

**CITY OF VAUGHAN  
COMMITTEE OF THE WHOLE (2)  
AGENDA**

**This is an Electronic Meeting. The Council Chamber will not be open to the public. Public comments can be submitted by email to [clerks@vaughan.ca](mailto:clerks@vaughan.ca). To make a verbal presentation, please send a completed Request to Speak Form to [clerks@vaughan.ca](mailto:clerks@vaughan.ca) or call Access Vaughan at 905-832-2281 by 12:00 noon on the last business day before the meeting.**

**Wednesday, May 12, 2021**

**1:00 p.m.**

**Council Chamber**

**2nd Floor, Vaughan City Hall**

**2141 Major Mackenzie Drive**

**Vaughan, Ontario**

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- 3. COMMUNICATIONS**
- 4. CEREMONIAL PRESENTATIONS**
- 5. PRESENTATIONS**
- 6. DETERMINATION OF ITEMS REQUIRING SEPARATE DISCUSSION  
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ALL APPENDICES ARE AVAILABLE FROM THE CITY CLERK'S OFFICE  
PLEASE NOTE THAT THIS MEETING WILL BE AUDIO RECORDED  
AND VIDEO BROADCAST

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## Committee of the Whole (2) Report

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**DATE:** Wednesday, May 12, 2021

**WARD(S):** ALL

**TITLE: BLACK CREEK FINANCIAL STRATEGY AND VMC WEST  
INTERCHANGE SANITARY SEWER PUBLIC STATUTORY  
MEETING**

**FROM:**

Michael Coroneos, Deputy City Manager, Corporate Services, City Treasurer and Chief Financial Officer

**ACTION:** DECISION

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**Purpose**

To facilitate and provide information pertinent to the Public Meeting regarding the Draft Development Charges Background Studies and By-Laws for the Black Creek Financial Strategy and VMC West Interchange Sanitary Sewer.

**Report Highlights**

- Public Statutory Meeting is being held in accordance with the Development Charges Act, 1997 for the Black Creek Financial Strategy and VMC West Interchange Sanitary Sewer ASDCs.
- Minor changes have been made to the VMC West Interchange Sanitary Sewer which has resulted in rates slightly revised from what was released on April 7, 2021.

**Recommendations**

1. That a report be brought to the June 8, 2021 Committee of the Whole (2) meeting, summarizing and addressing, as necessary, comments from the public received at the May 12, 2021 Black Creek Area Specific Development Charges (ASDC) and VMC West Interchange Sanitary Sewer ASDC Public Statutory meeting; and

2. That the revised draft VMC West Sanitary Interchange Sewer Service Area Background Study and draft ASDC By-Law be received.

## **Background**

The Draft Area Specific Development Charges (“ASDC”) Background Studies and By-Laws for the Black Creek Financial Strategy and the VMC West Interchange Sanitary Sewer were originally presented to Council at the April 7, 2021 Committee of the Whole (1) Meeting, Item #10. For the full background on the financial strategy and related area specific development charge background studies, please refer back to this report which is linked below.

## **Previous Reports/Authority**

Black Creek Financial Strategy and VMC West Interchange Sanitary Sewer Area Specific Development Charges Updates Staff Report

<https://pub-vaughan.escrimemeetings.com/filestream.ashx?DocumentId=66729>

## **Analysis and Options**

The Development Charges Act has mandatory communication requirements that require the advertising of at least one public hearing and the Clerk is mandated to carry out such advertising at least 20 days in advance of the meeting date. The Public Statutory hearing was scheduled for May 12, 2021 and was advertised using a number of channels. This included advertising in the Vaughan Citizen and Vaughan Liberal on April 15, 2021.

Both advertising of the Public Meeting as well as pertinent information such as the draft Development Charge Background Study and By-law was also made available on April 7, 2021 on the City’s website.

Subsequent to Council approval of the Development Charge Background Studies and the Edgeley Pond and Black Creek Works ASDC by-law and VMC West Interchange Sanitary Sewer ASDC by-law, appropriate notices will be provided by the Clerks Department as prescribed by the Development Charge Act.

## **Minor changes to the VMC West Interchange Sanitary Sewer Background Study**

After receiving feedback from the stakeholders that will be impacted by the VMC West Interchange Sanitary Sewer, staff had determined that some minor changes to the rates was required.

The non-residential development forecast found in Appendix A, Table 3 of the Background Study had identified a projected growth of 494,096 m2 to build-out and total projected employment of 19,472. An application that was included in the original analysis has since been revised. This results in the total GFA projected in the drainage area decreasing. This revision has been made and is now reflected in the attached draft Background Study.

Additionally, it was identified that the 3% Administrative recovery which is included on all City capital projects was excluded from the original rate calculation. This revision has also been made and is now reflected in the attached draft Background Study.

This has resulted in revised rates as follows:

#### **Revised: VMC West Interchange Sanitary Sewer Residential Development Charges**

Service	Unadjusted Charge Per Capita	Residential Charge By Unit Type <sup>(1)</sup>			
		Singles & Semis	Townhouses & Multiples	Large Apartments (≥ 700 sq.ft.)	Small Apartments (< 700 sq.ft.)
Sanitary Sewer Improvements	\$269.87	\$982	\$810	\$599	\$432
<i>(1) Based on Persons Per Unit of:</i>		3.64	3.00	2.22	1.60

#### **Revised: VMC West Interchange Sanitary Sewer Non-Residential Development Charges**

Service	Non-Residential Charge per Square Metre
Sanitary Sewer Improvements	\$10.83
<i>*Charge levied per Square Meter of Gross Floor Area</i>	

### **Financial Impact**

Although there is no direct financial impact as a result of this report, an outline of the full financial implications and related Black Creek Financial Strategy and VMC West Interchange Sanitary Sewer Area Specific Development Charges which are the subject of the Public Statutory Meeting can be found in the report titled “Black Creek Financial Strategy and VMC West Interchange Sanitary Sewer Area Specific Development Charges Updates Staff Report” and linked above.

## **Broader Regional Impacts/Considerations**

The Region of York continues to be engaged in discussions regarding the Black Creek Financial Strategy and the infrastructure components that they have committed to partially funding.

## **Conclusion**

Completion of the Black Creek and VMC West Interchange Sanitary Sewer works are a vital step towards flood relief and the development of the VMC as Vaughan's downtown core. One component of the Strategies is the enactment of ASDC By-laws and therefore a statutory process must be followed. Staff will report back to the Committee of the Whole (2) Meeting on June 8, 2021 after the public consultation and statutory meeting are complete in order to obtain approval for the ASDC By-law enactment.

**For more information**, please contact: Brianne Clace, Project Manager of Development Finance, ext. 8284 or Nelson Pereira, Manager of Development Finance, ext. 8393.

## **Attachments**

1. Draft Black Creek Financial Strategy and Development Charge Background Study, Prepared by Hemson Consulting Ltd.
2. Draft Black Creek Financial Strategy ASDC By-Law.
3. Draft VMC West Interchange Sanitary Sewer Development Charge Background Study.
4. Draft VMC West Interchange Sanitary Sewer ASDC By-law.

## **Prepared by**

Brianne Clace, Project Manager of Development Finance, ext. 8284

## **Approved by**



Michael Coroneos, DCM of Corporate Services and CFO and City Treasurer

## **Reviewed by**



Jim Harnum, City Manager

**VERSION FOR PUBLIC CONSULTATION**

PREPARED BY HEMSON FOR THE CITY OF VAUGHAN

# **DEVELOPMENT CHARGES BACKGROUND STUDY FOR THE EDGELEY POND AND PARK AND BLACK CREEK CHANNEL WORKS**

March 2021



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# EXECUTIVE SUMMARY

The following summarizes the finding of the City of Vaughan's Area-Specific Development Charges (ASDC) Background Study for the Edgeley Pond and Park and Black Creek Channel Works. The development charges identified in the study would be applied in addition to the City-wide DCs levied under DC By-law 083-2018.

## A. STUDY CONSISTENT WITH DEVELOPMENT CHARGES LEGISLATION

- The 2016 Black Creek Financial Strategy was developed over several years through extensive consultation with a variety of stakeholders with interests in the Black Creek and Edgeley Pond Renewal. Through this process Fabian Papa & Partners and Hemson Consulting Ltd. produced a methodology that considers the functional benefit of each component line item to each stakeholder in the funding equation. The approach is based on the premise that various groups of landowners derive varying levels of benefit depending on the flood control and urban design relative to their property.
- In June 2016, the Council of the City of Vaughan approved By-law 079-2016 to impose an Area Specific Development Charge for the Edgeley Pond and Black Creek Channel Works.
- In May 2018, the Council of the City of Vaughan approved the City-wide and Area-Specific Development Charges Background Study and passed City-wide DC By-law 083-2018 and 12 ASDC By-laws which all thirteen by-laws came into force on September 21, 2018. This study did not address DC By-law 079-2016.
- This ASDC Background Study and associated by-law relates only to By-law 079-2016 which constitutes the works associated with Edgeley Pond and Park and Black Creek Channel Works. This study recalculates area-specific development charges in compliance with the provisions of the *Development Charges Act, 1997* (DCA) and its associated regulation (*Ontario Regulation 82/98*) and the recently amended provisions of the legislation.
- Since the approval of the ASDC by-law staff have continued working with a series of external consultants to refine the cost estimates for the Edgeley Park and Pond as the design has advanced significantly and the cost being used in the strategy is more accurate.

- Please note, as general consensus on the allocation methodology was achieved in 2016, staff have determined that the existing methodology for the allocation of costs should be maintained with updates only being applied to the cost components by using updated information provided from the more detailed design and costing of the works.
- The City needs to implement development charges to fund the Edgeley Pond and Park and Black Creek Channel Works which benefit the identified land owners so that new development pays for its capital requirements to the extent allowed by the DCA and so that new services required by growth are provided in a fiscally responsible manner.
- The DCA and Ontario Regulation (O. Reg.) 82/98 require that a development charges background study be prepared in which development charges are determined with reference to:
  - A forecast of the amount, type and location of residential and non-residential development anticipated;
  - A review of future capital projects, including an analysis of gross expenditures, funding sources and net expenditures incurred or to be incurred by the City to provide for the expected development, including the determination of the development and non-development-related components of the capital projects;
  - An examination of the long-term capital and operating costs for the capital infrastructure required for each service to which the development charges by-law relates; and
  - An asset management plan to deal with all assets whose capital costs are proposed to be funded under the DC by-law, and that demonstrates that all assets are financial sustainable over their full life cycle.
- This report identifies the development-related net capital costs attributable to land to be developed within the three areas to which the works relate. As permitted by the legislation and consistent with the City's existing practice, the area-specific stormwater management development charges have been calculated on a land area (per net hectare) basis.
- The calculated charges are the maximum charges the City may adopt. Lower charges may be approved; however, this will require a reduction in the capital plan and reduced service levels, or financing from other sources, likely property taxes and utility rates.

## A. ENGINEERING SERVICES WITH AREA-SPECIFIC DEVELOPMENT-RELATED COSTS INCLUDED IN THE ANALYSIS

- The following City services have been included in the development charge analysis:
  - Area-Specific Stormwater and/or Floodplain Management
  - City-wide Engineering
  - City-wide Parks and Open Space Development
- This ASDC Background Study calculates development charges related to the provision of stormwater and/or floodplain management infrastructure within the three specific benefitting land areas.
- The area-specific approach is applied to the service to align the capital costs for this service with the particular areas that will be serviced by the required infrastructure.

## B. DEVELOPMENT FORECAST

- As permitted by the legislation and consistent with the City's existing practice, the area-specific stormwater management development charges have been calculated on a land area (per net hectare) basis.
- The area-specific development charges calculated in this study are based on the development or redevelopment of three defined geographies within the Black Creek watershed and Vaughan Metropolitan Centre (VMC) areas. The applicable areas are illustrated in the Area-Specific Development Charges maps (Appendix C) and summarized in the table below.

### *Development Areas Included in the Study*

Area Description	Net Hectares
Immediately Affected Landowners (Map 1)	5.78 (ha removed from floodplain)
Vaughan Metropolitan Centre Areas Draining to Edgeley Pond (Map 2)	20.06 (developable ha)
Undeveloped Lands in Black Creek Drainage Shed (Map 3)	144.58 (developable ha)

## C. DEVELOPMENT-RELATED CAPITAL PROGRAM

- The City of Vaughan provided the capital project listing and cost estimates contained in the capital program setting out the projects that are required to facilitate development to 2041. Many of the costs were prepared by specialized consultants retained by the City.
- The development-related capital program is based on a 2041 benefiting period with the assumption that all lands will develop/redevelop over the 2021 to 2041 period.
- The total cost associated with the area-specific development-related works related to the three benefiting areas amounts to \$221.0 million. The costs included in the ASDC are inclusive of the works associated with the Black Creek Channelization works and the Edgeley Pond and Park improvements.
- The *Development Charges Act* requires that gross capital costs be reduced by grants, subsidies, and recoveries from other governments, capital replacements or other benefits provided to the existing community and amounts that exceed historic service levels. Therefore, of the total 221.0 million gross program, about \$76.2 million is attributed to those benefiting land owners for recovery from this ASDC. A summary of the apportionment is shown in the table below.

***Capital Cost Summary by Funding Source***

<b>Description</b>	<b>Cost (\$000)</b>	<b>%</b>
Immediately Affected Landowners	\$54,025	24.4%
Vaughan Metropolitan Centre Areas Draining to Edgeley Pond	\$9,818	4.4%
Undeveloped Land in Black Creek Drainage Shed	\$12,353	5.6%
City-Wide Development Charges – Engineering	\$57,243	25.9%
City-Wide Development Charges – Parks and Open Space	\$13,381	6.1%
Benefit to Existing Funding (non-DC Sources)	\$61,185	27.7%
Local Service	\$8,953	4.1%
Other Governments (York, TRCA)	\$4,067	1.8%
<b>Totals</b>	<b>\$221,026</b>	<b>100.0%</b>

- Appendix A provides details on the calculation for the infrastructure works.

## **D. DEVELOPMENT CHARGES ARE CALCULATED WITH FULL REFERENCE TO THE DCA**

- The fully calculated ASDCs are recommended on a land area (per net hectare) basis and applicable to all net land areas (illustrated in the maps below).
- The charge for Immediately Affected Landowners is levied on the net hectares removed from the floodplain whereas the other two area-specific charges are levied on net hectares of developable land.
- The charges shown below are not cumulative and more than one charge could apply to a given land area. See the Area-Specific Development Charges Maps in Appendix C.
- Consistent with the methodology employed in 2016, the calculated rates assume that the City would issue external debt for projects constructed in the first four years (between 2021 and 2024) while projects emplaced after 2024 were assumed to be reserve funded with long-term interest rates of 5% applied to negative balances and 3.5% applied to positive balances.

<b>ASDC Areas</b>	<b>Calculated Rates (\$/net ha)</b>
Map 1 – Immediately Affected Landowners	\$9,467,470
Map 2 – VMC Draining to Edgeley Pond	\$465,823
Map 3 – Undeveloped Land in the Black Creek Drainage Shed	\$96,260

# 1. INTRODUCTION AND BACKGROUND

This City of Vaughan Area-Specific Development Charges (ASDC) Background Study for the Edgeley Pond and Park and Black Creek Channel Works is presented as part of a process to lead to the approval of a new ASDC by-law in compliance with the *Development Charges Act, 1997* (DCA) and its associated *Ontario Regulation 82/98* (O. Reg. 82/98).

The 2016 Black Creek Financial Strategy was developed over several years through extensive consultation with a variety of stakeholders with interests in the Black Creek and Edgeley Pond and Park Renewal. Through this process Fabian Papa & Partners and Hemson Consulting Ltd. produced a methodology that considers the functional benefit of each component line item to each stakeholder in the funding equation. The approach is based on the premise that various groups of landowners derive varying levels of benefit depending on the flood control and urban design relative to their property. Importantly, the methodology established in the 2016 study used to develop the allocation of costs based on the improvement of hydrologic capacity has been maintained in this 2021 ASDDC Study.

In June 2016, the Council of the City of Vaughan approved By-law 079-2016 to impose an Area Specific Development Charge for the Edgeley Pond and Park and Black Creek Channel Works. Since the approval of the ASDC by-law staff have continued working with a series of external consultants to refine the cost estimates for the Edgeley Park and Pond as the design has advanced significantly and the cost being used in the strategy is more accurate.

In order for the City to continue collecting DCs for the required works, the City needs to update the existing ASDCs to fund development-related capital projects so that development may be serviced in a fiscally responsible manner.

The DCA and O. Reg. 82/98 require that a development charges background study be prepared in which development charges are determined with reference to:

- A forecast of the amount, type and location of development anticipated;
- A review of capital works in progress and anticipated future capital projects, including an analysis of gross expenditures, funding sources, and net expenditures incurred or to be incurred by the City or its local boards to provide for the expected development, including the determination of the development and non-development-related components of the capital projects;

- An examination of the long-term capital and operating costs for the capital infrastructure required for each service to which the development charges by-laws would relate; and
- An asset management plan to deal with all assets whose capital costs are proposed to be funded under the DC by-law, demonstrating that all assets included in the capital program are financially sustainable over their full life cycle.

