manner to support future growth commitments. Accurate, timely and transparent data exchanges are foundational to optimize infrastructure delivery in a financially sustainable way avoiding early-stage servicing challenges.

7. Conclusion

\$4.64 billion 10-Year Capital Plan for water and wastewater includes required projects for current and future capacity assignments

This report provides Council with a status of priority water and wastewater projects within the 2025 Public Works 10-Year Capital Plan and their relationship to timing of servicing capacity. Overall, 67 active construction projects are underway and no major construction delays are anticipated at this time. Continuing to monitor these projects will ensure capacity assignment is synchronized with project delivery schedules.

For more information on this report, please contact Pina Accardi, Director, Capital Delivery, Water and Wastewater, Public Works at 1-877-464-9675 ext. 75355. Accessible formats or communication supports are available upon request.

Recommended by:



Mike Rabeau, P.Eng.

General Manager, Capital Infrastructure Services



Laura McDowell, P.Eng.

Commissioner of Public Works



Approved for Submission:

Erin Mahoney

Chief Administrative Officer

April 22, 2025

#16550728

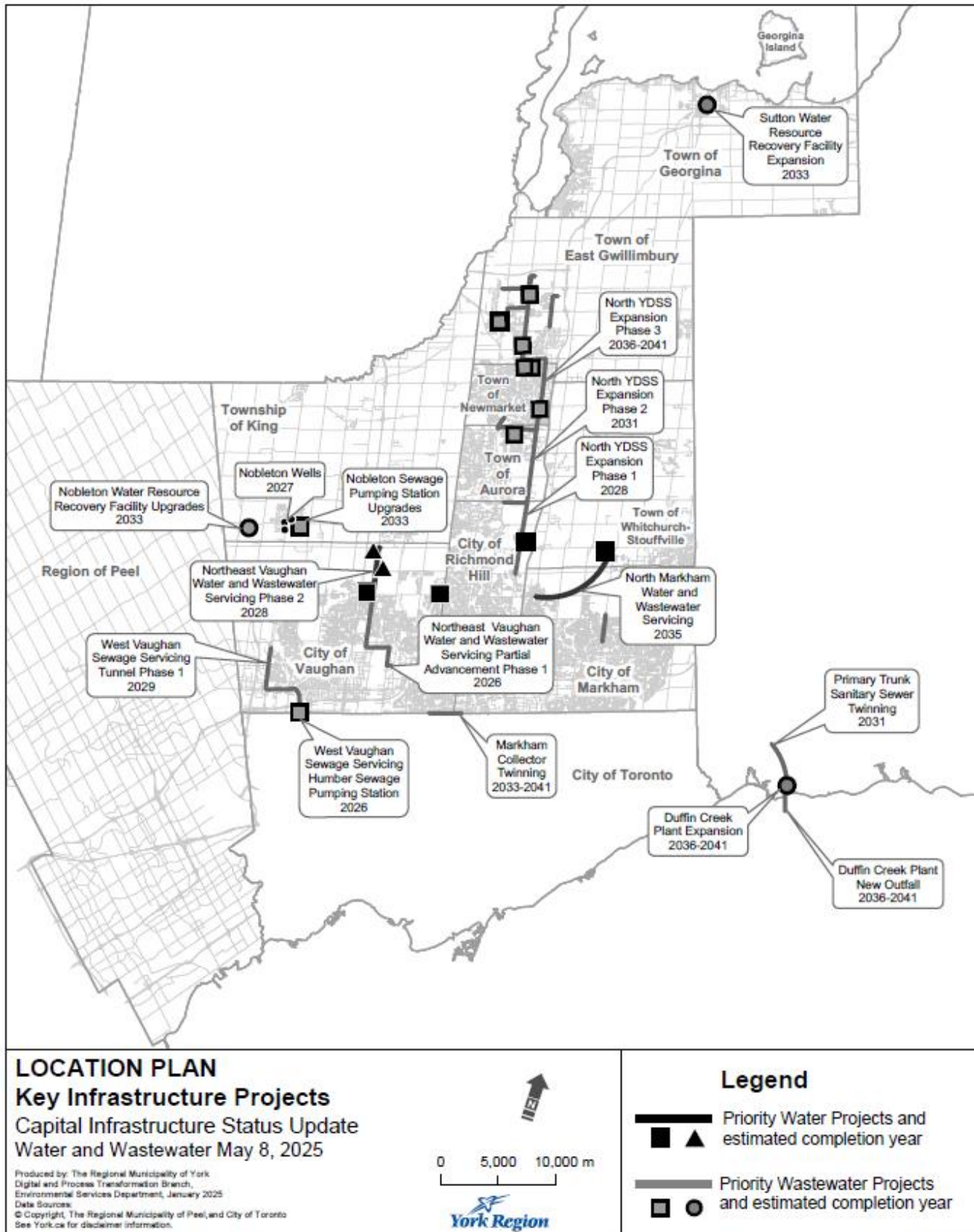
- Appendix A – Status of Key Growth Infrastructure Projects
- Appendix B – Key Growth Infrastructure Projects Location Plans
- Appendix C – North YDSS Expansion Project Components
- Appendix D – Northeast Vaughan Servicing Projects
- Appendix E – Cost Estimates for Key Growth Infrastructure Projects

Status of Key Growth Infrastructure Projects

Project Name	Description	Current Status	Expected Project Commissioning Date
North YDSS Expansion	Multiple phases of North YDSS expansion projects	Detailed Design	Refer to Appendix C
YDSS Primary System Expansion	Primary Trunk Sanitary Sewer Twinning	Field Studies / Preliminary Design	2031
	Duffin Creek Plant Stage 4 Expansion	Project Report	2036-2041
	Duffin Creek Plant New Outfall	Project Report	2036-2041
South YDSS Expansion	Markham Collector Twinning	Project Report	2033-2041
West Vaughan Sewage Servicing	Humber Sewage Pumping Station	Construction	2026
	Tunnel Phase 1	Construction	2029
Northeast Vaughan Servicing	Water and wastewater servicing solution partial advancement Phase 1	Construction	2026
	Water and wastewater servicing Phase 2	Detailed Design	2028
Nobleton Water and Wastewater Servicing	Nobleton Wells	Detailed Design	2027
	Nobleton Water Resource Recovery Facility Upgrades ¹	Detailed Design	2033
	Nobleton Sewage Pumping Station Upgrades ¹	Detailed Design	2033
Sutton Water Resource Recovery Facility	Expansion of existing facility to accommodate growth in Sutton	Detailed Design	2033

Project Name	Description	Current Status	Expected Project Commissioning Date
North Markham Water and Wastewater Servicing	Water Servicing	Environmental Assessment	2035
	Wastewater Servicing	Environmental Assessment	2035

1. Under consideration for third party financing to advance completion timing.



#12786096

North YDSS Expansion Project Components

Delivery Phase	Project Components	Anticipated Completion Date	Estimated Construction Cost*
Phase 1	Leslie Street Trunk Sewer Phase 1 (19 th Ave to Bloomington Road) Aurora Pumping Station Gravity Sewer Twinning Second Concession Pumping Station Upgrade Second Concession South Gravity Sewer Second Concession North Gravity Sewer Newmarket Pumping Station Upgrades Bloomington Interceptor Sewer	2028/2030	\$500+ million
Phase 2	Leslie Street Trunk Sewer Phase 2 (Bloomington Road to St. John's Sideroad) Aurora East Pumping Station Gravity Interconnection Aurora East Pumping Station Aurora East Pumping Station Forcemains Queensville East Pumping Station Queensville East Pumping Station Forcemains	2031	\$550 – 650+ million
Phase 3	Mulock Pumping Station Mulock Pumping Station Forcemains Leslie Street Trunk Sewer Phase 3 (Greenlane to Mulock Drive) Newmarket East Pumping Station Newmarket East Forcemains Holland Landing Pumping Station Upgrade Queensville West Pumping Station Upgrades Bogart Pumping Station Upgrades Yonge Street Sewer Rehabilitation	2036/2041	\$600+ million

* All costs represent York Region's share

Northeast Vaughan Servicing Projects

Project	Status	Planned In-Service
Water Servicing – Phase 1 New pumping station in the Jane Street and Teston Road area New pumping station and elevated tank north of the Jane Street and Kirby Road intersection	Construction	2026
Water Servicing – Phase 2 New elevated tank west of the Jane Street and King-Vaughan Road intersection	In design, anticipated tender release in 2026	2028
Wastewater Servicing – Phase 1 1.9-kilometre section along Keele Street from south of Rutherford Road to Langstaff Road, and then east crossing Keele Street to an area just south of Langstaff Road	Construction	2026
Wastewater Servicing – Phase 2 4.5-kilometre section along Jane Street from Teston Road to south of Rutherford Road Small (180 metre) relief sewer section located south of Rutherford Road, between Jane Street and Keele Street, in the existing Jane-Rutherford Sanitary Trunk Sewer easement	In design, anticipated tender release in 2026	2028

Cost Estimates for Key Growth Infrastructure Projects

Project	Estimated Total Project Cost	10-Year Capital Plan Expenditures ¹ (2025-2034)
North YDSS Program Management	\$19.00M	\$13.50M
North YDSS Expansion Phase 1	\$501.01M	\$492.65M
North YDSS Expansion Phase 2 ²	\$577.46M	\$577.46M
North YDSS Expansion Phase 3 ²	\$655.12M	\$60.60M
Primary Trunk Sanitary Sewer	\$232.79M	\$227.26M
West Vaughan Sewage Servicing	\$649.18M	\$465.63M
Northeast Vaughan Water and Wastewater Servicing	\$303.59M	\$219.39M
Sutton Wastewater Servicing	\$63.81M	\$61.64M
North Markham Water and Wastewater Servicing	\$193.65M	\$132.62M
Nobleton Water and Wastewater Servicing ³	\$91.51M	\$83.61M
Total	\$3,287.13M	\$2,334.37M

1. Costs under review as projects advance and will be updated as part of annual budget process.
2. Accelerated inclusion of North YDSS Expansion Phases 2 and 3, in advance of inclusion in the next development charge bylaw update, was approved by Council as part of the 2024 Budget. The Region's Fiscal Strategy seeks to ensure the Region's continued financial sustainability by balancing the level and timing of capital investments against its capacity to issue and service debt. Project delivery timing is contingent on securing prepaid development charge credit agreements and/or senior level government funding.
3. Estimates only. Final costs to be established through tendering process in 2025.