This study presents the results of the review, which determines the net capital costs attributable to new development/redevelopment that is forecast to occur within the three benefiting land areas between 2021 and 2041. The area-specific development charges calculated in this study are based on the development or redevelopment of three defined geographies within the Black Creek watershed and Vaughan Metropolitan Centre (VMC) areas. As permitted by the legislation and consistent with the City's existing practice, the area-specific stormwater management development charges have been calculated on a land area (per net hectare) basis.

The City of Vaughan currently levies development charges on a city-wide, uniform basis in addition to other area-specific development charges. The city-wide charges recover for development-related costs for the provision of Engineering (city-wide), Public Works, Community Services, Library, Fire & Rescue, and General Government. These city-wide services as well as the remaining twelve 2018 Area-Specific development Charges by-law are not being reviewed as part of this study.

The DCA provides for a period of public review and comment regarding the proposed development charges. This process includes considering and responding to comments received by members of the public about the calculated charges and methodology used. Following completion of this process, and in accordance with the DCA and Council's review of this study, it is intended that Council will pass new ASDCs for the three defined geographies within the Black Creek watershed and Vaughan Metropolitan Centre (VMC) areas.

The remainder of this study sets out the information and analysis upon which the proposed development charges are based.

Section 2 designates the services for which the development charges are proposed and the areas within the City to which the development charges will apply. It also briefly reviews the methodology that has been used in this background study.



Section 3 presents a summary of the remaining net developable land areas to be developed over the 2021–2041 period.

Section 4 summarizes the future development-related capital costs associated with the provision of services related to development/redevelopment in within the Black Creek watershed and Vaughan Metropolitan Centre (VMC) areas.

Section 5 details the calculated ASDC rates for development or redevelopment of three defined geographies.

Section 6 provides an examination of the long-term capital and operating cost impacts for the infrastructure included in the ASDC calculation. It also addresses the asset management provisions required to maintain the development-related components of the capital projects included in the analysis.

Section 7 provides a discussion of other issues and considerations including by-law administration, rules and policies.

## **2. AREA-SPECIFIC APPROACH IS USED TO ALIGN DEVELOPMENT-RELATED COSTS AND BENEFITS**

Several key steps are required when calculating any development charge. However, specific circumstances arise in each municipality that must be reflected in the calculation.

Therefore, we have tailored our approach to the unique circumstances in the City of Vaughan and the specific benefitting areas to which the works apply. The approach to the calculated area-specific development charges is focused on providing a reasonable alignment of development-related costs with the development that necessitates them.

### **A. AREA-SPECIFIC DEVELOPMENT CHARGES ARE CALCULATED**

The DCA provides municipalities with flexibility to define services that will be included in the development charge by-laws, provided that the other provisions of the Act and its associated regulations are met. The DCA also requires that the by-laws designate the areas within which the by-laws shall be imposed. The development charges may apply to all lands in the municipality or to other designated development areas as specified in the by-laws.

The City of Vaughan currently levies development charges on both a City-wide and Area-Specific basis.

- The following City services have been included in the development charge analysis:
  - Area-Specific Stormwater and/or Floodplain Management
  - City-wide Engineering
  - City-wide Parks and Open Space Development

This ASDC Background Study calculates development charges related to the provision of stormwater and/or floodplain management infrastructure within the three specific benefitting land areas. The area-specific approach is applied to the service to align the capital costs for this service with the particular areas that will be serviced by the required infrastructure.

- As permitted by the legislation and consistent with the City's existing practice, the area-specific stormwater management development charges have been calculated on a land area (per net hectare) basis.
- The area-specific development charges calculated in this study are based on the development or redevelopment of three defined geographies within the Black Creek watershed and Vaughan Metropolitan Centre (VMC) areas. The applicable areas are illustrated in the Area-Specific Development Charges maps (Appendix C) and summarized in the following section.

No changes to the City-wide DC by-law or remaining twelve ASDC by-laws are proposed as part of this study.

- Please note that both the City-wide engineering and city-wide parks share identified in this analysis will be recovered for under the City-wide DC by-law and will be included in the subsequent update study and Community Benefit Charges study and corresponding CBC by-law.

## **B. KEY STEPS IN DETERMINING AREA-SPECIFIC DEVELOPMENT CHARGES FOR FUTURE DEVELOPMENT-RELATED PROJECTS**

Several key steps are required in calculating development charges for future development-related projects. These are summarized below.

### **1. Developable Land Area Forecast**

Land area based development charge is proposed for the purposes of calculating an ASDC for the three benefitting land areas.

For the purposes of the ASDC calculation, the total net developable land area means the gross area of land less the area of lands conveyed or to be conveyed into public ownership for the purpose of open space, parks, woodlots, schools, storm water management facilities, buffers and road widening's along Regional Roads and Ontario Hydro utility corridors and less the area of any wood lots in private ownership if zoned as such, but shall include the area of all road allowances dedicated to the City. For the purposes of this study and by-law the net benefitting area for Map 1 shall include parkland.

## 2. Development-Related Capital Program and DC Eligible Costs to be Recovered Through the ASDCs

City staff, in collaboration with the consulting team have created a development-related capital program setting out those projects that are required to facilitate development within the three benefitting areas. The growth-related capital program is based on a 2041 benefitting period with the assumption that all lands will develop/redevelop over the period. The City of Vaughan provided the project listing and cost estimates contained in the capital program. Many of the costs were prepared by specialized consultants retained by the City.

The program identifies development-related projects and their gross and net costs, after allowing for capital grants, subsidies or other contributions as required by the Act (DCA, s. 5. (2)). The capital forecast provides another cornerstone upon which development charges are based. The DCA requires that the increase in the need for service attributable to the anticipated development may include an increase:

*... only if the council of the municipality has indicated that it intends to ensure that such an increase in need will be met. (s. 5. (1) 3.)*

The development-related capital program prepared for this study ensures that development charges are only imposed to help pay for projects that have been or are intended to be purchased or built in order to accommodate future anticipated development. It is not sufficient in the calculation of development charges merely to have had the service in the past. There must also be a demonstrated commitment to continue to emplace facilities or infrastructure in the future. In this regard, Ontario Regulation 82/98, s. 3 states that:

*For the purposes of paragraph 3 of subsection 5 (1) of the Act, the council of a municipality has indicated that it intends to ensure that an increase in the need for service will be met if the increase in service forms part of an Official Plan, capital forecast or similar expression of the intention of the council and the plan, forecast or similar expression of the intention of the council has been approved by the council.*

As required by the DCA, s. 5. (1) 6., any portion of projects and their associated net costs that are considered to benefit existing residents are the funding responsibility of the City from non-development charges sources. Those specific shares of projects are further identified and quantified in section 4 of this report.

### 3. Attribution to Types of Development

Once the total gross capital project costs have been identified and all necessary reductions and adjustments have been made, the ASDC is calculated based on the net developable land area and expressed as a rate per net hectare.

### 4. Final Adjustment

The final determination of the development charge results from adjustments made to development-related net capital costs resulting from the application of any unallocated reserve fund balances available to finance the development-related capital costs in the capital forecast. A cash flow analysis is also undertaken to account for the timing of projects and receipt of development charges. Interest earnings or borrowing costs are therefore accounted for in the calculation as allowed under the *DCA*.

For the purposes of the cash-flow analysis, it has been assumed that the City would issue external debt for projects constructed between 2021 and 2024. An 18-year debenture with a current Infrastructure Ontario fixed interest rate of 2.42% is assumed. Projects emplaced after 2024 were assumed to be reserve funded with long-term interest rates of 5% applied to negative balances and 3.5% applied to positive balances. This approach is consistent with the methodology employed in the 2016 Study.

### 3. DEVELOPMENT FORECAST

This section provides the basis for the total net developable land area forecasts used in calculating area-specific development charges for the three benefitting areas to which the Edgeley Pond and Park and Channelization Works apply. The total developable land area was informed based on data provided by the City’s engineering/design consultants and through discussions with City staff.

This practice aligns with the provisions of the DCA, which require that development charges be determined with reference to “the amount, type and location of development for which development charges can be imposed...” (s.5.(1)1.). This section portrays a summary of the results of the total developable land area, net of non-developable areas.

#### A. LAND AREA FORECAST

The area-specific development charges calculated in this study are based on the development or redevelopment of three defined geographies within the Black Creek watershed and Vaughan Metropolitan Centre (VMC) areas. The applicable areas are illustrated in the Area-Specific Development Charges maps (Appendix C) and summarized in the table below.

**Table 1 – The City of Vaughan – Development Areas Included in the Study**

Area Description	Net Hectares
Immediately Affected Landowners (Map 1)	5.78 (ha removed from floodplain)
Vaughan Metropolitan Centre Areas Draining to Edgeley Pond (Map 2)	20.06 (developable ha)
Undeveloped Lands in Black Creek Drainage Shed (Map 3)	144.58 (developable ha)

For the purposes of the ASDC calculation, the total net developable land area means the gross area of land less the area of lands conveyed or to be conveyed into public ownership for the purpose of open space, parks, woodlots, schools, storm water management facilities, buffers and road widening's along Regional Roads and Ontario Hydro utility corridors and less the area of any wood lots in private ownership if zoned as such, but shall include the area of all road allowances dedicated to the City. For the purposes of this study and by-law the net benefiting area for Map 1 includes parkland.

## 4. THE DEVELOPMENT-RELATED CAPITAL PROGRAM

The DCA requires the Council of a municipality to express its intent to provide future capital facilities at the average historical service level incorporated in the development charges calculation. As noted above in Section II, Ontario Regulation 82/98, s. 3 states that:

For the purposes of paragraph 3 of subsection 5 (1) of the Act, the council of a municipality has indicated that it intends to ensure that an increase in the need for service will be met if the increase in service forms part of an official plan, capital forecast or similar expression of the intention of the council and the plan, forecast or similar expression of the intention of the council has been approved by the council.

### A. A DEVELOPMENT-RELATED CAPITAL FORECAST IS PROVIDED FOR COUNCIL'S APPROVAL

Based on the development forecasts detailed in Section III, City staff, in collaboration with the consulting team have created a development-related capital program setting out those projects that are required to facilitate development within the three benefitting areas. The growth-related capital program is based on a 2041 benefiting period with the assumption that all lands will develop/redevelop over the period. The City of Vaughan provided the project listing and cost estimates contained in the capital program. Many of the costs were prepared by specialized consultants retained by the City while some costs were maintained from the 2016 DC Study but adjusted for the effects of inflation.

One of the recommendations contained in this ASDC Background Study is for Council to adopt the capital programs created for the purposes of this area-specific development charges calculation. It is assumed that future capital budgets and forecasts will continue to bring forward the development-related projects contained herein, that are consistent with the development occurring in areas. It is acknowledged that changes to the forecast presented here may occur through the City's normal capital budget process.



## **B. THE DEVELOPMENT-RELATED CAPITAL FORECAST FOR SERVICES RELATED TO THE EDGELEY POND AND PARK AND BLACK CREEK CHANNEL WORKS**

Table 2 provides the development-related capital recoveries for service related to the Edgeley Pond and Black Creek Channel Works.

The area-specific capital program totals \$221.0 million and provides servicing for anticipated development over the planning period to 2041. One of the attributing factors to the increased costs relates to an update to the cost to acquire land along the Black Creek Channel. Land costs continue to rise in the VMC area and the revised land costs reflect a current estimation of value based on present values being seen in the area. The City now anticipates that a great deal of land will have to be acquired to complete the works in a timely manner. Of the total value, land acquisition costs represent \$80.4 million (or 36%) of the total.

The *Development Charges Act* requires that gross capital costs be reduced by grants, subsidies, and recoveries from other governments, capital replacements or other benefits provided to the existing community; amounts that exceed historic service levels or considered to benefit development beyond the planning horizon. Given that the increase in need for service identified for these lands considered in the ASDC calculation relate to engineered services, the ASDC calculations are not subject to the same service level restrictions applied for general services, thus no funding level caps have been applied.

As indicated in Table 2, of the total \$221.0 million gross program, about \$76.2 million is attributed to those benefiting land owners and included in the calculation of the ASDC rates in this study. In addition to those costs funded from ASDCs in this study, an additional \$70.6 million is anticipated to be funded through the City-wide Engineering and Community Services DCs (those rates are not considered under this study). A summary of the apportionment is shown below.

**Table 2 – Capital Cost Summary by Funding Source**

<b>Description</b>	<b>Cost (\$000)</b>	<b>%</b>
Immediately Affected Landowners	\$54,025	24.4%
Vaughan Metropolitan Centre Areas Draining to Edgeley Pond	\$9,818	4.4%
Undeveloped Land in Black Creek Drainage Shed	\$12,353	5.6%
City-Wide Development Charges – Engineering	\$57,243	25.9%
City-Wide Development Charges – Parks and Open Space	\$13,381	6.1%
Benefit to Existing Funding (non-DC sources)	\$61,185	27.7%
Local Service	\$8,953	4.1%
Other Governments (York, TRCA)	\$4,067	1.8%
<b>Totals</b>	<b>\$221,026</b>	<b>100.0%</b>

- It should be noted that development charges reserve funds which do exist for Maps 2 and 3 for which development has already occurred have been applied to the opening balance in the cash-flow analysis and considered in the calculation of the rates.

## 5. AREA-SPECIFIC DEVELOPMENT CHARGES ARE CALCULATED IN ACCORDANCE WITH THE DCA

This section summarizes the calculation of ASDCs for each of the benefiting land areas. The calculation of the “unadjusted” per net hectare are reviewed.

It is noted that the calculation of the ASDCs does not include any provision for exemptions required under the DCA, such as the exemption from the payment of DCs for industrial buildings. Such legislated exemptions, or other exemptions that Council may choose to provide, will result in loss of DC revenue for the affected types of development. However, any such revenue loss may not be made up by offsetting increases in other portions of the calculated charge.

### A. DEVELOPMENT CHARGES CALCULATION

A summary of the calculated ASDCs is presented in the following table, however, further details of the calculations are available in Appendix A.

**Table 3 - Calculated Area-Specific Development Charges**

<b>Lands to which the ASDC is Applicable</b> (Maps provided in Appendix C)	<b>Cost (\$000)</b>	<b>Area (net ha)</b>	<b>Unadjusted Charge (\$/ha)</b>	<b>Adjusted Charge after Cash Flow (\$/ha)</b>
Immediately Affected Landowners	\$54,024.8	5.78	\$9,343,619	\$9,467,470
Vaughan Metropolitan Centre Draining to Edgeley Pond	\$9,818.4	20.06	\$489,439	\$465,823
Undeveloped Lands in Black Creek Drainage Shed	\$12,353.2	144.58	\$85,440	\$96,260
<b>Totals</b>	<b>\$76,196.4</b>	or 34.5% of the total costs		

- The charge for Immediately Affected Landowners is levied on the net hectares removed from the floodplain whereas the other two area-specific charges are levied on net hectares of developable land.
- The charges shown above are not cumulative, however, more than one charge could apply to a given land area. See the Area-Specific Development Charges Maps in Appendix C.
- The unadjusted charges do not consider the timing of development and the timing of infrastructure emplacement.
- The adjusted charge considers the anticipated timing of projects and land development. The timing assumptions were developed in consultation with City Staff taking into account known development applications. Specific cash flow assumptions and forecasts are detailed in Appendix A, but a summary of the key assumptions are:
  - Consistent with the 2016 methodology, it is assumed that the City would issue external debt for projects constructed in the first four years between 2021 and 2024. An 18-year debenture with a current Infrastructure Ontario fixed interest rate of 2.42% is assumed.
  - Projects emplaced after 2024 were assumed to be reserve funded with long-term interest rates of 5% applied to negative balances and 3.5% applied to positive balances. An inflation rate of 2% per annum is used.

## B. COMPARISON OF PROPOSED AND EXISTING DEVELOPMENT CHARGES

Tables 4 presents a comparison of total calculated Area-Specific development charges for the three benefitting areas respectively with the City's existing charges (as at January 1 2021).

Table 4 shows that the calculated charges produce fairly substantial increase over the present development charges with increases ranging between the different areas relative to the cost drivers for each.

**Table 4 Comparison of Current vs. Calculated Area-Specific Development Charges**

<b>ASDC Area</b>	<b>Current Rates</b>	<b>Calculated Rates</b>	<b><i>Difference</i></b>
Immediately Affected Landowners	\$2,972,699	\$9,467,470	<i>\$6,494,771</i>
Vaughan Metropolitan Centre Draining to Edgeley Pond	\$98,656	\$465,823	<i>\$367,167</i>
Undeveloped Lands in Black Creek Drainage Shed	\$26,695	\$96,260	<i>\$69,565</i>

The quantum of the rate increase is reflective of a series of factors:

- Some changes to the study that have had an impact on the overall cost include the update to the cost to acquire land along the Black Creek Channel. Land costs continue to rise in the VMC area and the revised land costs reflect a current estimation of value based on present values being seen in the area. The City now anticipates that a great deal of land will have to be acquired to complete the works in a timely manner.
- Another notable change to the strategy is with regards to the cost estimates for the Edgeley Park and Pond. In the original strategy the costs were based on a high-level concept. Now that the Edgeley Pond and Park design has advanced significantly the cost being used in the strategy are much more accurate. This has caused costs to increase in some areas, but it has also resulted in the City's ability to lower the

contingencies being applied to the park and pond related components of the infrastructure.

- Finally, the Black Creek Optimization study had identified the need to replace the existing culvert under Highway 7. As York Region is responsible for replacement of the existing culvert and had previously informed staff of their decision to defer the works until the culvert approaches its end of life cycle this component was not included in the original Financial Strategy costing. Since that time, City staff have reinitiated discussions with Regional Staff to determine how to advance these works as a part of the broader Black Creek Channel construction. This would further mitigate the added risk of potential flooding in the intersection at Jane Street and Highway 7. As a result, an additional cost for the culvert has been included in the Black Creek Financial Strategy with the assumption that a share of the cost would be borne by the Region.

## 6. LONG-TERM CAPITAL AND OPERATING COSTS AND ASSET MANAGEMENT PROVISIONS

This section provides a brief examination of the long-term capital and operating costs for the area-specific capital facilities and infrastructure to be included in the ASDC by-law. Also addressed is the required asset management provisions that must be considered.

As indicated in previous sections of this report, there are components of the development-related capital program that will require funding from non-development charges sources. Overall, the benefit to existing share amounts to \$61.2 million and will require funding from non-DC Sources.

Consistent with the requirements of the *Development Charge Act*, assets that are proposed to be funded under the development charges by-law have been included in the analysis. Overall, the City will need to fund an additional \$736,800 per annum in order to properly fund the life cycle replacement costs of the new assets related to all servicing costs supported under the development charges by-law. In addition to the annual contributions for asset replacement, annual maintenance activities are estimated at \$997,200 which were assumed to require 4% of the initial capital costs for continuous projects and 2% for projects with finite useful lives.

Please note, although all capital assets considered in the study have been evaluated, some projects/assets are not covered by the ASDC or do not necessarily require future replacement or ongoing maintenance and therefore excluded from the analysis. Additional details regarding the long-term maintenance of assets and asset management requirements is outlined in Appendix B.

The calculated annual provisions identified in this study are considered financially sustainable as it is expected that the increased capital asset management requirements, as well as the annual maintenance requirements can be absorbed by the tax and user base over the long-term. Importantly, the City's annual operating budget review will allow staff to continue to monitor and implement mitigating measures should the program become less sustainable.

## 7. OTHER ISSUES AND CONSIDERATION

### A. DEVELOPMENT CHARGES ADMINISTRATION

No significant changes are recommended to the City's current policies and practices regarding development charge administration. In this regard:

- It is recommended that practices regarding collection of development charges and by-law administration continue to the extent possible.
- As required under the DCA, the City should codify any rules regarding application of the by-laws and exemptions within the development charges by-laws proposed for adoption.
- It is recommended that Council adopt the development-related capital program included in this background study, subject to annual review through the City's normal capital budget process.



**APPENDIX A**

**AREA-SPECIFIC EDGELEY POND AND PARK**

**AND BLACK CREEK CHANNEL WORKS**

**TECHNICAL APPENDIX**

# APPENDIX A – AREA SPECIFIC EDGELEY POND AND PARK AND BLACK CREEK CHANNEL WORKS

This appendix provides the detailed analysis undertaken to establish the area-specific development charge rates for the Edgeley Pond and Park and Black Creek Channel Works within the Black Creek watershed and Vaughan Metropolitan Centre (VMC) areas. This section is divided into three main components:

- 1) Summary of the Development-Related Capital Program and Calculation of the Rates. This includes an overview of the program and the calculation of the unadjusted and adjusted charges applicable.
- 2) Specific Cost Elements and Benefits related to Black Creek Channel Works (Category A)
- 3) Specific Cost Elements and Benefits related to the Edgeley Pond Improvements (Category B)

## A. SUMMARY OF THE DEVELOPMENT-RELATED CAPITAL PROGRAM AND CALCULATION OF THE RATES

Based on the development forecasts detailed in Section III, City staff, in collaboration with the consulting team have created a development-related capital program setting out those projects that are required to facilitate development within the three benefitting areas. The growth-related capital program is based on a 2041 benefiting period with the assumption that all lands will develop/redevelop over the 21-year period. The City of Vaughan provided the project listing and cost estimates contained in the capital program. Many of the costs were prepared by specialized consultants retained by the City. It should be noted that the City of Vaughan engaged a design team that underwent a public and stakeholder engagement process to develop design options and ultimately contract documents for the pond improvements.

Table 1 provide details of the projects included in the area-specific infrastructure development charges calculations and the allocation of costs to the various funding sources to which the works relate to. For example, certain projects would have a benefit to the specific areas to which this ASDC is applicable to (in regards to Map 1, 2 or 3) while also benefitting existing development or requiring recovery from the City-wide engineering or Community Services DCs.

Table 1 - Summary of Cost Apportionment										
Component	Timing	Black Creek Floodplain Reductions - Immediately Affected Landowners	Vaughan Metropolitan Centre (VMC) Areas Draining to Edgeley Pond	Undeveloped Lands in Black Creek Drainage Shed	City-Wide Development Charges - Engineering	City-Wide Development Charges - Parks & Open Space	Benefit to Existing Funding	Local Service	Other Governments (York, TRCA)	Totals
<b>A. BLACK CREEK CHANNELIZATION WORKS</b>										
<b>A1. Realignment, Earthworks and Restoration</b>	2022 - 2027	49.2%	0.0%	11.25%	13.2%	0.0%	26.4%	0.0%	0.0%	100.0%
<b>A2. Structures</b>										
A2.1 Interchange Way Crossing	2022 - 2027	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
A2.2 Doughton Road Crossing	2022 - 2027	24.6%	0.0%	5.6%	56.6%	0.0%	13.2%	0.0%	0.0%	100.0%
A2.3 Culvert Under Hwy 7	2022 - 2027	30.7%	0.0%	7.0%	8.2%	0.0%	16.5%	0.0%	37.6%	100.0%
A2.4 Peelar Road Crossing	2022 - 2027	24.6%	0.0%	5.6%	56.6%	0.0%	13.2%	0.0%	0.0%	100.0%
A2.5 Mews	2022 - 2027	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
A2.6 Retaining Walls	2022 - 2027	49.2%	0.0%	11.3%	13.2%	0.0%	26.4%	0.0%	0.0%	100.0%
A2.7 Removal of existing driveway culvert (access to arena) and restoration.	2022 - 2027	49.2%	0.0%	11.3%	13.2%	0.0%	26.4%	0.0%	0.0%	100.0%
A2.8 Temporary Access to 7581 Jane Street	2022 - 2027	49.2%	0.0%	11.3%	13.2%	0.0%	26.4%	0.0%	0.0%	100.0%
<b>A3. Bank Treatments, Urban Design and Landscape</b>										
A3.1 Naturalized western edge plus eastern edge south of Peelar Road (plantings, trails, lighting)	2022 - 2027	41.8%	0.0%	9.6%	11.2%	15.0%	22.4%	0.0%	0.0%	100.0%
A3.2 Terraced Steps	2022 - 2027	31.4%	0.0%	7.2%	8.4%	11.3%	16.8%	25.0%	0.0%	100.0%
A3.3 Urban buffer (amenitized eastern edge - promenade paving, furniture, lighting)	2022 - 2027	0.0%	0.0%	0.0%	25.0%	25.0%	25.0%	25.0%	0.0%	100.0%
<b>Sub-Totals - Before Land Acquisitions</b>										
<b>A4. Land Acquisitions</b>										
Allocation Distribution for Land										
A4.1 Region/Provincial Land	2021 - 2021	40.1%	0.0%	9.2%	27.0%	0.0%	23.8%	0.0%	0.0%	100.0%
A4.2 Private Land	2021 - 2021	40.1%	0.0%	9.2%	27.0%	0.0%	23.8%	0.0%	0.0%	100.0%
A4.3 Land Conveyance	2021 - 2021	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
<b>Total Black Creek Channelization Works</b>										
Allocation Distribution										
<b>B. EDGELEY POND IMPROVEMENTS</b>										
<b>B1 Design Components</b>										
B1.1 Earthworks, Erosion/Sediment Control, Site Preparation	2022 - 2027	0.0%	25.0%	0.0%	0.0%	0.0%	75.0%	0.0%	0.0%	100.0%
B1.2 Natural Channel Realignment and Restoration	2022 - 2027	0.0%	25.0%	0.0%	0.0%	0.0%	75.0%	0.0%	0.0%	100.0%
B1.3 Plant Material	2022 - 2027	0.0%	25.0%	0.0%	0.0%	0.0%	75.0%	0.0%	0.0%	100.0%
B1.4 Inlet and Outlet Control Structures - Main Pond	2022 - 2027	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%
B1.5 Structures Servicing VMC Lands	2022 - 2027	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
B1.6 Edge Treatments (Base Design)	2022 - 2027	0.0%	25.0%	0.0%	0.0%	0.0%	75.0%	0.0%	0.0%	100.0%
B1.7 Urban Design Features (Base Design)	2022 - 2027	0.0%	25.0%	0.0%	0.0%	0.0%	75.0%	0.0%	0.0%	100.0%
B1.8 NE Corner Culvert - North of Hwy 7	2021 - 2023	19.7%	0.0%	4.5%	40.3%	0.0%	10.5%	25.0%	0.0%	100.0%
B1.9 Urban plazas - paving, furniture, lighting (Intersection of Jane and Highway 7 & SE Platform)	2023 - 2025	0.0%	0.0%	0.0%	25.0%	25.0%	0.0%	25.0%	25.0%	100.0%
B1.10 Sustainable Transitional Feature NE Corner of Jane & Hwy 7	2021 - 2023	0.0%	0.0%	0.0%	37.5%	37.5%	0.0%	25.0%	0.0%	100.0%
<b>B2 Enhanced Design Components</b>										
<b>B2.1 Urban Design Features (Enhanced Design)</b>										
B2.1.1 Concrete pedestrian walkways	2022 - 2027	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.1.2 Amphitheater works	2022 - 2027	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.1.3 Paving and fencing	2022 - 2027	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.1.4 Shade structure	2022 - 2027	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
<b>B2.2 Site Furnishing</b>										
B2.2.1 Adult Exercise Equipment	2022 - 2027	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.2.2 Benches, bike racks, planting pots, bollards, picnic tables	2022 - 2027	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.2.3 Stone seat walls in valley	2022 - 2027	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.2.4 Signage and safety	2022 - 2027	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.2.5 Lighting	2022 - 2027	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
B2.2.6 Electrical	2022 - 2027	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%
<b>B2.3 Bridges - Long term</b>										
B2.3.1 North and south valley bridges	2022 - 2027	0.0%	0.0%	0.0%	0.0%	62.5%	37.5%	0.0%	0.0%	100.0%
B2.3.2 East bioswale bridge at Barnes outfall	2022 - 2027	0.0%	0.0%	0.0%	0.0%	62.5%	37.5%	0.0%	0.0%	100.0%
B2.3.3 Pedestrian Bridge (main bridge)	2022 - 2027	0.0%	0.0%	0.0%	0.0%	62.5%	37.5%	0.0%	0.0%	100.0%
B2.3.4 Valley Lands Bridge	2022 - 2027	0.0%	0.0%	0.0%	0.0%	62.5%	37.5%	0.0%	0.0%	100.0%
<b>B2.4 South Pond Enhancements (Area 'C')</b>										
B2.4.1 Retaining wall enhancements	2021 - 2023	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
<b>Total Edgeley Pond Improvements</b>										
Allocation Distribution										
<b>C. EROSION IMPROVEMENTS, HIGHWAY 407 TO STEELES AVENUE WEST</b>	2022 - 2027	0.0%	0.0%	0.0%	0.0%	0.0%	76.4%	0.0%	23.6%	100.0%
<b>D. PUBLIC ART</b>	2021 - 2039	0	0.0%	0	0	0.0%	0.0%	100.0%	0.0%	100.0%
<b>E. SWM POND/TANK FOR SOUTHEAST QUADRANT OF VMC (Ultimate Solution)</b>	2022 - 2027	0	0.0%	0	100%	0.0%	0.0%	0.0%	0	100.0%
<b>F. DC AND RELATED ENGINEERING STUDIES</b>	2021 - 2026	26.0%	4.7%	5.9%	27.5%	6.4%	29.4%			100.0%