Office of the City Clerk

May 21, 2025

Via email

All Ontario Municipalities

Re: Kingston City Council Meeting, May 20, 2025 – Resolution Number 2025-197; Bill 5: Protecting Ontario by Unleashing Our Economy Act, 2025

At the regular Council meeting on May 20, 2025, Council approved Resolution Number 2025-197 with respect to Bill 5: Protecting Ontario by Unleashing Our Economy Act, 2025 as follows:

Whereas the Government of Ontario has introduced Bill 5: Protecting Ontario by Unleashing Our Economy Act, 2025, which proposes substantial changes to environmental planning policies, including replacing the Endangered Species Act with a new framework that reduces protections for at-risk species, and enabling the creation of Special Economic Zones that may override local planning authority and environmental oversight; and

Whereas the City of Kingston supports increasing housing supply and economic growth, but believes this must be done in a way that upholds environmental responsibility and maintains the integrity of local planning processes; and

Whereas Bill 5, as proposed, weakens safeguards for natural heritage systems, threatening biodiversity, and diminishing the authority of municipalities to manage growth in accordance with local needs and official plans; and

Whereas the Canadian Environmental Law Association submits that all of the Bill 5 schedules, with minor exceptions, should be withdrawn and not further considered by the Legislative Assembly of Ontario until they are substantially modified to ensure robust protection for the environment, human health, and vulnerable members of the Ontario public, including Indigenous peoples, who may otherwise be harmed by the amendments contained in the various schedules; and

Whereas the Canadian Civil Liberties Association finds that Schedule 9, in allowing the Minister of Economic Development to exempt “trusted proponents”

The Corporation of the City of Kingston

216 Ontario Street, Kingston, ON K7L 2Z3

Phone: (613) 546-4291 extension 1207

cityclerk@cityofkingston.ca

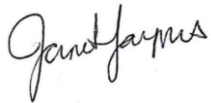
from compliance with municipal and provincial law within the special economic zones, promotes abandonment of the rule of law subjecting Ontario's lands and peoples to the possibility of arbitrary and non-transparent decision-making and effectively nullifying decades of legacy law-making in those zones;

Therefore Be It Resolved That the Council of the City of Kingston oppose all provisions in Bill 5 that reduce environmental protections and Ontario's proud legacy of protections of Endangered Species, that override the rule of law and that nullify municipal planning authority; and

That the Council of the City of Kingston urge the Province of Ontario to support housing and infrastructure development in ways that align with sound environmental planning and wildlife protection and empower municipalities with appropriate planning tools; and

That a copy of this motion be sent to The Honourable Doug Ford, M.P.P. Premier of Ontario, The Honourable Stephen Lecce, M.P.P. Minister of Energy and Mines, The Honourable Rob Flack, M.P.P. Minister of Municipal Affairs and Housing, The Honourable Todd J. McCarthy, M.P.P. Minister of the Environment, Conservation and Parks, Ted Hsu, M.P.P., Kingston & the Islands, John Jordan, M.P.P., Lanark-Frontenac-Kingston, and all Ontario municipalities.

Yours sincerely,

A handwritten signature in cursive script, appearing to read "Janet Jaynes".

Janet Jaynes
City Clerk
/nb



Premier of Ontario, The Honorable Doug Ford (sent by email, premier@ontario.ca)

Provincial Minister of the Environment, Conservation and Parks. MPP, Todd McCarthy (sent by email, todd.mccarthy@pc.ola.org)

Provincial Minister of Municipal Affairs and Housing, MPP, Rob Flack (sent by email, rob.flack@pc.ola.org)

Sarnia Lambton Bkejwanong Provincial MPP, Bob Bailey (sent by email, bob.baileyco@pc.ola.org)

Sarnia Lambton Bkejwanong Federal MP, Marilyn Gladu (sent by email, marilyn.gladu@parl.gc.ca)

AMO (sent by email, amo@amo.on.ca)

All Municipalities (sent by email)

May 27th, 2025

Please be advised that the Council of the Town of Plympton-Wyoming, at its Planning Council meeting on May 26h, 2025, passed the following motion calling for a pause of the enactment of BILL 5 PROTECT ONTARIO BY UNLEASHING OUR ECONOMY ACT 2025:

MOTION TO PAUSE BILL 5 PROTECT ONTARIO BY UNLEASHING OUR ECONOMY ACT 2025

Whereas the province has introduced Bill 5, Protect Ontario by unleashing our Economy 2025 which is intended to speed up housing and economic development in Ontario.

And whereas the proposed legislation will include the repeal of the Endangered Species Act of 2007 and replace it with the Conservation Species Act of 2025.

And whereas the Ministry of Environment, Conservation and Parks primarily manages the Act, The Committee on the Status of Species in Ontario (COSSARO) is responsible for assessing and classifying species.

And whereas COSSARO is comprised of experts with scientific and traditional knowledge and operates independently from the government ensuring impartial assessments of species at risk, the provincial cabinet will now decide what species will remain or be removed from endangered, concerned or at-risk status.

And whereas the current law considers the habitat to be all the areas that the species relies on for living, gathering food, migrating, hibernating and reproducing. The new law however, narrows that definition to "a dwelling place, such as a den, nest or other similar place, that is occupied or habitually occupied by one or more members of a species for the purposes of breeding, rearing, staging, wintering or hibernating"

And whereas the legislation would gut environmental assessment processes, speed mining and infrastructure development and take a "register-first, ask-questions-later" approach that would allow developers to begin projects before their environmental implications are fully known and allow for economic zones which will eliminate any environmental mitigation measures or protections.

And whereas the legislation would eliminate provincial responsibility for federally listed migratory birds and aquatic species because it says such birds and species are under federal jurisdiction, even though the province has historically administered such duties.

And whereas the government will enhance funding for the Species Conservation Program, which will see contributions more than quadruple to \$20 million each year for on the ground projects that directly support efforts to conserve and protect listed species, the funding will only go to projects in regions that would otherwise not be considered viable for housing priorities, essentially allowing for the extirpation of local ecoregions in Ontario.

And whereas while development is necessary for human progress, Bill 5 will pose significant challenges to mitigating water, soil and air pollution; will overexploit natural resources, and increase invasive species in each uniquely identified ecoregion in Ontario.

Now therefore be it resolved that the Council of Plympton-Wyoming urges the government to pause the proposed legislation and maintain strong environmental laws that prevent extinction of species and protect local ecoregions.

And furthermore, the Council of Plympton-Wyoming asks that the government recognize and give meaningful consideration to ecoregions in Ontario through their unique perspectives and preserve Ontario's natural heritage systems in the application of any proposed updated provincial legislation for the long-term growth, sustainability and well-being of our communities.

If you have any questions regarding the above motion, please do not hesitate to contact me by phone or email.



Mackenzie Baird
mbaird@plympton-wyoming.ca
 Planning Technician
 Town of Plympton-Wyoming

The Town Of
PLYMPTON-WYOMING



Date:

26 May 2025

1

Moved By:

H. Rodrigues

Seconded By:

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And whereas the proposed legislation will include the repeal the Endangered Species Act of 2007 and replace it with the Conservation Species Act of 2025.

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Con't... →

Carried

Defeated

Deferred

Yay Nay

Gary L. Atkinson

☐ ☐

Netty McEwen

☐ ☐

Alex Boughen

☐ ☐

Kristen Rodrigues

☐ ☐

John van Klaveren

☐ ☐

Mike Vasey

☐ ☐

Bob Woolvett

☐ ☐

5:00pm Planning Council 5.1

occupied by one or more members of a species for the purposes of breeding, rearing, staging, wintering or hibernating".

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And furthermore, the Council of Plympton-Wyoming asks that the government recognize and give meaningful consideration to ecoregions in Ontario through their unique perspectives and preserve Ontario's natural heritage systems in the application of any proposed updated provincial legislation for the long-term growth, sustainability and well-being of our communities.



Carried

Defeated

Deferred

Yay Nay

Gary L. Atkinson	<input type="checkbox"/>	<input type="checkbox"/>
Netty McEwen	<input type="checkbox"/>	<input type="checkbox"/>
Alex Boughen	<input type="checkbox"/>	<input type="checkbox"/>
Kristen Rodrigues	<input type="checkbox"/>	<input type="checkbox"/>
John van Klaveren	<input type="checkbox"/>	<input type="checkbox"/>
Mike Vasey	<input type="checkbox"/>	<input type="checkbox"/>
Bob Woolvett	<input type="checkbox"/>	<input type="checkbox"/>

May 28, 2025

Please be advised that during the regular Council meeting of May 27, 2025 the following resolution regarding Bill 5: Protecting Ontario by Unleashing Our Economy Act, 2025 was carried.

RESOLUTION NO. 205-317

DATE: May 27, 2025

MOVED BY: Councillor MacNaughton

SECONDED BY: Councillor Hirsch

WHEREAS the Government of Ontario has introduced Bill 5: Protecting Ontario by Unleashing Our Economy Act, 2025, which proposes substantial changes to many Acts within one bill which undermine environmental protections in order to "unleash the economy"; and

WHEREAS multiple inclusions will impact habitat, biodiversity protections and environmental integrity without proper process including but not limited to:

- **the repeal and replacement of the Endangered Species Act with a weaker act;**
- **the creation of a Special Economic Zones Act which will permit exemptions from legislated environmental protections;**
- **changes to provisions to the Mining Act which provide sweeping powers to the Minister of Energy and Mines that are poorly defined, subject to caprice, or possibly designed to enable exemption from environment protection; and**

WHEREAS proposed changes will override local planning authority, provincial legislation, and bylaw enforcement for the benefit of specific preferred proponents over the rights of Ontarians; and

WHEREAS First Nations citizens have an enshrined right to access their own archeology and Canadians have an enshrined responsibility to seek free, prior and informed consent from First Nation neighbours regarding land use; and

WHEREAS several proposed changes could imperil the health of lands and water for which First Nations have traditional and treaty rights; and

WHEREAS the provisions of the Special Economic Zones Act are not clear enough to ensure that there are adequate legal and environmental protections to offset risks to Ontarians and First Nations members, to provide adequate safeguards against bad faith environmental practice; and protect against unsafe labour practice as identified by labour sector organizations; and

WHEREAS fairness is enshrined in both Canada's and Ontario's laws yet proposed changes seem to permit prejudicial regulatory practice (e.g. codifying permissions for "trusted proponents" over others); and

WHEREAS the wording of the changes to the Electricity Act seem to support Canadian ownership of energy suppliers but appear to potentially restrict development of specific types of energy and could impact local renewable energy development; and

WHEREAS there is no evidence that undermining of environmental protections, local legal frameworks, and the rights of First Nations communities in Ontario are a necessary step to "unleash the economy"; and

NOW THEREFORE BE IT RESOLVED THAT the Council of the County of Prince Edward supports any regulation that could encourage energy providers to Buy Canadian but urges the province to clarify the proposed provisions of the Energy Act and ensure they foster local green energy development; and

THAT the province remove the elements in Bill 5 that would reduce current environmental protections, reduce protections for species at risk, and reduce legal protection from bad faith actors in special economic zones; and

THAT the Council of the County of Prince Edward urges the Province to further define Special Economic Zones and their purpose with more clarity and ensure that activities within such zones are equally subject to the local and provincial laws that support all of Ontario and First Nations people and foster our social, cultural and environmental prosperity;

AND FURTHERMORE BE IT RESOLVED THAT the Council of the County of Prince Edward expresses solidarity with the concerns of our neighbouring community, Mohawks of the Bay of Quinte and members of the Haudenosaunee Nation and support Mohawks of the Bay of Quinte and their letter to the province of May 16th 2025, attached; and **THAT** this resolution be shared with the Honourable Doug Ford, Premiere of Ontario; Stephen Lecce, Minister of Energy and Mines; Rob Flack, Minister of Municipal Affairs and



From the Office of the Clerk
The Corporation of the County of Prince Edward
T: 613.476.2148 x 1021 | F: 613.476.5727
clerks@pecounty.on.ca | www.thecounty.ca

Housing; Todd McCarthy Minister of the Environment, Conservation and Parks; Sylvia Jones, Deputy Premier and Minister of Health; Tyler Allsopp, Member of Provincial Parliament for Bay of Quinte; Chief Don Maracle, Mohawks of the Bay of Quinte; AMO; ROMA; and the Municipalities of Ontario.

CARRIED

Yours truly,

Victoria Leskie, **CLERK**

cc: Mayor Steve Ferguson, Councillor MacNaughton



May 28, 2025

Please be advised that during the regular Council meeting of May 27, 2025 the following resolution regarding "Strong Mayor" powers was carried.