Summary of Capital Costs											
Component	Timing	Component Cost Estimate	Labour Recovery	Component Cost Estimate with Labour Recovery	Component-Specific Contingency	Soft Cost and Constuction Contingency	Net HST	City Admin Fee	Totals		
A. BLACK CREEK CHANNELIZATION WORKS			\$ 825,000								
A1. Realignment, Earthworks and Restoration	2022 - 2027	\$13,000,000	\$ 206,334	\$13,206,334	30.0%	30.0%	1.76%	3.0%	\$23,392,860		
A2. Structures											
A2.1 Interchange Way Crossing	2022 - 2027	\$1,800,000	\$ 28,569	\$ 1,828,569	30.0%	30.0%	1.76%	3.0%	\$3,239,011		
A2.2 Doughton Road Crossing	2022 - 2027	\$1,200,000	\$ 19,046	\$ 1,219,046	30.0%	30.0%	1.76%	3.0%	\$2,159,341		
A2.3 Culvert Under Hwy 7	2022 - 2027	\$4,319,527	\$ 68,559	\$ 4,388,086	30.0%	30.0%	1.76%	3.0%	\$7,772,775		
A2.4 Peelar Road Crossing	2022 - 2027	\$1,200,000	\$ 19,046	\$ 1,219,046	30.0%	30.0%	1.76%	3.0%	\$2,159,341		
A2.5 Mews	2022 - 2027	\$900,000	\$ 14,285	\$ 914,285	30.0%	30.0%	1.76%	3.0%	\$1,619,506		
A2.6 Retaining Walls	2022 - 2027	\$240,000	\$ 3,809	\$ 243,809	30.0%	30.0%	1.76%	3.0%	\$431,868		
A2.7 Removal of existing driveway culvert (access to arena) and restoration.	2022 - 2027	\$600,000	\$ 9,523	\$ 609,523	30.0%	30.0%	1.76%	3.0%	\$1,079,670		
A2.8 Temporary Access to 7581 Jane Street	2022 - 2027	\$300,000	\$ 4,762	\$ 304,762	30.0%	30.0%	1.76%	3.0%	\$539,835		
A3. Bank Treatments, Urban Design and Landscape											
A3.1 Naturalized western edge plus eastern edge south of Peelar Road (plantings, trails, lighting)	2022 - 2027	\$2,642,789	\$ 41,946	\$ 2,684,735	30.0%	30.0%	1.76%	3.0%	\$4,755,569		
A3.2 Terraced Steps	2022 - 2027	\$4,200,000	\$ 66,662	\$ 4,266,662	30.0%	30.0%	1.76%	3.0%	\$7,557,693		
A3.3 Urban buffer (amenitized eastern edge - promenade paving, furniture, lighting)	2022 - 2027	\$2,675,438	\$ 42,464	\$ 2,717,902	30.0%	30.0%	1.76%	3.0%	\$4,814,319		
Sub-Totals - Before Land Acquisitions		\$33,077,754	\$525,006	\$33,602,759						\$59,521,788	
A4. Land Acquisitions											
Allocation Distribution for Land											
A4.1 Region/Provincial Land	2021 - 2021	\$9,377,039	\$	\$ 9,377,039	25.0%	0.0%	1.76%	3.0%	\$12,285,422		
A4.2 Private Land	2021 - 2021	\$51,992,533	\$	\$ 51,992,533	25.0%	0.0%	1.76%	3.0%	\$68,118,536		
A4.3 Land Conveyance	2021 - 2021	\$0	\$	-	25.0%	0.0%	1.76%	3.0%	\$0		
Total Black Creek Channelization Works										\$139,925,746	
Allocation Distribution											
B. EDGELEY POND IMPROVEMENTS			\$ 495,000								
B1. Design Components		\$30,340,394	\$369,278	\$30,709,672						\$42,238,240	
B1.1 Earthworks, Erosion/Sediment Control, Site Preparation	2022 - 2027	\$9,115,953	\$ 110,952	\$ 9,226,905	15.0%	14.0%	1.76%	3.0%	\$12,678,651		
B1.2 Natural Channel Realignment and Restoration	2022 - 2027	\$3,017,789	\$ 36,730	\$ 3,054,519	15.0%	14.0%	1.76%	3.0%	\$4,197,202		
B1.3 Plant Material	2022 - 2027	\$1,629,123	\$ 19,828	\$ 1,648,951	15.0%	14.0%	1.76%	3.0%	\$2,265,817		
B1.4 Inlet and Outlet Control Structures - Main Pond	2022 - 2027	\$4,880,673	\$ 59,403	\$ 4,940,076	15.0%	14.0%	1.76%	3.0%	\$6,788,138		
B1.5 Structures Servicing VMC Lands	2022 - 2027	\$3,173,654	\$ 38,627	\$ 3,212,281	15.0%	14.0%	1.76%	3.0%	\$4,413,982		
B1.6 Edge Treatments (Base Design)	2022 - 2027	\$1,441,510	\$ 17,545	\$ 1,459,055	15.0%	14.0%	1.76%	3.0%	\$2,004,881		
B1.7 Urban Design Features (Base Design)	2022 - 2027	\$244,086	\$ 2,971	\$ 247,057	15.0%	14.0%	1.76%	3.0%	\$339,480		
B1.8 NE Corner Culvert - North of Hwy 7	2021 - 2023	\$4,768,143	\$ 58,034	\$ 4,826,177	15.0%	14.0%	1.76%	3.0%	\$6,631,629		
B1.9 Urban plazas - paving, furniture, lighting (Intersection of Jane and Highway 7 & SE Platform)	2023 - 2025	\$1,404,530	\$ 17,095	\$ 1,421,625	15.0%	14.0%	1.76%	3.0%	\$1,953,449		
B1.10 Sustainable Transitional Feature NE Corner of Jane & Hwy 7	2021 - 2023	\$664,933	\$ 8,093	\$ 673,026	20.0%	14.0%	1.76%	3.0%	\$965,011		
B2 Enhanced Design Components											
B2.1 Urban Design Features (Enhanced Design)		\$1,257,988	\$15,311	\$1,273,299						\$1,749,635	
B2.1.1 Concrete pedestrian walkways	2022 - 2027	\$339,952	\$ 4,138	\$ 344,090	15.0%	14.0%	1.76%	3.0%	\$472,812		
B2.1.2 Amphitheater works	2022 - 2027	\$105,894	\$ 1,289	\$ 107,183	15.0%	14.0%	1.76%	3.0%	\$147,280		
B2.1.3 Paving and fencing	2022 - 2027	\$639,235	\$ 7,780	\$ 647,015	15.0%	14.0%	1.76%	3.0%	\$889,061		
B2.1.4 Shade structure	2022 - 2027	\$172,907	\$ 2,104	\$ 175,011	15.0%	14.0%	1.76%	3.0%	\$240,483		
B2.2 Site Furnishing		\$937,392	\$11,409	\$948,801						\$1,303,744	
B2.2.1 Adult Exercise Equipment	2022 - 2027	\$130,625	\$ 1,590	\$ 132,215	15.0%	14.0%	1.76%	3.0%	\$181,676		
B2.2.2 Benches, bike racks, planting pots, bollards, picnic tables	2022 - 2027	\$148,176	\$ 1,803	\$ 149,979	15.0%	14.0%	1.76%	3.0%	\$206,086		
B2.2.3 Stone seat walls in valley	2022 - 2027	\$53,572	\$ 652	\$ 54,224	15.0%	14.0%	1.76%	3.0%	\$74,509		
B2.2.4 Signage and safety	2022 - 2027	\$162,444	\$ 1,977	\$ 164,421	15.0%	14.0%	1.76%	3.0%	\$225,930		
B2.2.5 Lighting	2022 - 2027	\$223,350	\$ 2,718	\$ 226,068	15.0%	14.0%	1.76%	3.0%	\$310,640		
B2.2.6 Electrical	2022 - 2027	\$219,225	\$ 2,668	\$ 221,893	15.0%	14.0%	1.76%	3.0%	\$304,903		
B2.3 Bridges - Long term		\$7,630,842	\$92,876	\$7,723,718						\$10,665,129	
B2.3.1 North and south valley bridges	2022 - 2027	\$1,705,784	\$ 20,761	\$ 1,726,545	15.0%	14.0%	1.76%	3.0%	\$2,372,439		
B2.3.2 East bioswale bridge at Barnes outfall	2022 - 2027	\$478,840	\$ 5,828	\$ 484,668	15.0%	14.0%	1.76%	3.0%	\$665,980		
B2.3.3 Pedestrian Bridge (main bridge)	2022 - 2027	\$4,059,000	\$ 49,403	\$ 4,108,403	20.0%	10.0%	1.76%	3.0%	\$5,684,094		
B2.3.4 Valley Lands Bridge	2022 - 2027	\$1,387,218	\$ 16,884	\$ 1,404,102	20.0%	10.0%	1.76%	3.0%	\$1,942,616		
B2.4 South Pond Enhancements (Area 'C')		\$503,300	\$6,126	\$509,426						\$700,000	
B2.4.1 Retaining wall enhancements	2021 - 2023	\$503,300	\$ 6,126	\$ 509,426	15.0%	14.0%	1.76%	3.0%	\$700,000		
Total Edgeley Pond Improvements		\$ 40,669,916	\$ 495,000	\$ 41,164,916						\$56,656,747	
Allocation Distribution											
C. EROSION IMPROVEMENTS, HIGHWAY 407 TO STEELES AVENUE WEST		2022 - 2027	\$1,822,000	\$ 28,919	\$1,850,919	25.0%	15.0%	1.76%	3.0%	\$2,788,749	
D. PUBLIC ART		2021 - 2039	\$2,000,000			15.0%	15.0%	1.76%	3.0%	\$2,772,299	
E. SWM POND/TANK FOR SOUTHEAST QUADRANT OF VMC (Ultimate Solution)		2022 - 2027	\$17,079,000	\$ 271,076	\$ 17,350,076			1.76%	3.0%	\$18,185,100	
F. DC AND RELATED ENGINEERING STUDIES		2021 - 2026	\$500,000	\$ 165,000	\$ 665,000			1.76%	3.0%	\$697,005	
TOTAL ALLOCATION OF COSTS											\$221,025,647

Summary of Capital Costs By Funding Source									
Component	Black Creek Floodplain Reductions - Immediately Affected Landowners	Vaughan Metropolitan Centre (VMC) Areas Draining to Edgeley Pond	Undeveloped Lands in Black Creek Drainage Shed	City-Wide Development Charges - Engineering	City-Wide Development Charges - Parks & Open Space	Benefit to Existing Funding	Local Service	Other Governments (York, TRCA)	Totals
A. BLACK CREEK CHANNELIZATION WORKS									
A1. Realignment, Earthworks and Restoration	\$11,509,287	\$0	\$2,631,697	\$3,087,857	\$0	\$6,164,019	\$0	\$0	\$23,392,860
A2. Structures									
A2.1 Interchange Way Crossing	\$0	\$0	\$0	\$3,239,011	\$0	\$0	\$0	\$0	\$3,239,011
A2.2 Doughton Road Crossing	\$531,198	\$0	\$121,463	\$1,222,187	\$0	\$284,493	\$0	\$0	\$2,159,341
A2.3 Culvert Under Hwy 7	\$2,387,565	\$0	\$545,937	\$640,566	\$0	\$1,278,706	\$0	\$2,920,000	\$7,772,775
A2.4 Peelar Road Crossing	\$531,198	\$0	\$121,463	\$1,222,187	\$0	\$284,493	\$0	\$0	\$2,159,341
A2.5 Mews	\$0	\$0	\$0	\$1,619,506	\$0	\$0	\$0	\$0	\$1,619,506
A2.6 Retaining Walls	\$212,479	\$0	\$48,585	\$57,007	\$0	\$113,797	\$0	\$0	\$431,868
A2.7 Removal of existing driveway culvert (access to arena) and restoration.	\$531,198	\$0	\$121,463	\$142,516	\$0	\$284,493	\$0	\$0	\$1,079,670
A2.8 Temporary Access to 7581 Jane Street	\$265,599	\$0	\$60,731	\$71,258	\$0	\$142,247	\$0	\$0	\$539,835
A3. Bank Treatments, Urban Design and Landscape									
A3.1 Naturalized western edge plus eastern edge south of Peelar Road (plantings, trails, lighting)	\$1,988,779	\$0	\$454,751	\$533,575	\$713,335	\$1,065,128	\$0	\$0	\$4,755,569
A3.2 Terraced Steps	\$2,370,470	\$0	\$542,028	\$635,980	\$850,240	\$1,269,551	\$1,889,423	\$0	\$7,557,693
A3.3 Urban buffer (amenitized eastern edge - promenade paving, furniture, lighting)	\$0	\$0	\$0	\$1,203,580	\$1,203,580	\$1,203,580	\$1,203,580	\$0	\$4,814,319
Sub-Totals - Before Land Acquisitions	\$20,327,773	\$0	\$4,648,119	\$13,675,230	\$2,767,155	\$12,090,507	\$3,093,003	\$2,920,000	\$59,521,788
A4. Land Acquisitions									
Allocation Distribution for Land	40.1%	0.0%	9.2%	27.0%		23.8%			100%
A4.1 Region/Provincial Land	\$4,921,704	\$0	\$1,125,390	\$3,311,009	\$0	\$2,927,320	\$0	\$0	\$12,285,422
A4.2 Private Land	\$27,289,194	\$0	\$6,239,907	\$18,358,431	\$0	\$16,231,005	\$0	\$0	\$68,118,536
A4.3 Land Conveyance							\$0		\$0
Total Black Creek Channelization Works	\$52,538,671	\$0	\$12,013,416	\$35,344,670	\$2,767,155	\$31,248,832	\$3,093,003	\$2,920,000	\$139,925,746
Allocation Distribution	37.5%	0.0%	8.6%	25.3%	2.0%	22.3%	2.2%	2.1%	100%
B. EDGELEY POND IMPROVEMENTS									
B1. Design Components	\$1,305,105	\$9,785,490	\$298,423	\$3,521,461	\$850,241	\$23,601,635	\$2,387,522	\$488,362	\$42,238,240
B1.1 Earthworks, Erosion/Sediment Control, Site Preparation	\$0	\$3,169,663	\$0	\$0	\$0	\$9,508,988	\$0	\$0	\$12,678,651
B1.2 Natural Channel Realignment and Restoration	\$0	\$1,049,300	\$0	\$0	\$0	\$3,147,901	\$0	\$0	\$4,197,202
B1.3 Plant Material	\$0	\$566,454	\$0	\$0	\$0	\$1,699,363	\$0	\$0	\$2,265,817
B1.4 Inlet and Outlet Control Structures - Main Pond	\$0	\$0	\$0	\$0	\$0	\$6,788,138	\$0	\$0	\$6,788,138
B1.5 Structures Servicing VMC Lands	\$0	\$4,413,982	\$0	\$0	\$0	\$0	\$0	\$0	\$4,413,982
B1.6 Edge Treatments (Base Design)	\$0	\$501,220	\$0	\$0	\$0	\$1,503,661	\$0	\$0	\$2,004,881
B1.7 Urban Design Features (Base Design)	\$0	\$84,870	\$0	\$0	\$0	\$254,610	\$0	\$0	\$339,480
B1.8 NE Corner Culvert - North of Hwy 7	\$1,305,105	\$0	\$298,423	\$2,671,220	\$0	\$698,974	\$1,657,907	\$0	\$6,631,629
B1.9 Urban plazas - paving, furniture, lighting (Intersection of Jane and Highway 7 & SE Platform)	\$0	\$0	\$0	\$488,362	\$488,362	\$0	\$488,362	\$488,362	\$1,953,449
B1.10 Sustainable Transitional Feature NE Corner of Jane & Hwy 7	\$0	\$0	\$0	\$361,879	\$361,879	\$0	\$241,253	\$0	\$965,011
B2. Enhanced Design Components									
B2.1 Urban Design Features (Enhanced Design)	\$0	\$0	\$0	\$0	\$1,749,635	\$0	\$0	\$0	\$1,749,635
B2.1.1 Concrete pedestrian walkways	\$0	\$0	\$0	\$0	\$472,812	\$0	\$0	\$0	\$472,812
B2.1.2 Amphitheater works	\$0	\$0	\$0	\$0	\$147,280	\$0	\$0	\$0	\$147,280
B2.1.3 Paving and fencing	\$0	\$0	\$0	\$0	\$889,061	\$0	\$0	\$0	\$889,061
B2.1.4 Shade structure	\$0	\$0	\$0	\$0	\$240,483	\$0	\$0	\$0	\$240,483
B2.2 Site Furnishing	\$0	\$0	\$0	\$0	\$1,303,744	\$0	\$0	\$0	\$1,303,744
B2.2.1 Adult Exercise Equipment	\$0	\$0	\$0	\$0	\$181,676	\$0	\$0	\$0	\$181,676
B2.2.2 Benches, bike racks, planting pots, bollards, picnic tables	\$0	\$0	\$0	\$0	\$206,086	\$0	\$0	\$0	\$206,086
B2.2.3 Stone seat walls in valley	\$0	\$0	\$0	\$0	\$74,509	\$0	\$0	\$0	\$74,509
B2.2.4 Signage and safety	\$0	\$0	\$0	\$0	\$225,930	\$0	\$0	\$0	\$225,930
B2.2.5 Lighting	\$0	\$0	\$0	\$0	\$310,640	\$0	\$0	\$0	\$310,640
B2.2.6 Electrical	\$0	\$0	\$0	\$0	\$304,903	\$0	\$0	\$0	\$304,903
B2.3 Bridges - Long term	\$0	\$0	\$0	\$0	\$6,665,706	\$3,999,423	\$0	\$0	\$10,665,129
B2.3.1 North and south valley bridges	\$0	\$0	\$0	\$0	\$1,482,774	\$889,665	\$0	\$0	\$2,372,439
B2.3.2 East bioswale bridge at Barnes outfall	\$0	\$0	\$0	\$0	\$416,238	\$249,743	\$0	\$0	\$665,980
B2.3.3 Pedestrian Bridge (main bridge)	\$0	\$0	\$0	\$0	\$3,552,559	\$2,131,535	\$0	\$0	\$5,684,094
B2.3.4 Valley Lands Bridge	\$0	\$0	\$0	\$0	\$1,214,135	\$728,481	\$0	\$0	\$1,942,616
B2.4 South Pond Enhancements (Area 'C')	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000	\$0	\$700,000
B2.4.1 Retaining wall enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000	\$0	\$700,000
Total Edgeley Pond Improvements	\$1,305,105	\$9,785,490	\$298,423	\$3,521,461	\$10,569,326	\$27,601,059	\$3,087,522	\$488,362	\$56,656,747
Allocation Distribution	2.3%	17.3%	0.5%	6.2%	18.7%	48.7%	5.4%	0.9%	100%
C. EROSION IMPROVEMENTS, HIGHWAY 407 TO STEELES AVENUE WEST	\$0	\$0	\$0	\$0	\$0	\$2,129,749	\$0	\$659,000	\$2,788,749
D. PUBLIC ART	\$0	\$0	\$0	\$0	\$0	\$0	\$2,772,299	\$0	\$2,772,299
E. SWM POND/TANK FOR SOUTHEAST QUADRANT OF VMC (Ultimate Solution)	\$0	\$0	\$0	\$18,185,100	\$0	\$0	\$0	\$0	\$18,185,100
F. DC AND RELATED ENGINEERING STUDIES	\$181,032	\$32,900	\$41,394	\$191,816	\$44,839	\$205,024	\$0	\$0	\$697,005
TOTAL ALLOCATION OF COSTS	\$54,024,807	\$9,818,390	\$12,353,233	\$57,243,047	\$13,381,321	\$61,184,663	\$8,952,824	\$4,067,362	\$221,025,647



The area-specific capital program totals \$221.0 million and provides servicing for anticipated development over the planning period to 2041. One of the largest cost components relates to the acquisition of land along the Black Creek Channel. Land costs continue to rise in the VMC area and the revised land costs reflect a current estimation of value based on present values being seen in the area. The City now anticipates that a great deal of land will have to be acquired to complete the works in a timely manner. Of the total value, land acquisition costs represent \$80.4 million (or 36%) of the total.

The *Development Charges Act* requires that gross capital costs be reduced by grants, subsidies, and recoveries from other governments, capital replacements or other benefits provided to the existing community; amounts that exceed historic service levels or considered to benefit development beyond the planning horizon. Given that the increase in need for service identified for these lands considered in the ASDC calculation relate to engineered services, the ASDC calculations are not subject to the same service level restrictions applied for general services, thus no funding level caps have been applied.

As indicated in Table 2, of the total \$221.0 million gross program, about \$76.2 million is attributed to those benefiting land owners and included in the calculation of the ASDC rates in this study. A summary of the calculation of the rates is shown in table 2 below – the table identifies the net attributable cost (to each area) relative to the net land area to which the cost applies. The attributable cost divided by the net area (in ha), yields an unadjusted charge per land area.

**Table 2 – Calculation of the Unadjusted Area-Specific Development Charge**

<b>Lands to which the ASDC is Applicable</b> (Maps provided in Appendix C)	<b>Cost (\$000)</b>	<b>Area (net ha)</b>	<b>Unadjusted Charge (\$/ha)</b>
Immediately Affected Landowners	\$54,024.8	5.78	\$9,343,619
Vaughan Metropolitan Centre Draining to Edgeley Pond	\$9,818.4	20.06	\$489,439
Undeveloped Lands in Black Creek Drainage Shed	\$12,353.2	144.58	\$85,440
<b>Totals</b>	<b>\$76,196.4</b>	or 34.5% of the total costs	

## Cash-Flow Analysis

A cash flow analysis is also undertaken to account for the timing of projects and receipt of development charges. Interest earnings or borrowing costs are therefore accounted for in the calculation as allowed under the *DCA*. The cash flow analysis is displayed on Table 3.

CITY OF VAUGHAN  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
IMMEDIATELY AFFECTED LANDOWNERS  
DEVELOPMENT CHARGE PER HECTARE  
(in \$000)

IMMEDIATELY AFFECTED LANDOWNERS	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	\$0.0	\$911.6	\$1,728.6	\$2,630.5	(\$28.5)	\$3,987.4	\$7,998.7	\$12,323.4	\$11,808.6	\$11,317.9	\$13,311.7	\$15,468.2	\$17,795.2	\$15,460.6	\$12,866.7	\$10,180.3	\$7,398.1	\$4,516.6	\$1,532.3	\$764.6	\$249.0	
2021 - 2041 FUNDING REQUIREMENTS																						
- Non Inflated	\$32,676.1	\$3,853.2	\$3,853.2	\$3,418.1	\$3,418.1	\$3,418.1	\$3,388.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$54,024.8
- Reserve Funded (Inflated)					\$3,699.9	\$3,773.9	\$3,815.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$11,289.2
- Debenture Principal	\$1,470.1	\$1,682.5	\$1,903.6	\$2,112.9	\$2,164.0	\$2,216.3	\$2,270.0	\$2,324.9	\$2,381.2	\$2,438.8	\$2,497.8	\$2,558.3	\$2,620.2	\$2,683.6	\$2,748.5	\$2,815.0	\$2,883.2	\$2,952.9	\$763.5	\$510.1	\$245.0	\$44,242.5
NEW DEVELOPMENT																						
- Hectares	0.33	0.34	0.37	0.04	1.04	1.02	1.02	0.20	0.20	0.41	0.41	0.41	0.01	-	-	-	-	-	-	-	-	5.78
REVENUE																						
- DC Receipts: Inflated	\$3,143.2	\$3,289.8	\$3,621.5	\$358.3	\$10,694.0	\$10,625.7	\$10,838.2	\$2,120.7	\$2,163.1	\$4,620.7	\$4,713.1	\$4,807.3	\$171.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$61,166.6
INTEREST																						
- Interest on Opening Balance	\$0.0	\$31.9	\$60.5	\$92.1	(\$1.6)	\$139.6	\$280.0	\$431.3	\$413.3	\$396.1	\$465.9	\$541.4	\$622.8	\$541.1	\$450.3	\$356.3	\$258.9	\$158.1	\$53.6	\$26.8	\$8.7	\$5,327.2
- Interest on In-year Transactions	\$29.3	\$28.1	\$30.1	(\$48.2)	\$84.5	\$81.1	\$83.2	(\$5.6)	(\$6.0)	\$38.2	\$38.8	\$39.4	(\$67.3)	(\$73.8)	(\$75.6)	(\$77.4)	(\$79.3)	(\$81.2)	(\$21.0)	(\$14.0)	(\$6.7)	(\$103.7)
- Debenture Interest	(\$790.8)	(\$850.3)	(\$906.6)	(\$948.3)	(\$897.2)	(\$844.8)	(\$791.2)	(\$736.2)	(\$680.0)	(\$622.4)	(\$563.3)	(\$502.9)	(\$441.0)	(\$377.6)	(\$312.6)	(\$246.1)	(\$178.0)	(\$108.2)	(\$36.8)	(\$18.3)	(\$5.9)	(\$10,858.3)
TOTAL REVENUE	\$2,381.7	\$2,499.5	\$2,805.5	(\$546.1)	\$9,879.8	\$10,001.5	\$10,410.1	\$1,810.1	\$1,890.4	\$4,432.6	\$4,654.4	\$4,885.2	\$285.6	\$89.8	\$62.1	\$32.8	\$1.7	(\$31.3)	(\$4.1)	(\$5.5)	(\$4.0)	\$55,531.7
CLOSING CASH BALANCE	\$911.6	\$1,728.6	\$2,630.5	(\$28.5)	\$3,987.4	\$7,998.7	\$12,323.4	\$11,808.6	\$11,317.9	\$13,311.7	\$15,468.2	\$17,795.2	\$15,460.6	\$12,866.7	\$10,180.3	\$7,398.1	\$4,516.6	\$1,532.3	\$764.6	\$249.0	\$0.0	

2021 Adjusted Charge Per Ha \$9,467,470

Allocation of Capital Program	
Residential Sector	Combined
Non-Residential Sector	Combined
Reserve Rates for 2015	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%



CITY OF VAUGHAN  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
VMC AREAS DRAINING TO EDGELEY POND  
DEVELOPMENT CHARGE PER HECTARE  
(in \$000)

VMC AREAS DRAINING TO EDGELEY POND	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	\$870.4	\$2,120.3	\$3,321.5	\$4,669.7	\$4,677.9	\$2,870.4	\$753.9	(\$1,467.7)	(\$1,614.2)	(\$1,763.0)	(\$1,580.2)	(\$1,374.8)	(\$1,145.1)	(\$1,212.7)	(\$1,640.3)	(\$926.2)	(\$150.9)	\$690.7	\$689.7	\$351.2	\$119.2	
2021 - 2041 FUNDING REQUIREMENTS																						
- Non Inflated	\$5.5	\$1,636.4	\$1,636.4	\$1,636.4	\$1,636.4	\$1,636.4	\$1,630.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$9,818.4
- Reserve Funded (Inflated)					\$1,771.3	\$1,806.7	\$1,836.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$5,414.7
- Debenture Principal	\$0.2	\$75.3	\$153.8	\$235.6	\$241.3	\$247.2	\$253.1	\$259.3	\$265.5	\$272.0	\$278.5	\$285.3	\$292.2	\$299.3	\$306.5	\$313.9	\$321.5	\$329.3	\$336.9	\$229.6	\$117.3	\$5,113.7
NEW DEVELOPMENT																						
- Hectares	2.57	2.57	2.98	0.40	0.40	-	-	0.54	0.54	1.13	1.13	1.13	0.59	0.00	1.86	1.86	1.86	0.50	-	-	-	20.06
REVENUE																						
- DC Receipts: Inflated	\$1,198.8	\$1,222.8	\$1,443.0	\$199.6	\$203.6	\$0.0	\$0.0	\$287.6	\$293.3	\$627.3	\$639.9	\$652.6	\$348.2	\$1.2	\$1,143.5	\$1,165.2	\$1,188.5	\$328.7	\$0.0	\$0.0	\$0.0	\$10,943.9
INTEREST																						
- Interest on Opening Balance	\$30.5	\$74.2	\$116.3	\$163.4	\$163.7	\$100.5	\$26.4	(\$80.7)	(\$88.8)	(\$97.0)	(\$86.9)	(\$75.6)	(\$63.0)	(\$66.7)	(\$90.2)	(\$50.9)	(\$8.3)	\$24.2	\$24.1	\$12.3	\$4.2	\$31.6
- Interest on In-year Transactions	\$21.0	\$20.1	\$22.6	(\$1.0)	(\$49.7)	(\$56.5)	(\$57.5)	\$0.5	\$0.5	\$6.2	\$6.3	\$6.4	\$1.0	(\$8.2)	\$14.6	\$14.9	\$15.2	(\$0.0)	(\$9.3)	(\$6.3)	(\$3.2)	(\$62.4)
- Debenture Interest	(\$0.1)	(\$40.5)	(\$79.9)	(\$118.2)	(\$112.5)	(\$106.7)	(\$100.7)	(\$94.6)	(\$88.3)	(\$81.9)	(\$75.3)	(\$68.5)	(\$61.6)	(\$54.6)	(\$47.3)	(\$39.9)	(\$32.3)	(\$24.5)	(\$16.5)	(\$8.4)	(\$2.8)	(\$1,255.0)
TOTAL REVENUE	\$1,250.1	\$1,276.6	\$1,501.9	\$243.9	\$205.1	(\$62.7)	(\$131.8)	\$112.8	\$116.7	\$454.7	\$484.0	\$514.9	\$224.6	(\$128.3)	\$1,020.6	\$1,089.2	\$1,163.0	\$328.4	(\$1.7)	(\$2.4)	(\$1.9)	\$9,658.0
CLOSING CASH BALANCE	\$2,120.3	\$3,321.5	\$4,669.7	\$4,677.9	\$2,870.4	\$753.9	(\$1,467.7)	(\$1,614.2)	(\$1,763.0)	(\$1,580.2)	(\$1,374.8)	(\$1,145.1)	(\$1,212.7)	(\$1,640.3)	(\$926.2)	(\$150.9)	\$690.7	\$689.7	\$351.2	\$119.2	(\$0.0)	

2021 Adjusted Charge Per Ha \$465,823

Allocation of Capital Program	
Residential Sector	Combined
Non-Residential Sector	Combined
Reserve Rates for 2015	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

CITY OF VAUGHAN  
CASHFLOW AND DETERMINATION OF DEVELOPMENT CHARGE  
UNDEVELOPED LANDS IN BLACK CREEK DRAINAGE SHED  
DEVELOPMENT CHARGE PER HECTARE  
(in \$000)

UNDEVELOPED LANDS IN BLACK CREEK DRAINAGE	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	TOTAL
OPENING CASH BALANCE	\$308.7	\$471.0	\$589.5	\$661.5	\$691.8	(\$255.3)	(\$1,281.0)	(\$2,396.3)	(\$2,462.8)	(\$2,517.7)	(\$2,560.0)	(\$2,588.7)	(\$2,602.8)	(\$2,601.2)	(\$2,582.6)	(\$2,545.9)	(\$2,489.5)	(\$2,412.2)	(\$2,312.4)	(\$1,662.6)	(\$894.5)	
2021 - 2041 FUNDING REQUIREMENTS																						
- Non Inflated	\$7,471.7	\$881.1	\$881.1	\$781.6	\$781.6	\$781.6	\$774.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$12,353.2
- Reserve Funded (Inflated)					\$968.2	\$1,021.5	\$1,068.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3,057.9
- Debenture Principal	\$336.2	\$384.7	\$435.3	\$483.1	\$494.8	\$506.8	\$519.1	\$531.6	\$544.5	\$557.7	\$571.1	\$585.0	\$599.1	\$613.6	\$628.5	\$643.7	\$659.3	\$675.2	\$174.6	\$116.6	\$56.0	\$10,116.4
NEW DEVELOPMENT																						
- Hectares	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	6.88	144.58
REVENUE																						
- DC Receipts: Inflated	\$662.7	\$676.0	\$689.5	\$703.3	\$717.4	\$731.7	\$746.4	\$761.3	\$776.5	\$792.0	\$807.9	\$824.0	\$840.5	\$857.3	\$874.5	\$892.0	\$909.8	\$928.0	\$946.6	\$965.5	\$984.8	\$17,087.6
INTEREST																						
- Interest on Opening Balance	\$10.8	\$16.5	\$20.6	\$23.2	\$24.2	(\$14.0)	(\$70.5)	(\$131.8)	(\$135.5)	(\$138.5)	(\$140.8)	(\$142.4)	(\$143.2)	(\$143.1)	(\$142.0)	(\$140.0)	(\$136.9)	(\$132.7)	(\$127.2)	(\$91.4)	(\$49.2)	(\$1,783.8)
- Interest on In-year Transactions	\$5.7	\$5.1	\$4.4	\$3.9	(\$20.5)	(\$21.9)	(\$23.1)	\$4.0	\$4.1	\$4.1	\$4.1	\$4.2	\$4.2	\$4.3	\$4.3	\$4.3	\$4.4	\$4.4	\$13.5	\$14.9	\$16.3	\$44.7
- Debenture Interest	(\$180.8)	(\$194.4)	(\$207.3)	(\$216.8)	(\$205.1)	(\$193.2)	(\$180.9)	(\$168.3)	(\$155.5)	(\$142.3)	(\$128.8)	(\$115.0)	(\$100.8)	(\$86.3)	(\$71.5)	(\$56.3)	(\$40.7)	(\$24.7)	(\$8.4)	(\$4.2)	(\$1.4)	(\$2,482.9)
TOTAL REVENUE	\$498.4	\$503.2	\$507.3	\$513.5	\$515.9	\$502.6	\$471.9	\$465.2	\$489.6	\$515.4	\$542.4	\$570.9	\$600.8	\$632.2	\$665.2	\$700.0	\$736.6	\$775.0	\$824.5	\$884.7	\$950.5	\$12,865.6
CLOSING CASH BALANCE	\$471.0	\$589.5	\$661.5	\$691.8	(\$255.3)	(\$1,281.0)	(\$2,396.3)	(\$2,462.8)	(\$2,517.7)	(\$2,560.0)	(\$2,588.7)	(\$2,602.8)	(\$2,601.2)	(\$2,582.6)	(\$2,545.9)	(\$2,489.5)	(\$2,412.2)	(\$2,312.4)	(\$1,662.6)	(\$894.5)	\$0.0	

2021 Adjusted Charge Per Ha	\$96,260
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Allocation of Capital Program	
Residential Sector	Combined
Non-Residential Sector	Combined
Reserve Rates for 2015	
Inflation Rate	2.0%
Interest Rate on Positive Balances	3.5%
Interest Rate on Negative Balances	5.5%

For the purposes of the cash-flow analysis, it has been assumed that the City would issue external debt for projects constructed between 2021 and 2024. An 18-year debenture with a current Infrastructure Ontario fixed interest rate of 2.42% is assumed. Projects emplaced after 2024 were assumed to be reserve funded with long-term interest rates of 5% applied to negative balances and 3.5% applied to positive balances.

It should be noted that development charges reserve funds which do exist for land areas contained within Maps 2 and 3 for which some development has already occurred have been applied to the opening balance in the cash-flow analysis and considered in the calculation of the rates. Table 4 below summarizes the existing reserve funds on hand at the end of the period.

**Table 4 – Summary of Existing Reserve Funds**

<b>Benefitting Area</b>	<b>Uncommitted DC Reserves: December 31<sup>st</sup> 2020</b>
Map 1: Immediately Affected Landowners	\$0.00
Map 2: Vaughan Metropolitan Centre Draining to Edgeley Pond	\$870,362.89
Map 3: Undeveloped Lands in Black Creek Drainage Shed	\$308,732.36

*Note: Reserve balances were unaudited at the time of the study*

After cash flow considerations, the development charge rates increase for Map 1 and 3 while decreasing in Map 2. The adjusted charge considers the anticipated timing of projects and land development. The timing assumptions were developed in consultation with City staff taking into account known development applications.

**Table 5 – Comparison of the Unadjusted vs. Adjusted Area-Specific Development Charge**

<b>Lands to which the ASDC is Applicable</b> (Maps provided in Appendix C)	<b>Unadjusted Charge (\$/ha)</b>	<b>Adjusted Charge after Cash Flow (\$/ha)</b>	<b><i>Difference in Charges</i></b>
Immediately Affected Landowners	\$9,343,619	\$9,467,470	<i>\$123,851 (or 1%)</i>
Vaughan Metropolitan Centre Draining to Edgeley Pond	\$489,439	\$465,823	<i>(\$23,616) (or -5%)</i>
Undeveloped Lands in Black Creek Drainage Shed	\$85,440	\$96,260	<i>\$10,819 (or 13%)</i>

## **B. BLACK CREEK CHANNELIZATION WORKS (CATEGORY A)**

The improvements to the stretch of Black Creek extending from Highway 7 to the Highway 407 corridor along the east side of Jane Street include a variety of elements and components that, in addition to the function of increasing hydraulic capacity and thereby containing the floodplain to within the limits of the channel, also provide benefits to individual landowners, future development within the tributary drainage shed as well as existing and future residents and employees of the City.

The subsequent sections discuss the benefitting interest groups and the allocation of costs among them associated with each of these benefits in mind.

Each of the project components will serve one or more functional benefits which need to be treated differently in terms of beneficial interests and, in turn, funding sources. As an example, a bridge structure for a new road connection may serve a transportation function in addition to improving the hydraulic capacity of the creek at the road crossing. The approach is to firstly identify the various functional benefits to be considered, and secondly to ascribe the degree to which each component contributes to providing each of the functional benefits.