RESOLUTION NO. 205-316

DATE: May 27, 2025

MOVED BY: Councillor Engelsdorfer

SECONDED BY: Councillor MacNaughton

WHEREAS on May 1st, 2025, the Province of Ontario designated Prince Edward County as a "Strong Mayor" community along with 168 other Ontario communities, granting enhanced powers to the Mayor; and

WHEREAS Strong Mayor powers significantly alter the balance of governance at the municipal level, undermining the role of Council in decision-making and weakening the fundamental democratic principle of majority rule; and

WHEREAS "Strong Mayor" legislation violates the principles and meaning of democracy, and local governance has, for generations, been built upon a foundation of shared, democratic decision-making; and

WHEREAS elected representatives and citizens from many municipalities throughout Ontario including several close neighbours such as Quinte West have expressed significant concern regarding the imposition and appropriateness of these powers; many councils have called for their repeal; and many mayors throughout the province have publicly recommitted to democracy by refusing to adopt "Strong Mayor" powers; and

WHEREAS Prince Edward County did not formally request or express a desire to be designated under the Strong Mayor framework; and

WHEREAS the government justified the expansion as a tool to build more housing, AMTCO has indicated there is no evidence that the legislation has impacted housing starts in municipalities that have previously been granted strong mayor powers; and

WHEREAS strong mayor powers create significant risks for municipal integrity increased division in local discourse, the blurring of roles threatening the neutrality of the unelected public service, and greater risk of improper influence (or the appearance thereof) particularly regarding local planning and development matters;

THEREFORE BE IT RESOLVED that the Council of the County of Prince Edward formally request that the Premier of Ontario and the Minister of Municipal Affairs and Housing recommit to the meaning and spirit of democracy and rescind the Strong Mayor legislation;

AND BE IT FURTHER RESOLVED that a copy of this resolution be sent to the Premier of Ontario, the Minister of Municipal Affairs and Housing, Bay of Quinte MPP Tyler Allsopp, AMO, ROMA, and all other Ontario Municipalities.

CARRIED

Yours truly,



Victoria Leskie, **CLERK**

cc: Mayor Steve Ferguson, Councillor Engelsdorfer





COUNCIL SERVICES DEPARTMENT

IN REPLY, PLEASE REFER
TO OUR FILE NO. _____

May 29, 2025

Honourable Doug Ford
Premier of Ontario
Premier's Office
Room 281, Legislative Building, Queen's Park
Toronto, ON M7A 1A1

Dear Premier Ford,

Windsor City Council, at its meeting held April 28, 2025 adopted the following resolution:

Decision Number: CR182/2025

WHEREAS the Province of Ontario, through O. Reg. 530/22 under the *Municipal Act*, 2001, designated the City of Windsor as a "Strong Mayor" community, granting enhanced powers to the Mayor effective July 1, 2023; and,

WHEREAS the Strong Mayor powers significantly alter the balance of governance at the municipal level, undermining the role of Council in decision-making and weakening the fundamental democratic principle of majority rule; and,

WHEREAS the City of Windsor has a long history of collaborative, transparent, and accountable local governance built upon a foundation of Council-debate and shared decision-making; and,

WHEREAS several members of Windsor City Council, as well as municipally elected officials across the province and members of the public have expressed significant concern regarding the imposition of these powers; and,

WHEREAS the City of Windsor did not formally request or express a desire to be designated under the Strong Mayor framework; and,

WHEREAS a growing number of municipalities and elected officials across Ontario are questioning the appropriateness of the Strong Mayor system and are calling for its reconsideration or repeal; and therefore,

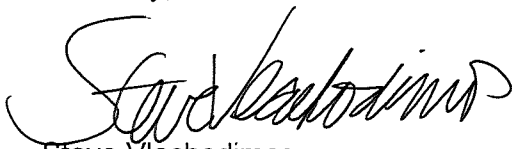
BE IT RESOLVED that Windsor City Council **FORMALLY REQUEST** that the Premier of Ontario and the Minister of Municipal Affairs and Housing immediately **REMOVE** the City of Windsor from the list of municipalities designated under the Strong Mayor legislation; and,

BE IT FURTHER RESOLVED that a copy of this resolution **BE SENT** to the Premier of Ontario, the Minister of Municipal Affairs and Housing, all regional Members of Provincial Parliament, all Ontario municipalities, and the Association of Municipalities of Ontario (AMO) for their awareness and support.

Carried.

Your consideration to Windsor City Council's resolution would be most appreciated.

Sincerely,



Steve Vlachodimos
City Clerk/Licence Commissioner
SV/wf

cc: Hon. Rob Flack, Minister of Municipal Affairs and Housing
Mr. Andrew Dowie, Member of Provincial Parliament, Windsor-Tecumseh
Ms. Lisa Gretzky, Member of Provincial Parliament, Windsor West
Mr. Anthony Leardi, Member of Provincial Parliament, Essex
Association of Municipalities of Ontario
All Ontario Municipalities



District of Parry Sound Municipal Association

c/o Township of McKellar, 701 Hwy 124 McKellar, ON P0G 1C0

President: Lynda Carleton **Secretary-Treasurer:** Karlee Britton

RE: Supporting Municipal Ethics Through Access and Education

The District of Parry Sound Municipal Association (DPSMA), representing the twenty-three Municipalities within the District of Parry Sound, held its Spring 2025 meeting on May 23, 2025, in the Municipality of Callander. At this meeting, the following resolution was carried:

Moved by: Kathy Hamer (Municipality of McDougall)

Seconded by: Daniel O'Halloran (Township of McMurrich Monteith)

Whereas democracy is an open process – one that requires ongoing engagement between citizens and their elected officials; and

Whereas ethics and integrity are at the core of public confidence in government and in the political process; and

Whereas proper policies and procedures protect the democratic process; and

Whereas sections 223.2 and 223.3, Municipal Act, 2001 state all municipalities are required to adopt a Code of Conduct for members of Council and to appoint an Integrity Commissioner; and

Whereas it is the role of the Integrity Commissioner to educate member of Council on the Councillor Code of Conduct policy as well as to investigate alleged breaches of the Code of Conduct, at the municipality's expense; and

Whereas there are many new elected officials each term of Council who need access to information and proper training in order to do the work effectively and responsibly; and

Whereas Municipal Affairs and the Ombudsman's Office are hesitant to give information, so there is nowhere to ask questions and learn; and

Whereas the only source of information is to pay for fee-for-service on a case-by-case basis from the Integrity Commissioner which is very cost-prohibitive for small municipalities; and

Whereas Council is expected to oversee the management of taxpayers money and taxpayers deserve to know where their tax dollars are being spent;

Now Therefore Be It Resolved That the District of Parry Sound Municipal Association calls upon the Ontario government to provide free access to information so that Councils can be effective in their role in our democratic system; and

Further That the DPSMA hereby requests that Municipal Affairs and/or the Ombudsman's Office and/or the Integrity Commissioner provide, if requested by a municipality, sufficient particulars of each investigation to permit the municipality to fully understand and address the subject matter of each investigation.

Further That this resolution be forwarded to the Honourable Doug Ford, Premier of Ontario, the Honourable Graydon Smith, MPP Parry Sound-Muskoka and to all Ontario Municipalities for support.

Forwarded on behalf of the District of Parry Sound Municipal Association; For questions and/or inquires, please contact:



Karlee Britton | Secretary-Treasurer
District of Parry Sound Municipal Association
clerk@mckellar.ca
(705) 389-2842 x4

cc:

Honourable Doug Ford, Premier of Ontario
Honourable Graydon Smith, MPP Parry Sound-Muskoka
Municipalities within the District of Parry Sound
All Ontario Municipalities

**Resolution of Council
City Council Meeting**

Title: Bill 6, Safer Municipalities Act, 2025

Date: May 20, 2025

WHEREAS:

1. A municipality's parks and open spaces are critical infrastructure that support a strong community, and the public's shared and safe use of the municipality's parks and open spaces is integral to ensuring that support.
2. Ontario's municipalities are struggling to maintain their parks and open spaces for their shared and safe use by the public as a result of the increasing proliferation of encampments and illicit activities related thereto.
3. Municipalities that enforce their standards regulating or prohibiting encampments in their parks and open spaces must have regard to the availability of shelter space for those who need shelter.
4. On January 27, 2023, Justice Valente of the Ontario Superior Court of Justice rendered his judgment in *Waterloo (Regional Municipality) v. Persons Unknown and to be Ascertained (2023)*, [2023] O.J. No. 417 (Waterloo Decision) which declared that the municipality's by-law violated section 7 of the Charter and was therefore inoperative insofar as it applied to prevent encampment residents from erecting temporary shelters on a site when the number of homeless individuals in the region exceeded the number of accessible shelter beds.
5. The Waterloo Decision's analysis of the adequacy of shelter beds suggests an unworkable and unclear standard that goes beyond the number of shelter spaces and that includes the requirement to provide shelter spaces that must accommodate illicit drug use and other activities that could put shelter residents, workers and volunteers at risk. The result is that municipalities are impaired in their enforcement of their standards and have lost or are losing control of their parks and open spaces.
6. On December 12, 2024, the provincial government introduced Bill 242, Safer Municipalities Act, 2024. Among its various initiatives, Bill 242 proposed to amend section 2 of the Trespass to Property Act by adding aggravating factors that must be considered in the court's determination of a penalty under that section. However, the key challenge was that a municipality's exercise of its rights at common law and under section 9 of the Trespass to Property Act to remove encampments from the municipality's parks and open spaces remained potentially subject to the unworkable and unclear standard for the adequacy of shelter space suggested by the Waterloo Decision.
7. On January 13, 2025, Council of the City of Peterborough resolved to request the provincial government to amend Bill 242 to clearly define a workable standard for shelter space for the purposes of a municipality's jurisdiction to enforce its standards regulating or prohibiting encampments in its parks and open spaces.
8. Bill 242 died on the order paper as a result of the recent provincial election.
9. On April 30, 2025, the provincial Government re-introduced the legislation in the form of Bill 6, Safer Municipalities Act, 2025. Bill 6 is substantively the same as Bill 242.
10. In these circumstances, municipalities continue to need provincial legislation that clearly defines a workable standard for shelter space for the purposes of a municipality's jurisdiction to enforce its standards regulating or prohibiting encampments in its parks and open spaces.

NOW THEREFORE, be it resolved:

1. That the provincial government be respectfully requested to amend Bill 6 to clearly define a workable standard for shelter space for the purposes of a municipality's jurisdiction to enforce its standards regulating or prohibiting encampments in its parks and open spaces.
2. That, without limitation, Bill 6 provide that a municipality will have met the standard for shelter space for the purposes of the municipality's jurisdiction to enforce its standards regulating or prohibiting encampments in its parks and open spaces:
 - a) despite the establishment and enforcement of shelter rules including rules that prohibit drug use and other activities that could put shelter residents, workers and volunteers at risk; and
 - b) if an official designated by the municipality is satisfied that the number of available shelter spaces is at least equal to the aggregate of the number of individuals actually seeking shelter and the number of individuals against whom the municipality is planning to enforce its standards regulating or prohibiting encampments in its parks and open spaces.
3. That a copy of this resolution be sent to:
 - a) Peterborough - Kawartha MPP Dave Smith;
 - b) Honourable Doug Ford, Premier;
 - c) Honourable Robert Flack, Minister of Municipal Affairs and Housing;
 - d) Honourable Doug Downey, Attorney General;
 - e) Association of Municipalities of Ontario; and to
 - f) Councils of each of Ontario's municipalities.