The following functional benefits have been identified as relevant for this analysis, each of which is described in detail below:

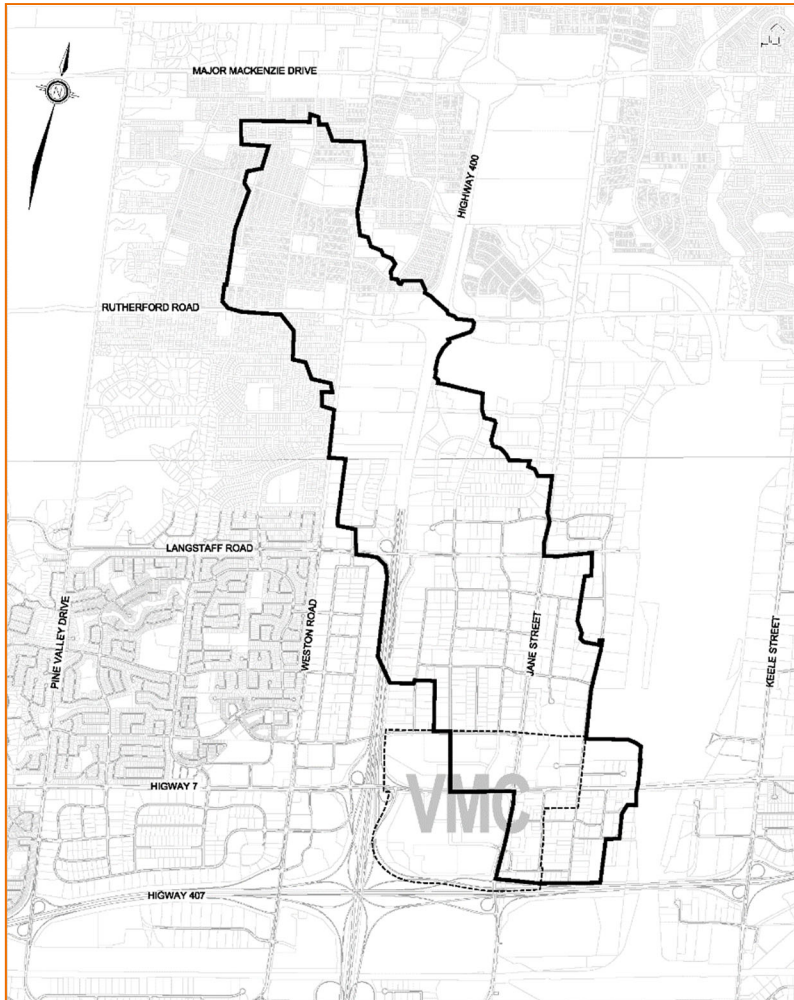
- Improvement of hydraulic capacity of Black Creek waterway (flood control);
- Transportation; and
- Open Space Network.

## **5. Immediately Affected Landowners**

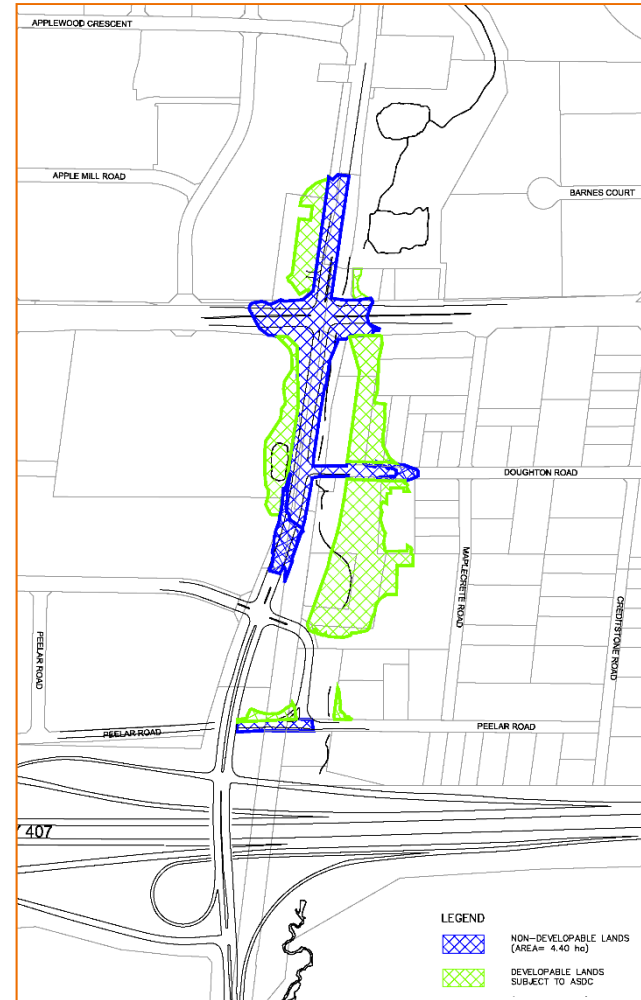
The implementation of the proposed improvements will result in the removal of both non-developable public and developable (private and public) lands from the regulatory floodplain, the extent to which is illustrated in Figure 2. Accordingly, benefits will accrue to private landowners whose properties will be improved as a result of the work and, similarly, the publicly owned rights-of-way will become less susceptible to flooding, resulting in a benefit to the existing development in the City (addressed below). Furthermore, the planned works will serve to “unlock” these lands and thereby allowing the development of new uses to proceed.

Consistent with the assumptions contained in the 2016 ASDC Study, the allocation to lands in the Black Creek Drainage Shed is 11.25%. The remaining amount to be allocated is thus

88.75% for which it is instructive to consider the relative amount of land removed from the floodplain as a result of the planned improvement works. Based on the floodplain modelling and as illustrated in Figure 2 and consistent with the figures identified in the 2016 Model, 49.20% of the total costs are related to hydraulic improvements. The remaining 44.59% of the 88.75% allocation, being 39.55%, is attributable to public sector improvements and is the topic of the next section.



**Figure 1**  
Black Creek Drainage Shed Tributary to Improvement Works



**Figure 2**  
Reduction in Floodplain during Regional Storm  
with Proposed Improvements

## 6. City-Wide Future Development & Existing Development

Consistent with the approach utilized in the City's previous Development Charges By-law, certain works are deemed to provide benefits to the City as a whole which can be funded through City-wide development charges. In this regard all transportation, streetscaping and related engineered services and open space network projects have been considered at the City-wide level.

The allocation of costs related to the benefit accruing to the City as a whole may be funded through City-wide Development Charges under the 2018 by-law (083-2018) or a subsequent development charges by-law.

The allocation of costs relating to the benefit accruing to existing development (residents and employees) in the City are to be funded through the City's internal resources, such as general taxation, and utility rates (likely stormwater for this infrastructure) and other charges wherever applicable.

The distribution of the remaining 39.55% of benefits resulting from improvements in the hydraulic capacity of Black Creek between existing and future development can be apportioned based on existing and future population and employment, respectively. The 2016 Census population and employment total in Vaughan was 515,700 while the forecast future (2041) population and employment is 785,700 (Hemson estimate). Based on these figures, the existing population and employment represents 65.6% of the 2041 population and employment and new growth represents 34.4%. Applying these values to the remaining 39.55% of benefits noted above results in the following apportionment of costs related to the benefits accruing to these interest groups:

- New Development (to be recovered through City-wide Development Charges):  
13.20%
- Existing Development (to be recovered through the City's internal resources):  
26.35%

### Summary

To the extent that any individual project components are deemed to provide a hydraulic benefit, the allocation of costs indicated in Table 6 is applied.



**Table 6 Allocation of Costs Related to Hydraulic (Flood Control) Benefits**

<b>Benefitting Interest Group</b>	<b>Allocation</b>
Black Creek Drainage Shed	11.25%
Immediately Affected Landowners	49.20%
City-wide Future Development	13.20%
Existing Development	26.35%
Total	100.00%

## **7. Transportation**

While certain bridge structures are planned on existing roads to improve the hydraulic capacity of Black Creek, certain other bridge structures, both vehicular and pedestrian, are required as part of the planned development and in support of the population and employment growth of the Vaughan Metropolitan Center (VMC) and the City in general. Following the City's policy, all growth-related transportation infrastructure is deemed to be of benefit to the City as a whole and is funded through City-wide development charges.

## **8. Open Space Network**

The planned improvements to Black Creek are also intended to create value in a social dimension by virtue of the planned open space network. Maintaining consistency with the City's current practice, all new open space network projects are considered to benefit the City as whole and will now be funded 100% through City-wide development charges. Recent changes to the *Development Charges Act* legislation eliminated the 10% statutory deduction and development-related costs are entirely eligible for recovery.

## **ALLOCATION OF FUNCTIONAL BENEFIT BY COMPONENT**

### **CATEGORY A1: CHANNEL WORKS**

#### **A1.1 Realignment, earthworks, restoration**

This component predominantly provides a flood control benefit by increasing the hydraulic capacity of this stretch of Black Creek and, accordingly, the functional benefits are allocated in accordance with Table 6.

## **Category A2: Structures**

### **A2.1 Interchange Way Crossing**

This is an example of a crossing of the Black Creek which doesn't currently exist and is associated with the extension of a new road. Accordingly, this component's predominant function is that of transportation and its functional benefits are allocated accordingly to City-wide Engineering DC for recovery.

### **A2.2 Doughton Road Crossing**

The reconstruction of the Doughton Road crossing provides both a hydraulic benefit by improving conveyance capacity of the Black Creek, as well as a transportation benefit in relation to a future roadway connection extending to the west side of Jane Street. For purposes of this work, these functional benefits are allocated as follows:

- Flood Control: 50% which, in turn, is allocated in accordance with Table 6
- Transportation: 50%

### **A2.3 Culvert Under Highway 7**

The Black Creek Optimization study had identified the need to replace the existing culvert under Highway 7. As York Region is responsible for replacement of the existing culvert and had previously informed staff of their decision to defer the works until the culvert approaches its end of life cycle this component was not included in the original Financial Strategy costing. Since that time, City staff have reinitiated discussions with Regional Staff to determine how to advance these works as a part of the broader Black Creek Channel construction. This would further mitigate the added risk of potential flooding in the intersection at Jane Street and Highway 7. As a result, an additional cost for the culvert has been included in the Black Creek Financial Strategy with the assumption that a share of the cost would be borne by the Region. For purposes of this work, these functional benefits are allocated consistent with the shares in Table 6 after considering the Region of York commits about \$2.92 million to the project.

### **A2.4 Peelar Road Crossing**

This component provides both a hydraulic benefit by improving conveyance capacity of the Black Creek, as well as a transportation benefit. For purposes of this work, these functional benefits are allocated the same as Doughton Road as follows:

- Flood Control: 50% which, in turn, is allocated in accordance with Table 6

- Transportation:50%

## **A2.5 Mews**

The Mews identified in the VMC Secondary Plan which crosses the Black Creek and connects Jane Street with the future road network east thereof. The VMC Secondary Plan speaks to the intended purpose and function of a mews to serve as a right-of-way for transportation and utilities, amongst other matters. It is noted that the transportation function may include either or both of routine and emergency/special operations. Given these functions, this component of the work is allocated as a transportation benefit, and in turn, a City-wide DC recoverable item.

## **A2.6 Retaining Walls**

The predominant function of this component is that of improved hydraulic conveyance and its functional benefits are allocated in accordance with Table 6.

## **A2.7 Removal of Existing Driveway Culvert (Access to Arena) and Restoration**

The existing driveway providing access to the Doublerink Arenas/Vaughan Iceplex facility includes a culvert through which the Black Creek flows and which also represents a restriction to flow. In order to improve the hydraulic capacity of the Black Creek, this driveway and culvert have been identified for removal and, therefore, this component predominantly provides a flood control benefit with the functional benefits allocated in accordance with Table 6.

## **A2.8 Temporary Access to 7581 Jane Street**

During the construction of the works, the existing access to 7581 Jane Street will need to be removed and reinstated on a temporary basis. These works are predominantly required to improve the hydraulic conveyance function of Black Creek and its functional benefits are accordingly allocated in accordance with Table 6.

## **Category A3: Bank Treatments, Urban Design and Landscape**

### **A3.1 Naturalized Western Edge plus Eastern Edge South of Peelar Road**

Based on the City's interactions with TRCA this component was identified as part of the construction of the hydraulic improvements along Black Creek is necessary to facilitate development in the VMC. While this treatment is required, in part to create the channel itself, thus providing a hydraulic function, it is also considered an enhancement that provides additional benefit to the public through its integration with pedestrian trails and

similar functions. For purposes of this work, these functional benefits are allocated as follows:

- Flood Control: 85% which, in turn, is allocated in accordance with Table 6
- Parks and Open Space:15%

### **A3.2 Terraced Steps**

Similar to the above, the terraced steps along the channel provide both a hydraulic function and, by virtue of aesthetics and integration with the public realm, also provide non-engineering benefits. In addition, they also provide a local service benefit to adjacent landowners. For purposes of this work, these functional benefits are allocated as follows:

- Local Service: 25%
- Flood Control & Parks: 75% general allocation which is further allocated as follows:
  - Flood Control: 85% which, in turn, is allocated in accordance with Table 6
  - Parks and Open Space:15%

### **A3.3 Urban Buffer – Amenitized eastern edge, promenade paving, furniture, lighting**

Following the methodology of the City's Streetscape Implementation Manual & Financial Strategy Plan which identifies a multi-pronged approach to funding this type of work, and given that this component is located at the intersection of two arterial roads, the local development contribution is deemed to be 25%. The remainder of the costs associated with this work is allocated evenly to the City-wide Development Charges related to both Engineering and Community Services, as well as Benefit to Existing (non-dc funding share).

## **Land Acquisitions**

The land acquisitions required to implement the above works are to be distributed to the benefitting interest groups so as to match the distribution to these groups following the above noted allocations. The underlying rationale is that the acquisitions are a necessary element to achieving all of the other benefits noted above.

The City retained a third party appraisal firm to estimate the market values of the land required for the Black Creek Channel Revitalization Works for budgeting purposes. The estimated market value was based on existing and anticipated future land uses. The appraisal provided for a low, medium, median and high value per category and was not a property specific appraisal but rather for categories of land uses. The median value for each of the land use categories which were identified in the future VMC Secondary Plan. The categories used were as follows:

- Station Precinct
- Neighbourhood Precinct
- Major Park & Open Space
- Industrial

The established rates by category were then applied to the estimated number of hectares per category. The total value was then divided by the total estimated number of hectares required for the Black Creek Channel Revitalization Works to establish the blended rate. The resulting blended rate using this methodology is approximately \$12.1 million per hectare. For comparison purposes, the blended rate per hectare used in the 2016 ASDC calculation was \$2.7 million per hectare, therefore, the present day valuations are over 300% higher than those contained in the 2016 ASDC. Land costs continue to rise in the VMC area and the revised land costs reflect a current estimation of value based on present values being seen in the area. Furthermore, the City now anticipates that land will have to be acquired to complete the works in a timely manner. One of the attributing factors for the cumulative cost increases contained in this study is a direct result of the increase in land values in the VMC.

Importantly, the land acquisition costs contained in the study do assume:

- That certain parcels of land will be acquired at less than market value for parcels where discussions with Regional or Provincial agencies have already taken place. In general, the estimates contained in this study for these specific parcels still do pose a risk if the City is unable to retain those properties at the below market rate. That said, the assumption is considered to be appropriate as this ASDC Study is anticipated to be updated when the independent property specific appraisals are prepared to facilitate the acquisitions.
- For two specific properties, the City may need to acquire land outside of what is required to facilitate the works and what is included in the calculation of the rates. In this case, it is assumed the residual properties acquired may be resold by the City providing a net benefit to the landowners (which is considered in the rates).

Please note, this should not be considered to be the value of land for any specific parcel to be acquired. An independent property specific appraisal prepared by an accredited appraiser in good standing with the Appraisal Institute of Canada within 6 months of the acquisition is required. The land areas used are also estimates and require a reference plan to confirm actual land areas. Based on future acquisitions, the City reserves the right to reopen the ASDC By-law to review and adjust the land values as deemed necessary.

## **C. EDGELEY POND AND PARK IMPROVEMENTS (CATEGORY B)**

The planned improvement and expansion works to the existing SWM facility located at the northeast corner of Jane Street and Highway 7 (Edgeley Pond and Park) provide several functional benefits. In the absence of any development, there is a need to improve the existing pond's function and this project includes these previously identified retrofits that benefit the existing community. Beyond this, the planned facility also provides the opportunity to provide a functional benefit, particularly in terms of water quality control, for a portion of the lands within the VMC. Additional future (re-)development lands within the upstream drainage shed also benefit from the improved function of the facility. Given the strategic location of the facility and the future vision for the VMC, this project capitalizes on the opportunity to provide a meaningful enhancement to the space to be enjoyed by the public.