The above resolution, adopted by City Council is forwarded for your information and action, as required. Thank you.



John Kennedy, City Clerk

15. Committee and Staff Reports

15.1 Minutes - Committee of the Whole Meeting CW#08-25 held May 21, 2025

That the minutes of the Committee of the Whole meeting CW#08-25 held May 21, 2025, be adopted and the following recommendations be approved:

15.1.7 Member Motion - Regional and Local Councillor DiPaola - Property Tax-Rate Classifications - (CW Item 12.1)

Moved by: Councillor Liu
Seconded by: Councillor Davidson

Whereas the Region of York sets tax rate classifications for lower tier municipalities;

Whereas to increase the diversity of housing in Richmond Hill and to allow for more affordable options for our residents it would be beneficial to incentivize purpose-built rental buildings;

Whereas in order to lower property taxes on purpose-built rental buildings it is necessary to have a separate class of property.

Therefore Be It Resolved that the City of Richmond Hill Council supports implementing a 35% municipal property tax rate discount for eligible new for purpose-built rental buildings distinct from other types of multi-residential dwellings to encourage additional purpose-built rental supply.

And Therefore Be It Resolved that this resolution be forwarded to the Region of York and all of the lower-tier municipalities in the Region of York.

Carried



GEORGINA

Office of the Mayor and Council

April 23, 2025

Region of York,
17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1

Attn: Christopher Raynor, Regional Clerk

Dear Mr. Raynor;

Re: Proposed Amalgamation of Nottawasaga Valley Conservation Authority and Lake Simcoe Region Conservation Authority

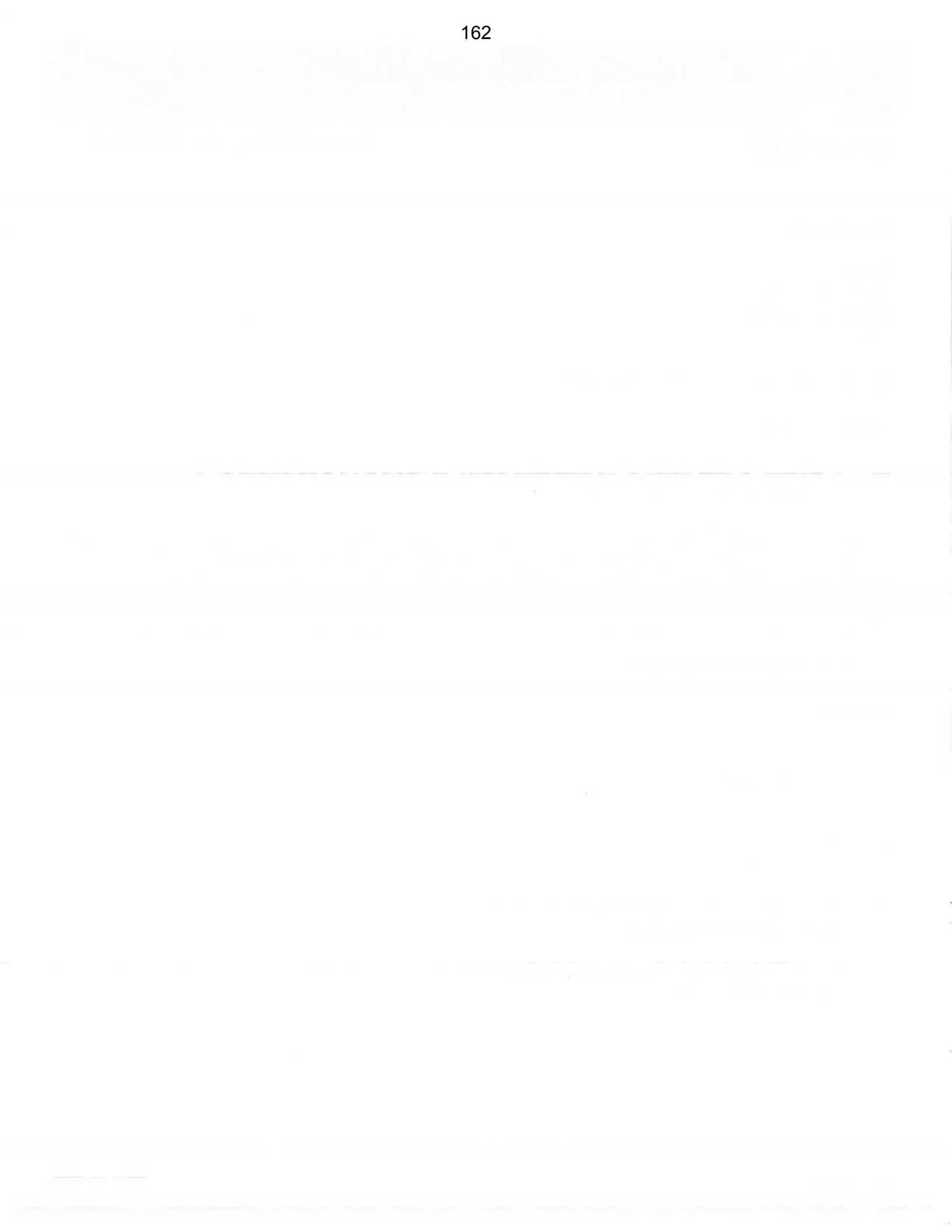
Please be advised that Town Council for the Town of Georgina received and endorsed the Nottawasaga Valley Board of Directors' opposition to the proposed amalgamation of the Nottawasaga Valley Conservation Authority and the Lake Simcoe Region Conservation Authority. Both the NVCA's notification of its opposition to the proposal, and Georgina Town Council's resolution are attached for your reference.

Thank you for your consideration.

Sincerely,

Margaret Quirk, B.A.Sc.
Mayor, Town of Georgina

cc: Honourable Minister Todd McCarthy, MECP
York Region municipalities
Watershed municipalities
Lake Simcoe Region Conservation Authority
Conservation Ontario





GEORGINA

Resolution passed by the Council of the Town of Georgina on April 2, 2025

RESOLUTION NO. C-2025-0082

Moved By Councillor Neeson

Seconded By Councillor Dale

That Town Council receive and endorse the Nottawasaga Valley Board of Directors opposition to the proposed amalgamation of the Nottawasaga Valley Conservation Authority and the Lake Simcoe Region Conservation Authority and that this motion be forwarded to York Region municipalities, Watershed municipalities, the Region of York accompanied by a letter from the Mayor and copied to the Nottawasaga Valley Conservation Authority, the Lake Simcoe Region Conservation Authority, Conservation Ontario and Minister Todd McCarthy, Minister of Environment, Conservation and Parks.

Carried Unanimously



Nottawasaga Valley
Conservation Authority

Mayor and Council of the Town of Georgina
26557 Civic Centre Road, R.R. #2
Keswick, Ontario
L4P 3G1

February 28, 2025

Dear Mayor and Councillors,

I am writing on behalf of the Nottawasaga Valley Conservation Authority (NVCA) Board of Directors regarding Oro-Medonte's recent resolution proposing the amalgamation of the NVCA and the Lake Simcoe Region Conservation Authority (LSRCA) under section 11 of the *Conservation Authorities Act, 1990*.

Following careful deliberation with our Board, and discussion with the Chair and CAO of the LSRCA, it is the position of the NVCA Board that a formal amalgamation is neither necessary nor advisable. (Our resolution to that effect is enclosed.)

Let me outline why our Board has taken this position:

To date, no independent, expert analysis has been presented to demonstrate that amalgamation would improve efficiency or service delivery. On the contrary, experience has shown that larger municipal entities often result in increased costs, governance challenges, operational inefficiencies and a loss of local focus.

Further, NVCA and LSRCA serve distinct watersheds with unique ecological, planning and regulatory frameworks. While some municipalities are within both Authorities, the vast majority of NVCA member municipalities have little in common with the Lake Simcoe watershed. Additionally, the LSRCA has distinct responsibilities under the *Lake Simcoe Protection Act*, which highlights the unique challenges of that watershed. A single, combined Authority could dilute focus and reduce responsiveness to local needs, given the new entity would span a very large geographic area.

Rather than pursuing an amalgamation process—one that would inevitably lead to debates over jurisdiction, governance and composition—the NVCA Board is focused on delivering meaningful improvements that address the concerns of our municipal partners. Our goal is to enhance service delivery, streamline permitting and development processes, and maintain a strong commitment to protecting people and property from natural hazards under Ontario law.

This work is already well underway under the leadership of our Interim CAO. I would like to highlight several initiatives that directly respond to the issues raised by our stakeholders and members:

Nottawasaga Valley Conservation Authority
8195 8th Line, Utopia, ON L0M 1T0
T: 705-424-1479 • F: 705-424-2115
admin@nvca.on.ca • nvca.on.ca

A member of Conservation Ontario

- Operational Accountability: We have implemented a new monthly reporting system for development and permitting applications to the Chair and Vice-Chair to ensure heightened accountability and service improvement.
- Process Review and Best Practices: We are undertaking a comprehensive audit of our development-application processes to identify opportunities for greater efficiency. As part of this review, we are working collaboratively with LSRCA and other Authorities to share best practices and standardize processes where appropriate.
- Improving Consistency Between NVCA and Other Conservation Authorities: Recognizing that some municipalities are subject to both authorities' regulations, we are committed to aligning our review processes to ensure they are as consistent and predictable as possible.
- Customer Service Improvements: We are updating our customer-service policy and will provide additional staff training to enhance responsiveness and efficiency.

You may view more about this action plan in the enclosed staff report presented to our board.

These measures are practical, targeted and achievable. They will result in tangible improvements without the disruption, expense and uncertainty that an amalgamation process would bring.

The NVCA Board remains committed to continuous improvement and collaboration with our municipal partners. We welcome your feedback as we pursue these important initiatives and remain open to further discussions on how we can best support your community's needs.

Thank you for your attention to this matter. Please do not hesitate to contact me or our Interim CAO, Sheryl Flannagan at sflannagan@nvca.on.ca, if you wish to discuss this further.

Yours sincerely,



Jonathan Scott

Chair, Nottawasaga Valley Conservation Authority

cc

Mayors and Councils within the LSRCA and NVCA

LSRCA Board

Conservation Ontario Council



NOTTAWASAGA VALLEY CONSERVATION AUTHORITY
BOARD OF DIRECTORS
MEETING NO. 02-25-BOD
February 28, 2025

Agenda Item#: 13.4.1

Resolution#: 18-25

MOVED BY: Cllr. June Porter

SECONDED BY: Mayor Gary Harvey

WHEREAS: the Board of Directors is in receipt of correspondence from Oro-Medonte Council that seeks to start the amalgamation process between the NVCA and the Lake Simcoe Region Conservation Authority (LSRCA) as outlined in Section 11 of the Conservation Authorities Act; and

WHEREAS: NVCA and LSRCA serve distinct and separate watersheds, each with unique ecological, planning and regulatory considerations, including LSRCA's additional responsibilities under the Lake Simcoe Protection Act; and

WHEREAS: no independent, expert analysis has been conducted to determine whether an amalgamation would improve efficiency and service delivery or whether it may instead result in increased costs, governance challenges, operational inefficiencies or dilution of focus on the needs of the individual watersheds; and

WHEREAS: Conservation Ontario has generally supported maintaining the current structure of thirty-six Conservation Authorities across Ontario, recognizing the value of locally focused watershed management; and

WHEREAS: the NVCA is actively collaborating with other Conservation Authorities and through a customer centric focus, has been making improvements to processes and procedures, therefore,

BE IT RESOLVED: that the NVCA Board of Directors opposes the proposed amalgamation of NVCA and the LSRCA, as it has not been demonstrated that such a change would benefit watershed management, municipalities or the public; and

FURTHER THAT: the Board supports continued and enhanced collaboration between NVCA, Conservation Ontario, and other Conservation Authorities to standardize processes and procedures where feasible, particularly to assist development and permit applicants whose activities fall within municipalities that straddle multiple watersheds; and

FURTHER THAT: remains committed to working constructively with Oro-Medonte and all NVCA member municipalities to address and resolve any challenges, including planning and permitting, in a fair, transparent and efficient manner; and



NOTTAWASAGA VALLEY CONSERVATION AUTHORITY
BOARD OF DIRECTORS
MEETING NO. 02-25-BOD
February 28, 2025

FURTHER THAT: a copy of this resolution with a letter from the Chair be sent to all NVCA and LSRCA member municipalities, the LSRCA Board and Conservation Ontario Council.

- ☒ Carried Unanimously
- ☐ Approved by Consent
- ☐ Defeated
- ☐ Tabled
- ☐ Deferred until _____

A handwritten signature in black ink, appearing to read "Janet", is written over a horizontal line.

NVCA Chair



Staff Report: 04-02-25-BOD

Date: 28/02/2025

To: Chair and Members of the Board of Directors

From: Sheryl Flannagan
Interim Chief Administrative Officer/Director, Corporate Services

SUBJECT: Interim CAO Workplan

Recommendation

RESOLVED THAT: the Board of Directors receive Staff Report No. 04-02-25-BOD regarding the Interim CAO workplan.

Purpose of the Staff Report

The purpose of this Staff Report is to update the Board on the Interim CAO's workplan during this transitional period and to update the Board on progress and commitments moving forward.

Background

The NVCA is going through a transformative time with the departure of the previous CAO and the upcoming recruitment of a new CAO. To ensure stability and continuity, the Interim CAO has implemented a focused workplan that addresses current challenges while positioning the organization for success under new leadership.

Issues/Analysis

The following is a list of the four key priorities and commitments.

Interim CAO Workplan
Staff Report No. 04-02-25-BOD

1. Strengthening Municipal relationships

The Interim CAO, Chair, and Vice-Chair have prioritized engaging with partner municipalities to foster collaboration and address concerns. To date, meetings have been held with Wasaga Beach, New Tecumseth, and Oro-Medonte, with a meeting scheduled with Springwater on February 26th. Additionally, the Chair has issued an introductory letter inviting all partner municipalities to share any concerns or ideas with the NVCA.

Progress to Date:

- Engaged with four municipalities to discuss development priorities and address concerns
- Implemented a 48-hour response protocol for issues raised by municipal partners
- Issued a Chair's introductory letter inviting all municipalities to meet or connect with the NVCA

Continued Commitment:

Goal – Meet with any municipality that expresses interest in engaging with the NVCA

Next Steps – Continue outreach to municipalities and respond promptly to all requests for meetings.

Outcome – Strengthen municipal partnerships and identify opportunities for process improvements based on their feedback.

2. Restoring and Enforcing Customer Service Standards

The NVCA's customer service strategy and charter, implemented in 2013, lapsed in practice due to high workloads during the COVID-19 pandemic. In January 2025, the Interim CAO reinstated compliance with the customer service strategy and reminded all staff of their obligations to meet service standards. A copy of the strategy is attached (see attachment #1).

Progress to Date:

- Customer Service Strategy compliance was reinstated in January 2025
- All staff have been instructed to comply with service timelines as outlined in the charter

Continued Commitment:

Interim CAO Workplan
Staff Report No. 04-02-25-BOD

Goal – Achieve full compliance with the Customer Service Strategy within Q1 2025

Next Steps – Review customer service strategy compliance with senior staff on a monthly basis and identify any issues of concern

Reporting – Provide progress updates to the Board at the end of Q2 and again at year-end

Outcome – Improve response times and enhance customer satisfaction

3. Evaluating Planning, Permitting, and Engineering processes

The NVCA recognizes the need for a comprehensive evaluation of planning, permitting, and engineering process to ensure efficiency and alignment with legislative changes. The Interim CAO is currently consulting with other CAO's to identify the best approach for this review.

Progress to Date:

- Initiated discussions with other conservation authorities to evaluate process review options
- Solicited recommendations for consultants experienced in conservation authority process evaluations.

Continued Commitment:

Goal – Initiate an external process review by March 31, 2025

Next Steps – Select a consultant or peer conservation authority(s) to conduct the review and set a clear timeline for completion

Outcome – Identify inefficiencies, streamline workflows and enhance service delivery

4. Developing a backlog reduction strategy for Planning, Permitting, and Engineering

The NVCA is exploring immediate and long-term solutions to address the backlog in planning, permitting and engineering files. While process improvements from item 3 will drive long-term efficiency, short-term solutions are also under review.

Progress to Date:

- Considering third-party consultants to expedite peer reviews, but cost estimates (approximately \$100,000) raise concerns due to budget constraints

Interim CAO Workplan
Staff Report No. 04-02-25-BOD

- Exploring internal measures to reduce workload on engineering staff without compromising service standards

Continued Commitment:

Goal – Present a backlog reduction strategy to the Board by the March 2025 meeting

Next Steps – Conclude process review from item 3 to identify internal efficiencies, investigate phased or capped use of consultants if internal measures are insufficient, and provide the Board with a cost-benefit analysis before committing significant funds to peer reviews.

Outcome – Reduce backlog while maintaining fiscal responsibility and service standards.

Relevance to Authority Policy/Mandate

The workplan directly supports the NVCA's mandate under the *Conservation Authorities Act* by ensuring efficient operations, enhancing customer service and fostering productive relationships with partner municipalities.

Impact on Authority Finances

Staff time to prepare this report is addressed in the 2025 budget. Any additional costs related to external consultants for process reviews or backlog reduction will be brought to the Board for approval with a clear cost-benefit analysis.

Climate Change Implications

There are no climate change implications related to this report.

Reviewed by:
Original Signed by
Sheryl Flannagan
Interim Chief Administrative Officer/
Director, Corporate Services

Approved for submission by:
Original Signed by
Sheryl Flannagan
Interim Chief Administrative Officer/
Director Corporate Services

Attachment #1 – Customer Service Strategy



Nottawasaga Valley
Conservation Authority

Mayor and Council of the Town of Georgina
26557 Civic Centre Road, R.R. #2
Keswick, Ontario
L4P 3G1

February 28, 2025

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This work is already well underway under the leadership of our Interim CAO. I would like to highlight several initiatives that directly respond to the issues raised by our stakeholders and members:

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8195 8th Line, Utopia, ON L0M 1T0
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- Process Review and Best Practices: We are undertaking a comprehensive audit of our development-application processes to identify opportunities for greater efficiency. As part of this review, we are working collaboratively with LSRCA and other Authorities to share best practices and standardize processes where appropriate.
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You may view more about this action plan in the enclosed staff report presented to our board.

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The NVCA Board remains committed to continuous improvement and collaboration with our municipal partners. We welcome your feedback as we pursue these important initiatives and remain open to further discussions on how we can best support your community's needs.

Thank you for your attention to this matter. Please do not hesitate to contact me or our Interim CAO, Sheryl Flannagan at sflannagan@nvca.on.ca, if you wish to discuss this further.

Yours sincerely,



Jonathan Scott

Chair, Nottawasaga Valley Conservation Authority

cc

Mayors and Councils within the LSRCA and NVCA

LSRCA Board

Conservation Ontario Council



NOTTAWASAGA VALLEY CONSERVATION AUTHORITY
BOARD OF DIRECTORS
MEETING NO. 02-25-BOD
February 28, 2025

Agenda Item#: 13.4.1

Resolution#: 18-25

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FURTHER THAT: remains committed to working constructively with Oro-Medonte and all NVCA member municipalities to address and resolve any challenges, including planning and permitting, in a fair, transparent and efficient manner; and



NOTTAWASAGA VALLEY CONSERVATION AUTHORITY
BOARD OF DIRECTORS
MEETING NO. 02-25-BOD
February 28, 2025

FURTHER THAT: a copy of this resolution with a letter from the Chair be sent to all NVCA and LSRCA member municipalities, the LSRCA Board and Conservation Ontario Council.

☒ Carried Unanimously

☐ Approved by Consent

☐ Defeated

☐ Tabled

☐ Deferred until _____

A handwritten signature in black ink, appearing to read "Janette", with a long, sweeping underline.

NVCA Chair



Staff Report: 04-02-25-BOD

Date: 28/02/2025

To: Chair and Members of the Board of Directors

From: Sheryl Flannagan
Interim Chief Administrative Officer/Director, Corporate Services

SUBJECT: Interim CAO Workplan

Recommendation

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Continued Commitment:

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Outcome – Strengthen municipal partnerships and identify opportunities for process improvements based on their feedback.

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Progress to Date:

- Customer Service Strategy compliance was reinstated in January 2025
- All staff have been instructed to comply with service timelines as outlined in the charter

Continued Commitment:

Interim CAO Workplan
Staff Report No. 04-02-25-BOD

Goal – Achieve full compliance with the Customer Service Strategy within Q1 2025

Next Steps – Review customer service strategy compliance with senior staff on a monthly basis and identify any issues of concern

Reporting – Provide progress updates to the Board at the end of Q2 and again at year-end

Outcome – Improve response times and enhance customer satisfaction

3. Evaluating Planning, Permitting, and Engineering processes

The NVCA recognizes the need for a comprehensive evaluation of planning, permitting, and engineering process to ensure efficiency and alignment with legislative changes. The Interim CAO is currently consulting with other CAO's to identify the best approach for this review.

Progress to Date:

- Initiated discussions with other conservation authorities to evaluate process review options
- Solicited recommendations for consultants experienced in conservation authority process evaluations.

Continued Commitment:

Goal – Initiate an external process review by March 31, 2025

Next Steps – Select a consultant or peer conservation authority(s) to conduct the review and set a clear timeline for completion

Outcome – Identify inefficiencies, streamline workflows and enhance service delivery

4. Developing a backlog reduction strategy for Planning, Permitting, and Engineering

The NVCA is exploring immediate and long-term solutions to address the backlog in planning, permitting and engineering files. While process improvements from item 3 will drive long-term efficiency, short-term solutions are also under review.

Progress to Date:

- Considering third-party consultants to expedite peer reviews, but cost estimates (approximately \$100,000) raise concerns due to budget constraints

Interim CAO Workplan
Staff Report No. 04-02-25-BOD

- Exploring internal measures to reduce workload on engineering staff without compromising service standards

Continued Commitment:

Goal – Present a backlog reduction strategy to the Board by the March 2025 meeting

Next Steps – Conclude process review from item 3 to identify internal efficiencies, investigate phased or capped use of consultants if internal measures are insufficient, and provide the Board with a cost-benefit analysis before committing significant funds to peer reviews.

Outcome – Reduce backlog while maintaining fiscal responsibility and service standards.

Relevance to Authority Policy/Mandate

The workplan directly supports the NVCA's mandate under the *Conservation Authorities Act* by ensuring efficient operations, enhancing customer service and fostering productive relationships with partner municipalities.