The City of Vaughan has engaged a design team that underwent a public and stakeholder engagement process to develop design options and ultimately contract documents for the pond improvements. The core function of Edgeley Pond, being flood control and stormwater quality management, was achieved through significant design enhancements to Black Creek, resilient ecological design, restoration and enhancements to natural heritage features, and integrated engineering solutions. These site improvements were strengthened by urban design features to make this new park a key VMC destination.

The subsequent sections discuss the benefitting interest groups and the allocation of costs among them associated with each of these benefits in mind.

### **Beneficial Interests: Lands in VMC Serviced by Pond**

The Edgeley Pond will collect and process flows from the contributing drainage area within the Vaughan Metropolitan Centre (see Figure 3) for purposes of water quality control. Accordingly, there is a substantial benefit accruing to these landowners noting that, in the absence of this opportunity, additional developable tablelands would have been required to satisfy this water quality control objective given the size of the catchment area in question. Moreover, it is likely that two facilities would have been required given the physical division of the entire drainage area by Jane Street, thereby reducing efficiencies related to economies of scale.

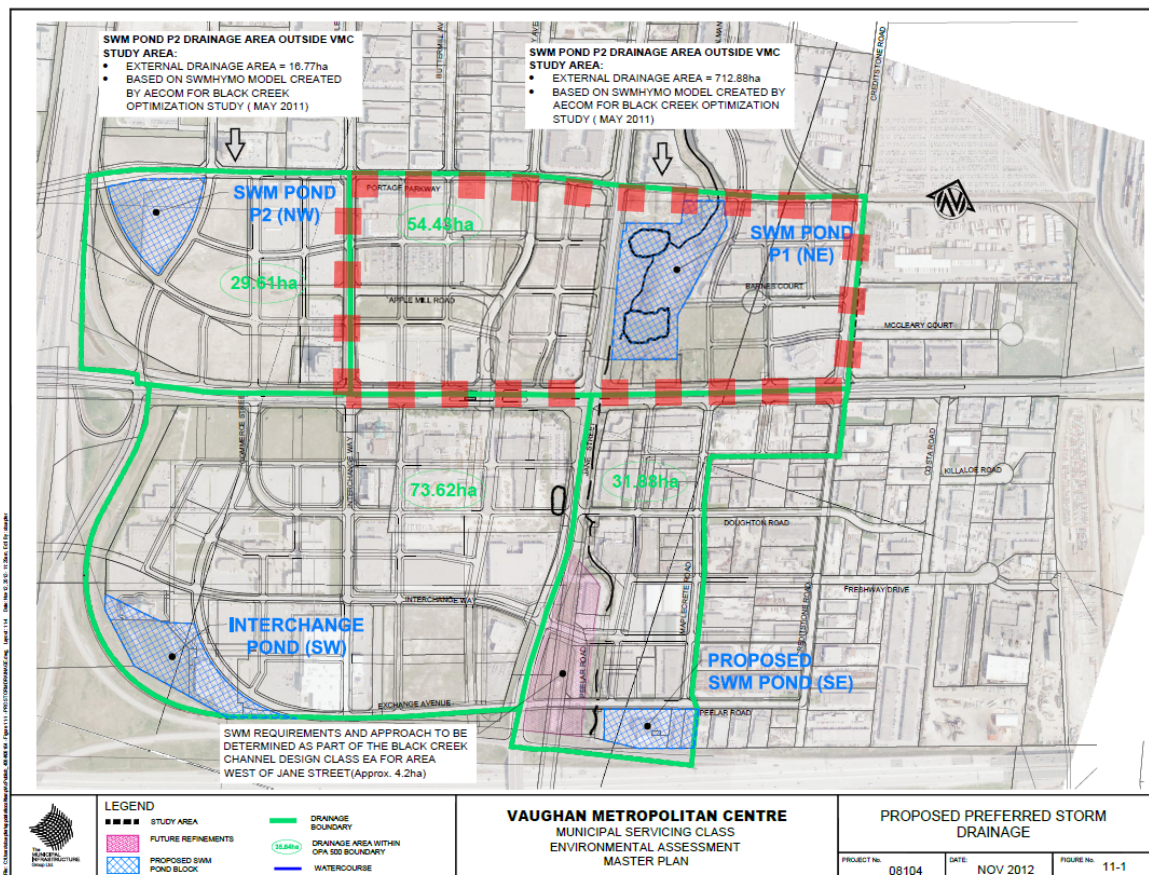
### **Beneficial Interests: The City as a Whole**

This facility is intended to provide an interesting and enjoyable public space and certain elements of the project contribute to this specifically.

## Beneficial Interests: Existing Development

In the absence of development in the VMC and the public realm elements noted above, it is recognized that the retrofit of this pond is desirable to improve its function as a stormwater management facility, improving downstream quality in addition to providing other related benefits. It is noted that a more streamlined “retrofit-only” design of the pond could not provide the required flood controls and broader benefit to development in the VMC as well as the City as a whole as currently envisioned.

**Figure 3: Areas in VMC Tributary to Edgeley Pond (SWM Pond P1 NE)**



*Note: 2016 ASDC Study but an annotated excerpt from VMC Municipal Servicing Class EA Master Plan prepared by TMIG, 2012.*

## Allocation of Benefit between VMC Lands Serviced by Pond and Existing Development

Wherever it is deemed that works provide benefit to both these interest groups, the allocation is weighted more heavily against existing development, in recognition of the need to retrofit this facility and the large upstream drainage area it handles. Simultaneously, the



benefit afforded to private landowners by permitting the use of this facility and avoiding loss of developable lands is quite considerable. For the purposes of this work, the allocation of benefit to these interest groups remains consistent with the 2016 ASDC Study methodology and is provided in Table 7 for reference.

***Table 7 Allocation of Costs Related to Edgeley Pond Improvements***

<b>Benefitting Interest Group</b>	<b>Allocation</b>
Lands in VMC Serviced by Pond	25%
Existing Development	75%

## **CATEGORY B1: DESIGN COMPONENTS**

One notable change to the strategy is with regards to the cost estimates for the Edgeley Park and Pond. In the original strategy the costs were based on a high-level concept. Now that the Edgeley Pond and Park design has advanced significantly the cost being used in the strategy are much more accurate. This has caused costs to increase in some areas, but it has also resulted in the City's ability to lower the contingencies being applied to the park and pond related components of the infrastructure.

### **B1.1 Earthworks, Erosion/Sediment Control, Site Preparation**

Significant soil removal is required to achieve stormwater quantity control as well as earthworks to ensure the pond meets safety guidelines, maintenance and human accessibility needs. This will require significant tree removal and site preparation. Due to the large site area, construction must be phased and erosion and sediment controls will be strategically implemented as the construction progresses.

### **B1.2 Natural Channel Realignment and Restoration**

To strengthen ecological and flood resiliency, Black Creek has been realigned using natural geomorphological design which will reduce long-term maintenance, protect against scouring and failure during storm events and provide aquatic and riparian habitat.

### **B1.3 Plant Material**

Due to largescale earthworks, Edgeley Pond will require tree, shrub, meadow and aquatic planting to protect against erosion and reestablish the natural open space. These components of the work (i.e., B1.1 to B1.3) are required for the construction of the pond as a whole and, as such, the allocation of costs is in accordance with Table 7.



#### **B1.4 Inlet and Outlet Control Structures – Main Pond**

The engineered control structure provides protection from different sized storm events while the concrete structures and walls provide additional stormwater storage. The control structure also connects to the box culverts under the future north east plaza, the future widened culvert connection under Hwy 7 and will daylight Black Creek south of future south east plaza. These structures are deemed to be for the sole benefit of the existing facility and are allocated entirely to the existing development.

#### **B1.5 Structures Servicing VMC Lands**

In order to improve stormwater quality, engineered oil grit separators provide significant treatment to the urban stormwater entering Edgeley Pond. To facilitate these structures, walls are needed to transfer grade differences between the street and pond connections. This category of costs includes those structures which convey and process stormwater drainage derived from that portion of the VMC lands which drain to this pond. Costs associated with these works are ascribed entirely to this benefitting interest group.

#### **B1.6 Edge Treatments (Enhanced Design)**

This class of edge treatments is considered to be typical of stormwater management pond design and affects the pond as a whole. The allocation of costs is therefore in accordance with Table 7. Please note a share of the total costs associated with this line item is also related to the pond walls while the residual cost is considered to be local service and attributed to the retaining wall enhancements under line item B2.4 (south pond enhancements).

#### **B1.7 Urban Design Features (Enhanced Design)**

Simple maintenance trails that allow safe public access to Edgeley Pond are included as a base design feature. Urban design features are common in contemporary stormwater management pond design and this component addresses the base, rather than the enhanced component of design. The allocation of costs is therefore in accordance with Table 7.

#### **B1.8 NE Corner Culvert – North of Highway 7**

This component provides several functions in addition to the hydraulic benefit associated with flood control which can be accomplished using an open channel. Additional benefits accrue to the adjacent landowner who is able to utilize the land atop the channel enclosure. In recognition of the benefit to the City as a whole resulting from the enclosure and the increase of usable and accessible space, an allocation of the costs is assessed to the City-

wide development charge related to engineering given the engineering function of the culvert. For purposes of this work, these benefits are allocated as follows:

- Flood Control: 40% which, in turn, is allocated in accordance with Table 6
- Local Service: 25%
- The residual is allocated to City-wide engineering

### **B1.9 Urban Plazas – Paving, furniture, lighting (Intersection of Jane and Highway 7)**

The costs related to these works have been split across four categories. Consistent with the 2016 ASDC Study, a 25% local service share is identified based on the arterial road guidelines in the City's Streetscape Implementation Manual & Financial Strategy Plan. A 25% share has been assumed to be funded by the Region of York. For the remaining 50%, it is anticipated that this project will have equivalent parks and open space and streetscape components resulting in a 25% apportionment to City-wide parks and engineering development charges respectively. Since this is a new project no benefit to existing shares are identified.

### **B1.10 Sustainable Transitional Feature NE Corner of Jane and Highway 7**

This feature sits atop the proposed enclosure of the Black Creek identified in B1.8 and, similarly, provides a local service benefit which is deemed to be 25%. The remainder of the benefits are deemed to be equally divided among City-wide Development Charges related to both Engineering (based on technical function of wetlands) and Parks and Open Space (based on aesthetics and public enjoyment of space).

## **Category B2: Enhanced Design Components**

### **B2.1 Urban Design Features (Enhanced Design)**

Accent unit paving, concrete paving, pavement markings, shade structure and amphitheater stair access along with a simple chain link fence to replace the existing east fence are included the enhanced design features. These features elevate a simple stormwater pond to a park destination for the VMC.

### **B2.2 Site Furnishing**

To support public park related comfort for all users, benches and picnic tables, waste receptacles, bike racks, information and regulatory signage, pond safety equipment, guardrails and pedestrian lights will be provided. The works that fall into the above categories (i.e. B2.1 & B2.2) are above and beyond what would normally be expected and are provided to improve the public space. These works provide a City-wide benefit and are allocated to Parks and Open Space Development Charges.

## **B2.3 Bridges**

There are five key bridges included in the Edgeley Pond improvements. Two maintenance and pedestrian bridges cross over Black Creek at the north and south ends as well as a smaller bridge on the east that provides access over the east stormwater outlet. Two additional bridges are included in the calculation to provide increased pond connectivity to public space. While the bridges envisioned for the pond provide an improvement to the public space, they are designed for and serve the additional benefit of access to the pond for purposes of maintenance. This also provides benefit to the existing lands as well as future lands draining into the facility. For purposes of this work, these functional benefits are allocated as follows:

- Park and Open Space: 62.5%
- Benefit to Existing 37.5%

## **B2.4 South Pond Enhancements (Area 'C')**

To accommodate increased stormwater storage, the control structure includes a large concrete wall along the south pond and a smaller wall on the east stormwater outfall. Proposed improvements to this significant feature, both in its functional performance and presence within the park, includes an ornamental treatment to the concrete surface that will provide artistic interest and beautify the urban park. This share of cost is considered to be a local contribution at an upset limit of \$700,000. The remaining cost of the works is captured in line item: B1.6 Edge Design.

## **ADDITIONAL WORKS**

### **CATEGORY C: EROSION IMPROVEMENTS**

These works include improvements to the Black Creek south of Highway 407 towards Steeles Avenue West. Given that the works serve to improve existing conditions to a perceivably greater extent compared to the facilitation of future development in the upstream drainage shed, the allocation of costs related to this work are assigned to existing development. It is worth noting that funds are understood to be available through TRCA and which have been historically collected for this sort of activity. Based on this, the cost apportionment is further divided such that \$659,000 is ascribed to “other government” funding sources and the remainder is deemed to benefit the existing community.

## **CATEGORY D: PUBLIC ART**

Any public art installation is deemed to be a Local Service that will be paid for by the specific developer as part of its development negotiation process with the City.

## **CATEGORY E: SWM POND/TANK FOR SOUTHEAST QUADRANT OF VMC**

The 2012 Municipal Class EA Master Plan for the Vaughan Metropolitan Centre identified the need for a stormwater management (SWM) pond to be located on the south side of Peelar Road, immediately east of the Black Creek. Since the time of the 2012 Master Plan, an alternative stormwater management strategy was presented that would eliminate the need for the SWM pond. This alternative SWM strategy consisted of implementing 15mm on-site retention via Low Impact Development (LID) measures for municipal road right of ways and within development blocks. The 2018 Black Creek Renewal Environmental Assessment, approved by MECP and supported by TRCA incorporated this SWM strategy. A feasibility assessment is being conducted to ensure the 15mm on-site retention for municipal right of ways can be achieved with LID measures. Should it be infeasible to implement the required LIDs within the municipal right of way, a means of reducing flow to the Black Creek will be required, which can include, but not limited to an underground tank along the east side of the realigned Black Creek corridor. The benefits of this work are ascribed to future re-development (growth) in the area through City-wide development charges related to engineering.

## **CATEGORY F: DC AND RELATED ENGINEERING STUDIES**

Similar to the methodology applied earlier to land acquisitions required in relation to the Black Creek channelization works, these studies are treated herein to be distributed to the benefitting interest groups so as to match the distribution to these groups following all the above noted allocations (i.e. Categories A to E). The underlying rationale is that the studies are a necessary element to achieving all of the other benefits noted above. Of note, the parks-related studies could also be funded through the City's general government development charges service category.

## CONTINGENCIES & SOFT COSTS

In addition to the estimated construction cost of the works, additional provisions need to be accounted for when establishing actual overall costs that may be incurred.

A component-specific contingency is carried in the analysis and accounts for the variability in the construction cost estimate provided. This variability, and the resultant contingency, can be wide and is dependent upon various factors including the degree of certainty relating to the scope of the project, the level to which designs have been advanced, the ability to cluster project components to achieve economies of scale, and timing impacts amongst other matters. For instance, given the fragmented ownership of lands associated with the Black Creek Channelization Works, it is possible that implementation of the works will occur on a piecemeal basis, however, this will be determined through the detailed design process, thereby resulting in inefficiencies which are intended to be accounted for by the contingencies applied to these works.

Also, the remaining costs to complete the design work (soft costs) as well as construction-related contingencies are included in the overall costs. Similarly, these can vary significantly depending on the extent to which detailed design work is still required, as well as the uncertainties associated with implementation of the project. For instance, the values used for this category of additional costs are lower for works related to the Edgeley Pond improvements relative to the Black Creek Channelization work since there is more knowledge (and less uncertainty) related to the pond improvements. Further, the pond works are generally self-contained within a single site whereas the channelization works will be complicated by the numerous and fragmented properties along its route, in addition to road crossings, as well as proximity to Jane Street and other actively used transportation and business elements. As well, the channelization works will occur through a narrow corridor for which the drainage function must be maintained during construction which can significantly impact the cost of construction. In contrast, within the pond there is space and opportunity to stage works in a manner that maintains functionality during construction.

## **APPENDIX B**

### **ASSET MANAGEMENT PLAN**

# APPENDIX B – ASSET MANAGEMENT PLAN

The Development Charges Act now requires that municipalities complete an Asset Management Plan before passing a development charges by-law. A key function of the Asset Management Plan is to demonstrate that all assets proposed to be funded under the development charges by-law are financially sustainable over their full life cycle.

## 1. Asset Types

A summary of the future municipal-owned assets and estimated useful life assumptions for eligible DC services considered as part of the study are outlined in Table 1. The useful life assumptions identified herein remain consistent with those used in the 2016 ASDC Study and generally consistent with the City’s Asset Management framework

Although all capital assets considered in the study have been evaluated, some projects/assets are covered by the ASDC or do not necessarily require future replacement or ongoing maintenance and therefore excluded from Table 1. The specific reasons are as follows:

- Certain assets may be covered by other funding sources (e.g. City-Wide DCs, Local Service, etc.) that are or will be addressed through other municipal/public processes. In such cases, these are identified as “Not Applicable – not part of ASDC”.
- Some of the works identified herein represent one-time costs and are temporary in nature and, as such, there are no ongoing operation and maintenance costs, nor are there ultimate replacement costs related to them. These works may include matters such as grading, removals or works that are temporary in nature. These cases are identified as “Not Applicable – one-time cost; not a long-term asset”.
- Some of the costs identified herein do not pertain to infrastructure (e.g., land costs) and, similarly, there are no ongoing operation and maintenance costs, nor are there ultimate replacement costs, related to them. These cases are identified as “Not Applicable – not infrastructure”.