Impact on Authority Finances

Staff time to prepare this report is addressed in the 2025 budget. Any additional costs related to external consultants for process reviews or backlog reduction will be brought to the Board for approval with a clear cost-benefit analysis.

Climate Change Implications

There are no climate change implications related to this report.

Reviewed by:

Original Signed by

Sheryl Flannagan

Interim Chief Administrative Officer/

Director, Corporate Services

Approved for submission by:

Original Signed by

Sheryl Flannagan

Interim Chief Administrative Officer/

Director Corporate Services

Attachment #1 – Customer Service Strategy



GEORGINA

Resolution passed by the Council of the Town of Georgina on April 2, 2025

RESOLUTION NO. C-2025-0082

Moved By Councillor Neeson

Seconded By Councillor Dale

That Town Council receive and endorse the Nottawasaga Valley Board of Directors opposition to the proposed amalgamation of the Nottawasaga Valley Conservation Authority and the Lake Simcoe Region Conservation Authority and that this motion be forwarded to York Region municipalities, Watershed municipalities, the Region of York accompanied by a letter from the Mayor and copied to the Nottawasaga Valley Conservation Authority, the Lake Simcoe Region Conservation Authority, Conservation Ontario and Minister Todd McCarthy, Minister of Environment, Conservation and Parks.

Carried Unanimously



Annette Groves
Mayor

Her Worship, Mayor Annette Groves
Office of the Mayor
6311 Old Church Road
Caledon, ON L7C 1J6

June 4, 2025

The Honourable Doug Ford,
Premier of Ontario
Premier's Office, Room 281
Main Legislative Building, Queen's Park
Toronto, ON M7A 1A5
Premier@ontario.ca

Dear Premier Ford,

Illegal land use, including unauthorized development, unapproved land alterations, and other non-compliant activities, poses significant threats to the Town's agricultural viability, water quality, and ecosystem health, in addition to decreasing adjacent land values and undermining public trust in land-use governance enforcement.

There have been approximately 1,300 properties investigated in Caledon for illegal land use since 2015, with the majority of instances being for the operation of illegal transportation depots.

Illegal transportation depots and parking lots undermine the success of Caledon's largest industry and employment sector. The prevalence of illegal transportation depots and parking lots, and their disregard for architectural and landscape standards, reduce the appeal for investment in prestige employment lands.

Penalties prescribed by the Planning Act are insufficient to deter violations, as they do not adequately reflect the economic gains derived from illegal land use activities and even maximum fines are difficult to obtain. The existing provisions in the Municipal Act specifically disallow municipalities from licensing transportation depots and truck parking.

In June 2023, the Town of Caledon wrote to your office requesting increased authority for municipalities to manage illegal land use including the ability to physically bar entry to properties and increase maximum penalty amounts for individuals and corporations. The Town has also made similar requests to the Honourable Deputy Premier Sylvia Jones, the Ministry of the

Attorney General, the Ministry of Transportation and the Ministry of Municipal Affairs and Housing.

At the June 3, 2025 General Committee Meeting, Council expressed support for a motion to strengthen municipal authority to effectively manage illegal land use by:

1. Amending the Planning Act to allow for a municipality to:

- a. require a person to pay an administrative penalty if the municipality is satisfied that the person has contravened section 41, section 46, subsection 49 (4) or section 52 or who contravenes a by-law passed under section 34 or 38 or an order made under section 47; whereas municipalities cannot currently administer administrative penalty systems under the Act, unlike the Municipal Act and Building Code Act,
- b. issue orders to discontinue a contravening activity or perform work to correct a contravention under a by-law passed under section 34 of the Act, whereas the Act does not currently allow it.
- c. enable a matter or thing to be done at a person's expense in default of it being done in accordance with an order made under a by-law passed under section 34 of the Act; further, that the costs of such action taken by a municipality may be recovered by adding the costs to the tax roll and collecting them in the same manner as property taxes, whereas municipalities cannot currently perform remedial work under the Act, unlike the Municipal Act,
- d. register charges, fines, orders, notices, prohibitions, injunctions and court imposed fines in the proper land registry office, so any person acquiring any interest in the land subsequent to the registration of the order is deemed to have been served with the same order; whereas the Act does not currently allow it,
- e. increase the maximum penalty amounts to \$50,000 for an individual and \$100,000 for a corporation on a first conviction and \$25,000 for each day the contravention continues after a conviction for an individual and \$50,000 for a corporation, additionally, amending the Act to allow municipalities to establish minimum fines under Zoning and Site Plan Control by-laws and continuing offence penalties on a first conviction.

2. Amending the Municipal Act to allow for a municipality to:

- a. provide a system of licenses under a business licensing by-law for the local parking and storage operations of transportation businesses, including transportation depots and parking lots, whereas municipalities cannot currently regulate the minimum standards appropriate for the community through Ontario Regulation 583/06 (Licensing Powers),
- b. close a business operating without a license or engaged in egregious illegal land uses that significantly harm nearby residents, the environment, and public safety; whereas municipalities cannot currently close or prevent illegal land use or operations from continuing,
- c. physically bar entry to properties where illegal land uses that have significant detrimental impacts on adjacent residential properties, the environment or create unsafe situations,

d. register charges, fines, orders, notices, prohibitions, injunctions and court imposed fines in the proper land registry office, so any person acquiring any interest in the land subsequent to the registration of the order is deemed to have been served with the same order; whereas the Act does not currently allow it

A copy of the notice of motion has been enclosed for your reference. For more information regarding this matter, please contact my Chief of Staff, Catherine Monast, directly by email at catherine.monast@caledon.ca or by phone at 905.584.2272 ext. 4539. Thank you for your attention to this matter.

Sincerely,



Mayor Annette Groves

Town of Caledon

The Honourable Ruby Sahota, Minister of Democratic Institutions and MP for Brampton North-Caledon, ruby.sahota@parl.gc.ca

Kyle Seeback, MP for Dufferin—Caledon, Kyle.Seeback@parl.gc.ca

The Honourable Chrystia Freeland, Minister of Transport and Internal Trade
chrystia.freeland@parl.gc.ca

The Honourable Sylvia Jones, Deputy Premier, Minister of Health and MPP Dufferin-Caledon,
sylvia.jones@pc.ola.org

The Honourable Rob Flack, Minister of Municipal Affairs and Housing, minister.mah@ontario.ca

The Honourable Prabmeet Singh Sarkaria, Minister of Transportation minister.mto@ontario.ca

The Honourable Todd McCarthy, Minister of Environment, Conservation and Parks
minister.mecp@ontario.ca

The Honourable Doug Downey, Attorney General of Ontario, doug.downey@pc.ola.org

Association of Municipalities of Ontario, amo@amo.on.ca

Rural Ontario Municipal Association, roma@roma.on.ca

City of Toronto, clerk@toronto.ca

York Region, regional.clerk@york.ca

City of Vaughan, clerks@vaughan.ca

Town of Richmond Hill, clerks@richmondhill.ca

Town of Markham, customerservice@markham.ca

Town of Aurora, info@aurora.ca

Town of Whitchurch-Stouffville, clerks@townofws.ca

King Township, clerks@king.ca

Town of Newmarket, clerks@newmarket.ca

Township of East Gwillimbury, clerks@eastgwillimbury.ca

Town of Georgina, info@georgina.ca

Region of Durham, clerks@durham.ca

Town of Ajax, clerks@ajax.ca

Township of Brock, Clerks@brock.ca

Municipality of Clarington, clerks@clarington.net
 City of Oshawa, clerks@oshawa.ca
 City of Pickering, clerks@pickering.ca
 Township of Scugog, mail@scugog.ca
 Township of Uxbridge, info@uxbridge.ca
 Town of Whitby, clerks@whitby.ca
 Brant County, info@brant.ca
 City of Brantford, clerks@brantford.ca
 Region of Peel, regional.clerk@peelregion.ca
 City of Brampton, cityclerksoffice@brampton.ca
 City of Mississauga, city.clerk@mississauga.ca
 Dufferin County, info@dufferincounty.ca
 Township of Amaranth, info@amaranth.ca
 Township of East Garafraxa, clerks@eastgarafraxa.ca
 Town of Grand Valley, mail@townofgrandvalley.ca
 Township of Melancthon, info@melancthontownship.ca
 Town of Mono, ClerksOffice@townofmono.com
 Township of Mulmur, info@mulmur.ca
 Town of Orangeville, clerksdept@orangeville.ca
 Town of Shelburne, clerk@shelburne.ca
 Haldimand County, info@haldimandcounty.on.ca
 Halton Region, accesshalton@halton.ca
 City of Burlington, cityclerks@burlington.ca
 City of Hamilton, clerk@hamilton.ca
 Town of Halton Hills, clerks@haltonhills.ca
 Town of Milton, townclerk@milton.ca
 Northumberland County, matherm@northumberland.ca
 Township of Alnwick/Haldimand, info@ahtwp.ca
 Municipality of Brighton, general@brighton.ca
 Town of Cobourg, clerk@cobourg.ca
 Township of Cramahe, clerk@cramahe.ca
 Township of Hamilton, clerks@hamiltontownship.ca
 Municipality of Port Hope, admin@porthope.ca
 Municipality of Trent Hills, info@trenthills.ca
 Peterborough County, info@ptbocounty.ca
 Township of Asphodel-Norwood, info@antownship.ca
 Township of Cavan Monaghan, services@cavanmonaghan.net
 Township of Douro-Dummer, info@dourodummer.on.ca
 Township of Havelock-Belmont-Methuen, havbelmet@hbmtpw.ca
 Township of North Kawartha, reception@northkawartha.on.ca
 Township of Otonabee-South Monaghan, info@osmtownship.ca
 Township of Selwyn, clerkadmin@stjosephstownship.com
 Municipality of Trent Lakes, info@trentlakes.ca
 City of Peterborough, clerk@peterborough.ca
 Wellington County, kimc@wellington.ca
 Town of Erin, clerks@erin.ca
 Town of Minto, info@town.minto.on.ca
 Township of Centre Wellington, clerks@centrewellington.ca
 City of Guelph, clerks@guelph.ca
 Township of Mapleton, clerk@mapleton.ca
 Township of Puslinch, admin@puslinch.ca

Township of Wellington North, township@wellington-north.com
 Simcoe County, info@simcoe.ca
 City of Barrie, cityinfo@barrie.ca
 Town of Innisfil, inquiry@innisfil.ca
 Town of Bradford West Gwillimbury, clerk@townofbwg.com
 Town of New Tecumseth, info@newtecumseth.ca
 City of Orillia, clerks@orillia.ca
 Town of Collingwood, townhall@collingwood.ca
 Township of Essa, llehr@essatownship.on.ca
 Township of Oro-Medonte, info@oro-medonte.ca
 Town of Wasaga Beach, clerk@wasagabeach.com
 Town of Midland, clerks@midland.ca
 Town of Clearview, info@clearview.ca
 Township of Severn, info@townshipofsevern.com
 Township of Tiny, jreid@tiny.ca
 Township of Adjala-Tosorontio, clerk@adjtos.ca
 Township of Tay, deputyclerk@tayvalleytwp.ca
 Township of Ramara, ramara@ramara.ca
 Town of Penetanguishene, scooper@penetanguishene.ca
 City of Kawartha Lakes, clerks@kawarthalakes.ca
 Regional Niagara, clerk@niagararegion.ca
 Town of Fort Erie, clerk@forterie.on.ca
 Town of Grimsby, Administration-Office-General@grimsby.ca
 Town of Lincoln, clerks@lincoln.ca
 City of Niagara Falls, clerk@niagarafalls.ca
 Town of Niagara-on-the-Lake, clerks@notl.com
 Town of Pelham, clerks@pelham.ca
 City of Port Colborne, CustomerService@portcolborne.ca
 City of St. Catharines, clerks@stcatharines.ca
 City of Thorold, clerk@thorold.com
 Township of Wainfleet, mkirkham@wainfleet.ca
 City of Welland, clerk@welland.ca
 Township of West Lincoln, clerk2@westlincoln.ca
 Regional Waterloo, regionalclerk@regionofwaterloo.ca
 City of Kitchener, clerks@kitchener.ca
 City of Waterloo, olga.smith@waterloo.ca
 City of Cambridge, servicecambridge@cambridge.ca
 Township of Wilmot, info@wilmot.ca
 Township of Wellesley, gkosch@wellesley.ca
 Township of Woolwich, mail.woolwich@woolwich.ca
 Township of North Dumfries, mail@northdumfries.ca

Sent by Email

June 4, 2025

The Honourable Peter Bethlenfalvy
MPP Pickering-Uxbridge
1550 Kingston Rd., Suite 213
Pickering, ON L1V 1C3
peter.bethlenfalvy@pc.ola.org

Subject: Raising Ontario Works (OW) and Ontario Disability Support Program (ODSP)

The Council of The Corporation of the City of Pickering considered the above matter at a Meeting held on May 26, 2025 and adopted the following resolution:

WHEREAS individuals and families receiving income support through Ontario Works (OW) and the Ontario Disability Support Program (ODSP) are facing increasing challenges in meeting basic needs due to rising costs of living;

And Whereas Statistics Canada notes that people with disabilities have a higher poverty rate and a lower rate of employment than the overall population;

And Whereas the annual income support for Ontario Works is currently \$8,796.00 and \$16,416.00 for Ontario Disability Support Program. These supports have not increased sufficiently to keep up with inflation and the cost of living. Such costs are anticipated to continue increasing;

And Whereas the low income measure for a single person in Greater Toronto Area is estimated to be approximately \$27,343 annually, and the deep income poverty threshold is determined to be \$20,508;

And Whereas Food Banks, including our local Food Banks, provide a necessary service with increasing demands in our communities;

And Whereas the Pickering Food Bank served 1,722 adults, and 1,054 children in February 2025;

And Whereas food banks are already reducing their distribution capacity; and it is anticipated that due to developing economic circumstances, such as the current tariff war, there will be increased unemployment, increased food prices, and a heightened demand for food distribution, while donations continue to decline;

And Whereas these economic trends will continue to erode the purchasing power of OW and ODSP recipients, increasing reliance on food banks and placing additional pressure on municipalities and community organizations;

Now therefore it be resolved that the Council of The Corporation of the City of Pickering directs through the Office of the Chief Administrative Officer:

1. That staff send a letter to the Premier of Ontario, Minister of Finance, Minister of Children, Community and Social Services, and the Minister for Seniors and Accessibility, to strongly urge that the Ontario Provincial Government significantly raise the payments of Ontario Works and Ontario Disability Support Program and the increases be reflected in the upcoming Provincial Budget and that the increased amount aligns with inflationary costs and thereby decrease the pressure on food banks and the reliance on municipalities and taxpayers to supplement the gap in financial need; and,
2. That a copy of this resolution be forwarded to all Members of Provincial Parliament (MPPs), the Regional Municipality of Durham, all Municipalities in the Province of Ontario, the Federation of Canadian Municipalities (FCM), and the Association of Municipalities of Ontario (AMO) for their endorsement and advocacy.

Should you require further information, please do not hesitate to contact the undersigned at 905.420.4660, extension 2019.

Yours truly



Susan Cassel
City Clerk

SC:am

Copy: Robert Cerjanec, MPP Ajax
Lorne Coe, MPP Whitby
Jennifer French, MPP Oshawa
Todd McCarthy, MPP Durham
Laurie Scott, MPP Haliburton—Kawartha Lakes—Brock
Alexander Harras, Regional Clerk, Region of Durham
Federation of Canadian Municipalities (FCM)
Association of Municipalities of Ontario (AMO)

All Ontario Municipalities

Chief Administrative Officer



CLERK'S OFFICE
MARY REMMIG, ACTING CLERK
Municipality of North Grenville

June 4, 2025

Please be advised that, at their regular meeting on June 3, 2025, Council of the Municipality of North Grenville adopted the following resolution:

Title: Bill 5: Protecting Ontario By Unleashing Our Economy Act, 2025

Date: June 3, 2025

WHEREAS the Government of Ontario has introduced *Bill 5: Protecting Ontario by Unleashing Our Economy Act, 2025*, which proposes substantial changes to environmental planning policies, including replacing the Endangered Species Act with a new framework that reduces protections for at-risk species, and enabling the creation of Special Economic Zones that may override local planning authority and environmental oversight;

AND WHEREAS the Municipality of North Grenville supports increasing housing supply and economic growth, but believes this must be done in a way that upholds environmental responsibility and maintains the integrity of local planning processes;

AND WHEREAS Bill 5, as proposed, weakens safeguards for natural heritage systems, threatening biodiversity, and diminishing the authority of municipalities to manage growth in accordance with local needs and official plans;

AND WHEREAS the Municipality of North Grenville urges the Government of Ontario to recommit to upholding the rights of Indigenous Peoples as affirmed in Canadian law through the United Nations Declaration on the Rights of Indigenous Peoples Act and engage in transparent inclusive consultations with Indigenous Nations and civil society before tabling new development legislation;

AND WHEREAS Special Economic Zones would allow the Province to unilaterally override municipal decision-making by exempting Special Economic Zones from Municipal By-laws;

AND WHEREAS the use of Special Economic Zones to bypass local deliberation on proposed projects may not deliver on the promise of supporting economic growth;

MUNICIPALITY OF NORTH GRENVILLE

285 COUNTY ROAD 44, PO BOX 130, KEMPTVILLE, ON K0G 1J0 T(613)258-9569 EXT 219 F(613)258-9620
clerk@northgrenville.on.ca

THEREFORE BE IT RESOLVED THAT Council of the Municipality of North Grenville:

1. Opposes all provisions in Bill 5 that reduce environmental protections and Ontario's proud legacy of protections of endangered species, that override the rule of law and that nullify Municipal planning authority;
2. Urges the Province of Ontario to support housing and infrastructure development in ways that align with sound environmental planning and wildlife protection and empower municipalities with appropriate planning tools;
3. Urges the Province of Ontario to conduct robust consultation on Bill 5: Protecting Ontario By Unleashing Our Economy Act, 2025;
4. Urges the Province of Ontario not to use Special Economic Zones to exempt projects from By-laws that impacts revenue including development charge By-laws, property tax By-laws, or fees and charges By-law;
5. Requests the Province of Ontario consider the feedback submitted for Bill 5 by the Associations for Municipalities in Ontario (AMO) which highlights protecting Municipal autonomy and fiscal sustainability and Ontario's Environment and Indigenous Cultural Heritage; and,
6. Directs that a copy of this resolution be sent to:
 - o The Minister of Energy and Mines;
 - o The Minister of Municipal Affairs and Housing;
 - o The Minister of the Environment, Conservation and Parks;
 - o The Minister of Citizenship and Multiculturalism;
 - o The Premier of Ontario;
 - o The Association of Municipalities of Ontario (AMO); and,
 - o All Ontario Municipalities.

The above resolution, adopted by the Municipal Council, is forward for your information and action as required.

Thank you,



Mary Remmig
Acting Clerk

MUNICIPALITY OF NORTH GRENVILLE

285 COUNTY ROAD 44, PO BOX 130, KEMPTVILLE, ON K0G 1J0 T(613)258-9569 EXT 219 F(613)258-9620
clerk@northgrenville.on.ca



Norfolk County
 Clerk's and Bylaw Department
 Office of the Chief Administrative Officer
 50 Colborne Street, S., Simcoe Ontario N3Y 4H3
 Telephone: 519-426-5870
 E-mail: clerks@norfolkcounty.ca
 Website: norfolkcounty.ca

Honourable Rob Flack
 Minister of Municipal Affairs and Housing
 Delivered Electronically to: minister.mah@ontario.ca

Honourable Doug Ford
 Premier of Ontario
 Delivered Electronically to: premier@ontario.ca

June 4, 2025

Dear Hon. Doug Ford and Hon. Rob Flack:

Re: Opposition to Strong Mayor Powers

Please be advised of the following motion that was passed at the May 27, 2025, Norfolk County Council meeting:

Resolution No. C-114

Moved By: Councillor Huffman

Seconded By: Councillor Veri

That Council direct staff to prepare and send correspondence to the Minister of Municipal Affairs and Housing and Premier Doug Ford indicating that Norfolk County does not require Strong Mayor Powers to help achieve the provinces' goals; and

That Norfolk County request an exemption from the associated provincial directive; and

Further That a copy of this motion be forwarded to all Ontario municipalities.

Sincerely,

W. Tigert

W. Tigert
 Clerk

cc. All Ontario Municipalities

WHITEWATER

REGION

Council Members

Mayor Neil Nicholson
D-Mayor Cathy Regier
Councillors:
Mark Bell
Connie Tabbert
Chris Olmstead
Micheal Moore
Joey Trimm

Honorable Rob Flack
Minister of Municipal Affairs and Housing
777 Bay Street, 17th floor Toronto, Ontario
M7A 2J3

June 4, 2025

RE: Proposed Amendments to O. Reg. 530/22 to Expand Strong Mayor Powers and Duties to Additional Municipalities

Dear Minister Flack,

Thank you for your letter dated April 9, 2025, regarding the expansion of Strong Mayor Powers and Duties to the Township of Whitewater Region. Our Council discussed this issue in an open forum at our council meeting on May 22 and are firmly of the belief that this effort undermines the value of collaboration between the Mayor, Councillors, and Staff. Increasing the powers of the Mayor eliminates shared decision making, create divisiveness at the council table, and blurs the lines between administrative and political roles. Our council believes that this would result in an erosion of the democratic process at the Municipal level, especially in small municipalities like Whitewater Region.

Our council works as a cohesive unit, firmly focused on the goals of advancing and encouraging growth and making our community a wonderful place in which to live and invest. Each of member of council brings their own set of skills, knowledge, values and perspectives to achieve these goals, and has worked extremely well together.

Since it was sworn in, our Council has been collectively focused on advancing provincial priorities by delivering much needed housing, building infrastructure that supports community growth and the construction of new homes, including housing-enabling infrastructure such as water and wastewater. The Township of

(613) 646-2282



P.O. Box 40,
44 Main Street
Cobden, ON
K0J 1K0



www.whitewaterregion.ca



WHITEWATER

REGION

Council Members

Mayor Neil Nicholson

D-Mayor Cathy Regier

Councillors:

Mark Bell

Connie Tabbert

Chris Olmstead

Micheal Moore

Joey Trimm

Whitewater Region has grown significantly over the last decade (the fourth fastest growing municipality in the County of Renfrew) and, as a rural municipality, we have added a large amount of new housing to meet market demands.

Whitewater Region has invested in our planning department with delegated planning authorities from the County of Renfrew. With a qualified planner, we can very quickly process most planning matters with the exception of plans of subdivisions. With our expanded building inspector staff, we have been able to reduce permit processing times. We do all of this while keeping permits and planning application fees suppressed, augmenting our planning and building department with general taxation revenues to support growth in our community and contribute to meeting Provincial priorities.

Whitewater Region averages approximately 30 new single family detached homes per year over the past 10 years. Although we only have one of our rural communities with both water and wastewater services, it is positioned well for additional development; with one subdivision partly built out and a second subdivision in its planning stages. This sizeable development is constrained by water and wastewater services, stormwater management and road access to the provincial highway.

Our challenge is not with the balance of power around our Council table or our relationship with staff, it is that we simply do not have the funds (or technical staff) needed to update or expand our infrastructure services to support development. Whitewater has implemented Development Charges as a means of raising additional funds, and have purposefully suppressed them to \$5,000/home in order to promote affordable development. Whitewater staff have applied to grants made available by the Province of Ontario, but with no success. Our Council has plans to use your governments' increases to our OCIF and OMPF but these only barely satisfy 20% of our existing Asset Management Program shortfall. This shortfall was further exasperated when OPP billing has increased at the same rate as our OMFP increases. Whitewater Region simply cannot afford to support additional development, let alone invest in our current infrastructure.

(613) 646-2282



P.O. Box 40,
44 Main Street
Cobden, ON
K0J 1K0



www.whitewaterregion.ca



WHITEWATER

REGION

Council Members

Mayor Neil Nicholson

D-Mayor Cathy Regier

Councillors:

Mark Bell

Connie Tabbert

Chris Olmstead

Micheal Moore

Joey Trimm

In closing, our Council requests that the Ontario Government excludes the Township of Whitewater Region from its proposed amendments to O. Reg. 530/22 to Expand Strong Mayor Powers and Duties to Additional Municipalities, and work with us to identify funding to support expansion of its infrastructure systems to support existing and future residential and commercial growth. Thank you for your attention to this matter.

Please feel free to contact me through our offices if you wish to discuss this further.

Yours sincerely,



Mayor Neil Nicholson

(613) 646-2282



P.O. Box 40,
44 Main Street
Cobden, ON
K0J 1K0



www.whitewaterregion.ca





Council Members

Mayor Neil Nicholson

Deputy Mayor Cathy

Regier

Councillors:

Mark Bell

Michael Moore

Chris Olmstead

Connie Tabbert

Joey Trimm

Certified True Copy

Wednesday, May 21, 2025

Re: Resolution - Strong Mayor Powers Update

At its meeting of May 21, 2025, the Council of the Township of Whitewater Region adopted the following resolution:

WHEREAS the Province of Ontario has proposed to designate the Township of Whitewater Region as a "Strong Mayor" community, granting enhanced powers to the Mayor effective May 1, 2025; and,

WHEREAS the Strong Mayor powers significantly alter the balance of governance at the municipal level, undermining the role of Council in decision-making and weakening the fundamental democratic principle of majority rule; and,

WHEREAS the Township of Whitewater Region has a long history of collaborative, transparent, and accountable local governance built upon a foundation of Council-debate and shared decision-making; and,

WHEREAS many municipally elected officials across the province and members of the public have expressed significant concern regarding the imposition of these powers; and,

WHEREAS the Township of Whitewater Region did not formally request or express a desire to be designated under the Strong Mayor framework; and,

WHEREAS a growing number of municipalities and elected officials across Ontario are questioning the appropriateness of the Strong Mayor system and are calling for its reconsideration or repeal;

THEREFORE BE IT RESOLVED that Council of the Township of Whitewater Region formally request that the Premier of

(613) 646-2282

P.O. Box 40,
44 Main Street
Cobden, ON
K0J 1K0

whitewaterregion.ca



Ontario and the Minister of Municipal Affairs and Housing immediately remove the Township of Whitewater Region from the list of municipalities designated under the Strong Mayor legislation;

AND BE IT FURTHER RESOLVED that a copy of this resolution be sent to the Premier of Ontario, the Minister of Municipal Affairs and Housing, all regional Members of Provincial Parliament, all Ontario municipalities, and the Association of Municipalities of Ontario (AMO) for their awareness and support.

Carried - Resolution #2025-5335

Sincerely,



Carmen Miller
Clerk/CEMC





June 6, 2025

Sent to: rachel@biayr.org

Dear Rachel Greenwood:

RE: Proclamation Request – June 1 – 30, 2025 – Brain Injury Awareness Month

On behalf of the Town of Newmarket Council I am pleased to recognize June 1 – 30, 2025 as Brain Injury Awareness Month.

Thank you for submitting your request and for your contributions to the community.

Yours sincerely,

A handwritten signature in dark ink that reads "John Taylor". The signature is fluid and cursive, with the first and last names clearly legible.

John Taylor
Mayor



Emily Thomas-Hopkins
Legislative Coordinator
Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
Newmarket, ON L3Y 4X7
Email: ethomashopkins@newmarket.ca
Tel: 905-953-5300 x2210
Fax: 905-953-5100

June 6, 2025

Sent to: rachel@biayr.org

Dear Rachel Greenwood:

RE: Proclamation Request – June 1 – 30, 2025 – Brain Injury Awareness Month

I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will proclaim June 1 – 30, 2025 as Brain Injury Awareness Month. Approved proclamations, lighting requests, and community flag raisings will be listed on the Town's website. Approved lighting and community flag raisings will also be communicated to the public through the Town's social media.

A handwritten signature in black ink, appearing to be "ETH", written in a stylized, cursive-like font.

Emily Thomas-Hopkins

Legislative Coordinator



June 5, 2025

Sent to: Jacob.gal@yorkpride.ca

Dear Jacob Gal:

RE: Proclamation Request – June 1 – 30, 2025 – Pride Month

On behalf of the Town of Newmarket Council I am pleased to recognize June 1 – 30, 2025 as Pride Month.

In addition, the Fred A. Lundy Bridge located on Water Street will be illuminated in rainbow colours on June 21, 2025 from sunset until 11:00 PM.

In addition, the community flag pole located at the Newmarket Municipal Offices (395 Mulock Drive) will fly your flag from June 13 – 30, 2025.

Thank you for submitting your request and for your contributions to the community.

Yours sincerely,



John Taylor
Mayor



Emily Thomas-Hopkins
Legislative Coordinator
Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
Newmarket, ON L3Y 4X7
Email: ethomashopkins@newmarket.ca
Tel: 905-953-5300 x2210
Fax: 905-953-5100

June 5, 2025

Sent to: Jacob.gal@yorkpride.ca

Dear Jacob Gal:

RE: Proclamation Request – June 1 – 30, 2025 – Pride Month

I am writing to advise that your proclamation request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will proclaim June 1 – 30, 2025 as Pride Month. Approved proclamations, lighting requests, and community flag raisings will be listed on the Town's website. Approved lighting and community flag raisings will also be communicated to the public through the Town's social media.

In addition, the Fred A. Lundy Bridge located on Water Street will be illuminated in a rainbow colours on June 21, 2025 to recognize Pride Month. Please note that the lighting will occur from sunset until 11:00 PM.

In addition, the community flag pole located at the Newmarket Municipal Offices (395 Mulock Drive) will fly your flag from June 13 – 30, 2025 to recognize Pride Month. Please note that the flag must be dropped off at the Town of Newmarket Operations Centre at 1275 Maple Hill Court by 4:00 PM on June 11, 2025 ATTN: Nick Evans. Alternatively, you can leave it in the drop off box at the front of the building after 4:00 PM.

Emily Thomas-Hopkins
Legislative Coordinator



Emily Thomas-Hopkins
 Legislative Coordinator
 Town of Newmarket
 395 Mulock Drive
 P.O. Box 328 Station Main
 Newmarket, ON L3Y 4X7
 Email: ethomashopkins@newmarket.ca
 Tel: 905-953-5300 x2210
 Fax: 905-953-5100

May 30, 2025

Sent to: office@toomuchiron.ca

Dear Petreece Salterio:

RE: Lighting Request – June 2, 2025 – World Hemachromatosis Awareness Week

I am writing to advise that your lighting request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will illuminate the Fred A. Lundy Bridge located on Water Street in red on June 2, 2025 to recognize World Hemachromatosis Awareness Week. Please note that the lighting will occur from sunset until 11:00 PM.

Approved proclamations, lighting requests, and community flag raisings will be listed on the Town's website. Approved lighting and community flag raisings will also be communicated to the public through the Town's social media.

Emily Thomas-Hopkins

Legislative Coordinator



Emily Thomas-Hopkins
Legislative Coordinator
Town of Newmarket
395 Mulock Drive
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Email: ethomashopkins@newmarket.ca
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Fax: 905-953-5100

May 30, 2025

Sent to: mawad@kidneycancercanada.ca

Dear Mona Awad:

RE: Lighting Request – June 18, 2025 – World Kidney Cancer Day

I am writing to advise that your lighting request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will illuminate the Fred A. Lundy Bridge located on Water Street in green on June 18, 2025 to recognize World Kidney Cancer Day. Please note that the lighting will occur from sunset until 11:00 PM.

Approved proclamations, lighting requests, and community flag raisings will be listed on the Town's website. Approved lighting and community flag raisings will also be communicated to the public through the Town's social media.

A handwritten signature in black ink, appearing to be "ETH", written in a stylized, cursive-like font.

Emily Thomas-Hopkins

Legislative Coordinator



May 30, 2025

Sent to: communication@sicklecellanemia.ca

Dear Chloe Jang:

RE: Lighting Request – June 19, 2025 – World Sickle Cell Day

On behalf of the Town of Newmarket Council I am pleased to illuminate the Fred A. Lundy Bridge located on Water Street in red on June 19, 2025 from sunset to 11:00 PM to recognize World Sickle Cell Day.

Thank you for submitting your request and for your contributions to the community.

Yours sincerely,

A handwritten signature in dark ink that reads "John Taylor".

John Taylor
Mayor



Emily Thomas-Hopkins
Legislative Coordinator
Town of Newmarket
395 Mulock Drive
P.O. Box 328 Station Main
Newmarket, ON L3Y 4X7
Email: ethomashopkins@newmarket.ca
Tel: 905-953-5300 x2210
Fax: 905-953-5100

May 30, 2025

Sent to: communication@sicklecellanemia.ca

Dear Chloe Jang:

RE: Lighting Request – June 19, 2025 – World Sickle Cell Day

I am writing to advise that your lighting request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will illuminate the Fred A. Lundy Bridge located on Water Street in red on June 19, 2025 to recognize World Sickle Cell Day. Please note that the lighting will occur from sunset until 11:00 PM.

Approved proclamations, lighting requests, and community flag raisings will be listed on the Town's website. Approved lighting and community flag raisings will also be communicated to the public through the Town's social media.

Emily Thomas-Hopkins

Legislative Coordinator



Emily Thomas-Hopkins
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Tel: 905-953-5300 x2210
Fax: 905-953-5100

June 6, 2025

Sent to: prem@cavernousmalformation.ca

Dear Prem Kaur:

RE: Lighting Request – June 24, 2025 – Cavernous Malformation Awareness Month

I am writing to advise that your lighting request has been approved in accordance with the Council-approved [Proclamation, Lighting Request and Community Flag Raising Policy](#), and the Town of Newmarket will illuminate the Fred A. Lundy Bridge located on Water Street in red on June 24, 2025 to recognize Cavernous Malformation Awareness Month. Please note that the lighting will occur from sunset until 11:00 PM.

Approved proclamations, lighting requests, and community flag raisings will be listed on the Town's website. Approved lighting and community flag raisings will also be communicated to the public through the Town's social media.

Emily Thomas-Hopkins

Legislative Coordinator