Certain assets, particularly those relating to landscaping and related matters, are considered herein to not have a “useful life” in the traditional sense, but are rather considered to provide the requisite level of service on a continuous basis through regular (annual) maintenance activities. Accordingly, the “useful life” is identified in Table 1 as “Continuous Useful Life subject to Ongoing Maintenance Activities”, rather than in years.

It is noted that the cost estimates prepared for each of the projects' components as identified in this study include the "lumping" of numerous individual elements. Accordingly, some assumptions are necessary when estimating future funding requirements, which are discussed in later sub-sections.

**Table 1 – Summary of Asset Useful Covered in ASDC**

<b>Asset Description</b>	<b>Estimated Useful Life</b>
A2.2 Doughton Road Crossing	40 years
A2.3 Culvert Under Hwy 7	40 years
A2.4 Peelar Road Crossing	40 years
A2.6 Retaining Walls	50 years
A3.1 Naturalized western edge plus eastern edge south of Peelar Road (plantings, trails, lighting)	Continuous Useful Life subject to Ongoing Maintenance Activities
A3.2 Terraced Steps	50 years
B1.3 Plant Material	Continuous Useful Life subject to Ongoing Maintenance Activities
B1.5 Structures Servicing VMC Lands	100 years
B1.6 Edge Treatments	Continuous Useful Life subject to Ongoing Maintenance Activities
B1.7 Urban Design Features	Continuous Useful Life subject to Ongoing Maintenance Activities
B1.8 NE Corner Culvert – North of Hwy 7	40 years



## **2. Asset Management Strategy**

The purpose of the asset management strategy is to inform the activities that will enable the assets to provide the desired levels of service on a continuous basis and in a sustainable manner. For the sake of completeness, the following sub-sections identify the various components that are typically considered in such strategies, although only some are applied in this assessment.

### **Non-Infrastructure Solutions**

Non-infrastructure solutions are actions or policies that can lower costs or extend asset life (e.g. better integrated infrastructure planning and land use planning, demand management, insurance, process optimization, managed failures, etc.). Given that the proposed infrastructure will be new and land use plans well established, the City should diligently control development applications within the affected watershed to ensure compliance with the design intent of the infrastructure. The City should also routinely monitor the condition as well as the actual performance of the infrastructure over time to better understand these matters and adapt as necessary to ensure the continued sustainability of the infrastructure and the levels of service it provides. For purposes of this work, costs associated with these activities are not explicitly assigned and are assumed to be adequately covered in other components of the life cycle costs. Subsequent asset management plans to be developed by the City for its overall stock of infrastructure will have the opportunity to explicitly consider this for the infrastructure.

### **Maintenance Activities**

Maintenance activities, typically funded through operations, include regularly scheduled inspection and maintenance, or more significant repair and activities associated with unexpected events. For purposes of this work and consistent with the assumption applied in the 2016 ASDC Study, it is assumed that annual maintenance activities will amount to 2% of the initial capital cost of the work over the life of assets with finite useful lives, and 4% of the initial capital cost for those with continuous useful lives. Subsequent asset management plans to be developed by the City for its overall stock of infrastructure will have the opportunity to refine this approach.

### **Renewal and Rehabilitation Activities**

Renewal/rehabilitation activities include significant repairs designed to extend the life of the asset. For purposes of this exercise, it is assumed that the costs associated with these activities are included in other components of the life cycle costs. Subsequent asset

management plans to be developed by the City for its overall stock of infrastructure will have the opportunity to explicitly consider this for the infrastructure in question.

### **Replacement Activities**

Replacement activities are those that are expected to occur once an asset has reached the end of its useful life and renewal/rehabilitation is no longer an option. For purposes of this work, it is assumed that replacement occurs at the end of the useful life of each asset as identified in Table 1, and the estimated cost is equal to the initial capital cost, adjusted for inflation at a rate of 2% per annum. As noted above, certain assets associated with the infrastructure considered in the Area-Specific Development Charges considered herein, particularly those relating to landscaping and related matters, are considered to not have a “useful life” in the traditional sense, but are rather considered to provide the requisite levels of service on a continuous basis through regular (annual) maintenance activities.

### **Disposal Activities**

This includes activities associated with disposing of an asset once it has reached the end of its useful life, or is otherwise no longer needed by the municipality. For purposes of this exercise, it is assumed that the costs associated with these activities are negligible and/or are otherwise included in other components of the life cycle costs. Subsequent asset management plans to be developed by the City for its overall stock of infrastructure will have the opportunity to explicitly consider this for the identified infrastructure.

### **Expansion Activities**

This includes planned expansion activities (if necessary) required to extend services to previously unserved areas, or expand services to meet growth demands. This is not applicable to the infrastructure considered in the Area-Specific Development Charges by-law

## **3. Annual Provision**

When assets require rehabilitation or are due for replacement, the source of funds is limited to reserves or contributions from operating. Capital expenditures to carry out the rehabilitation and replacement of aging infrastructure are not development-related and are therefore not eligible for funding through development charge revenues or other developer contributions.

Based on information obtained from City staff on the useful life, capital cost of acquiring and/or emplacing each asset, a provision for infrastructure replacement has been

calculated for the applicable assets considered within the ASDC Background Study. Provisions for infrastructure replacement are initially calculated for each asset based on their useful life and the anticipated cost of replacement. The aggregate of all individual provisions form the required annual capital provision. In calculating the annual provisions, a number of assumptions are made to account for inflation (2.0 per cent) and interest (3.5 per cent).

Consistent with the requirements of the *Development Charge Act*, assets that are proposed to be funded under the development charges by-law have been included in the analysis. As shown in Table 2, the City will need to fund an additional \$736,800 per annum in order to properly fund the life cycle replacement costs of the new assets related to all servicing costs supported under the development charges by-law. In addition to the annual contributions for asset replacement, annual maintenance activities are estimated at \$997,200 which were assumed to require 4% of the initial capital costs for continuous projects and 2% for projects with finite useful lives.

**Table 2 – Calculated Annual Requirements by 2040**

Description	Initial Capital Cost	Useful Life (years)	Maintenance Activities (Fraction of Initial Cost) <sup>(1)</sup>		Replacement Cost	Annual Contribution for Asset Replacement <sup>(1)</sup>
A2.2 Doughton Road Crossing	\$2,159,341	40	2%	\$43,200	\$5,369,411	\$61,400
A2.3 Culvert Under Highway 7	\$7,772,775	40	2%	\$155,500	\$19,327,871	\$220,900
A2.4 Peelar Road Crossing	\$2,159,341	40	2%	\$43,200	\$5,369,411	\$61,400
A2.6 Retaining Walls	\$431,868	50	2%	\$8,600	\$1,309,064	\$9,700
A3.1 Naturalized W. Edge plus E. Edge S. of Peelar Road	\$4,755,569	continuous	4%	\$190,200	\$-	\$-
A3.2 Terraced Steps	\$7,557,693	50	2%	\$151,200	\$22,908,617	\$169,000
B1.3 Plant Material	\$2,265,817	continuous	4%	\$90,600	\$-	\$-
B1.5 Structures Servicing VMC Lands	\$4,413,982	100	2%	\$88,300	\$36,012,126	\$40,300
B1.6 Edge Treatments (Base Design)	\$2,004,881	continuous	4%	\$80,200	\$-	\$-
B1.7 Urban Design Features (Base Design)	\$339,480	continuous	4%	\$13,600	\$-	\$-
B1.8 NE Corner Culvert - North of Highway 7	\$6,631,629	40	2%	\$132,600	\$15,234,474	\$174,100
<b>Totals</b>	<b>\$40,492,400</b>			<b>\$997,200</b>	<b>\$105,531,000</b>	<b>\$736,800</b>
<i>1: figures have been rounded</i>						

## **4. Financial Sustainability of the Program**

### ***Future Revenue Growth***

The calculated annual funding provision should be considered within the context of the City's projected growth. This growth will have the effect of increasing the overall assessment base and additional user fee and charges revenues to offset the capital asset provisions required to replace the infrastructure proposed to be funded under the development charges by-law. The collection of these funds is intended to be allocated to the City's reserves for the future replacement of these assets.

### ***Annual Budgetary Reviews***

In order to maintain, protect and manage the City's infrastructure and assets, staff monitor current levels of service and life cycle trends. These assessments are used to schedule appropriate activities, such as the relining of linear infrastructure.

Levels of service are expected to be reviewed from time to time as routine updates to the Master Plans are undertaken, in addition to any specific studies that relate to the infrastructure in question. Among the external issues that may affect the levels of service offered by the infrastructure, perhaps the impacts of climate change are among the most important for the City to monitor.

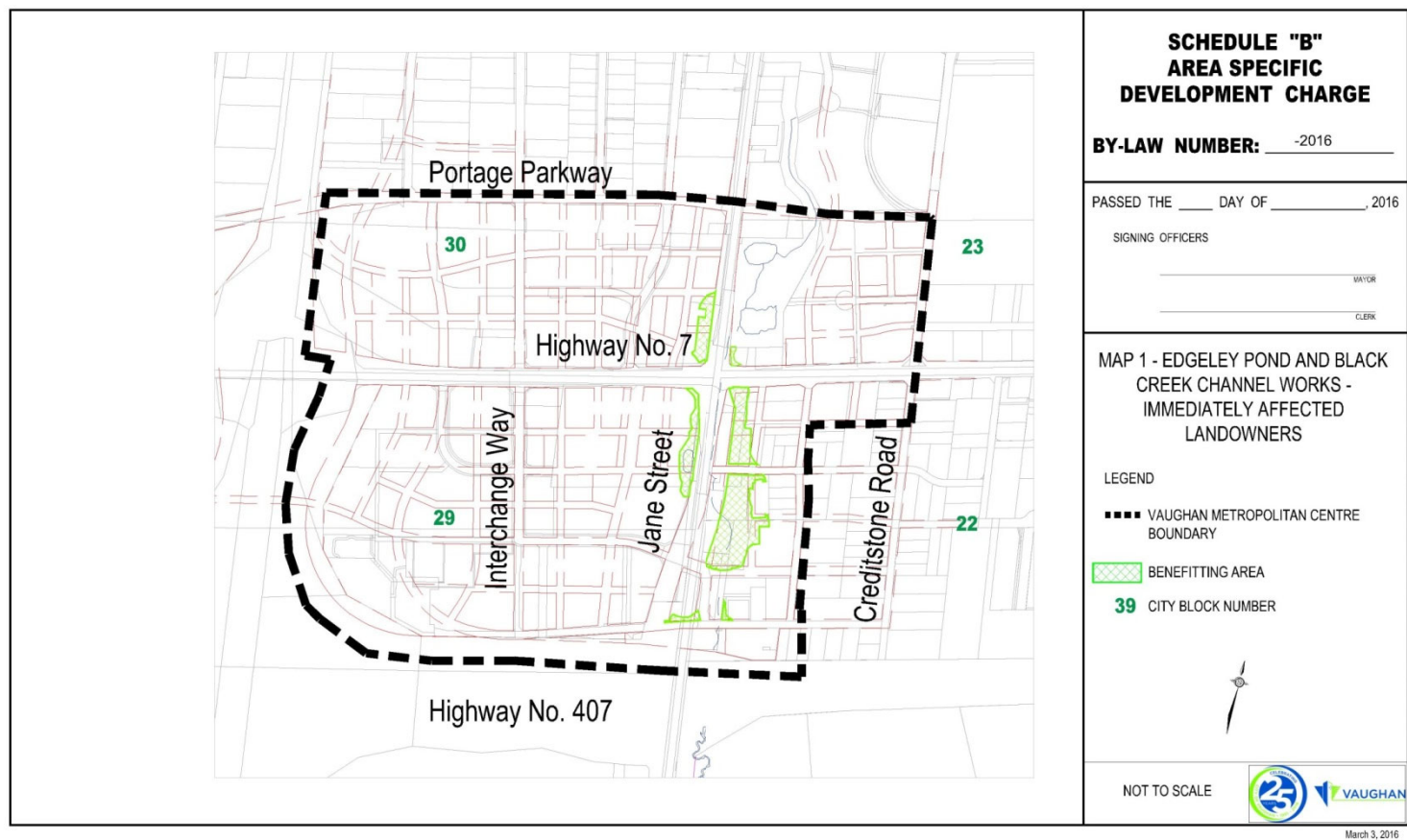
### ***The Program is Deemed Financially Sustainable***

The calculated annual provisions identified in Table 2 are considered financially sustainable as it is expected that the increased capital asset management requirements, as well as the annual maintenance requirements can be absorbed by the tax and user base over the long-term. Importantly, the City's annual operating budget review will allow staff to continue to monitor and implement mitigating measures should the program become less sustainable.

# APPENDIX C

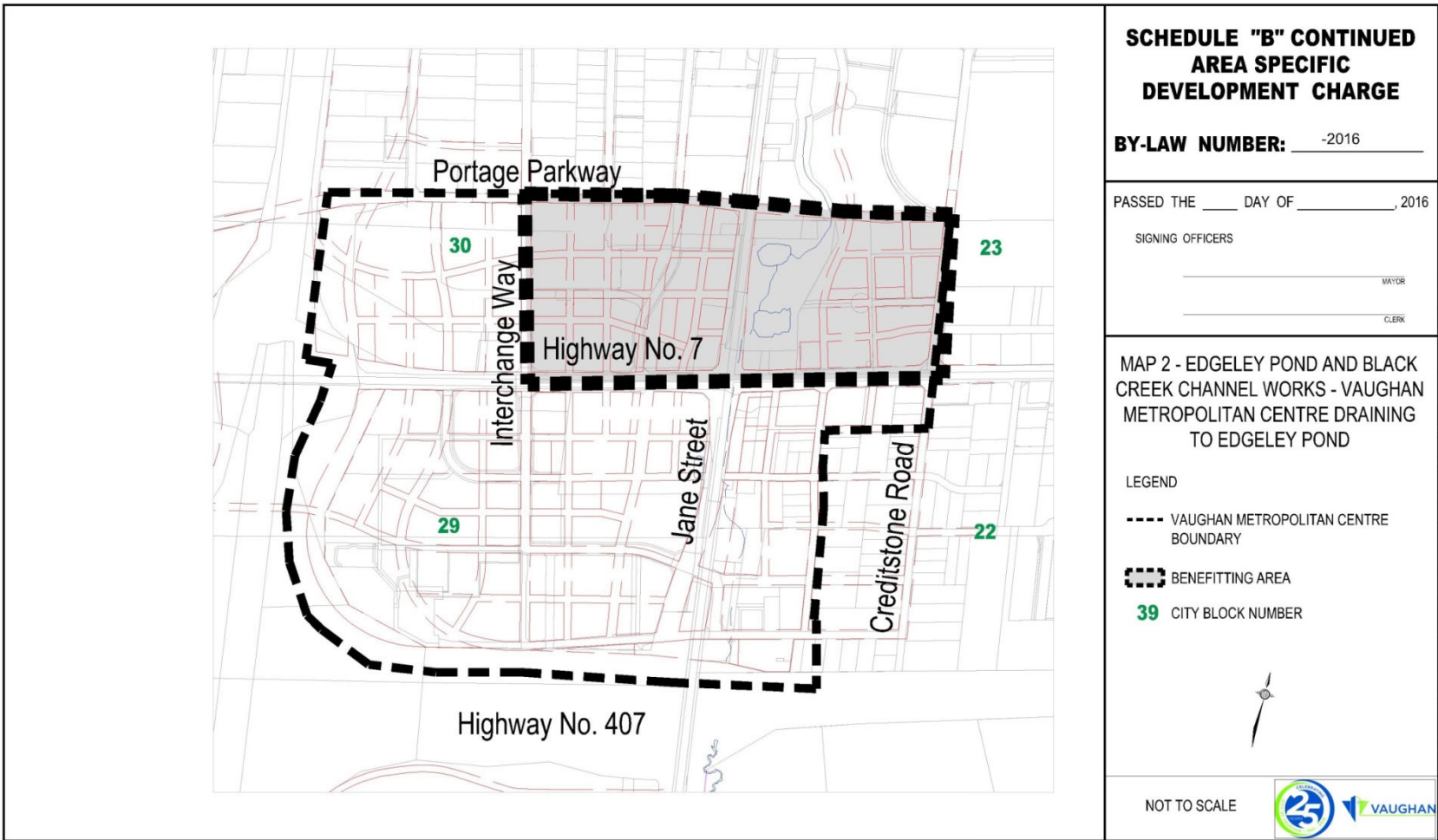
## MAPPING

# Map 1 Immediately Affected Landowners



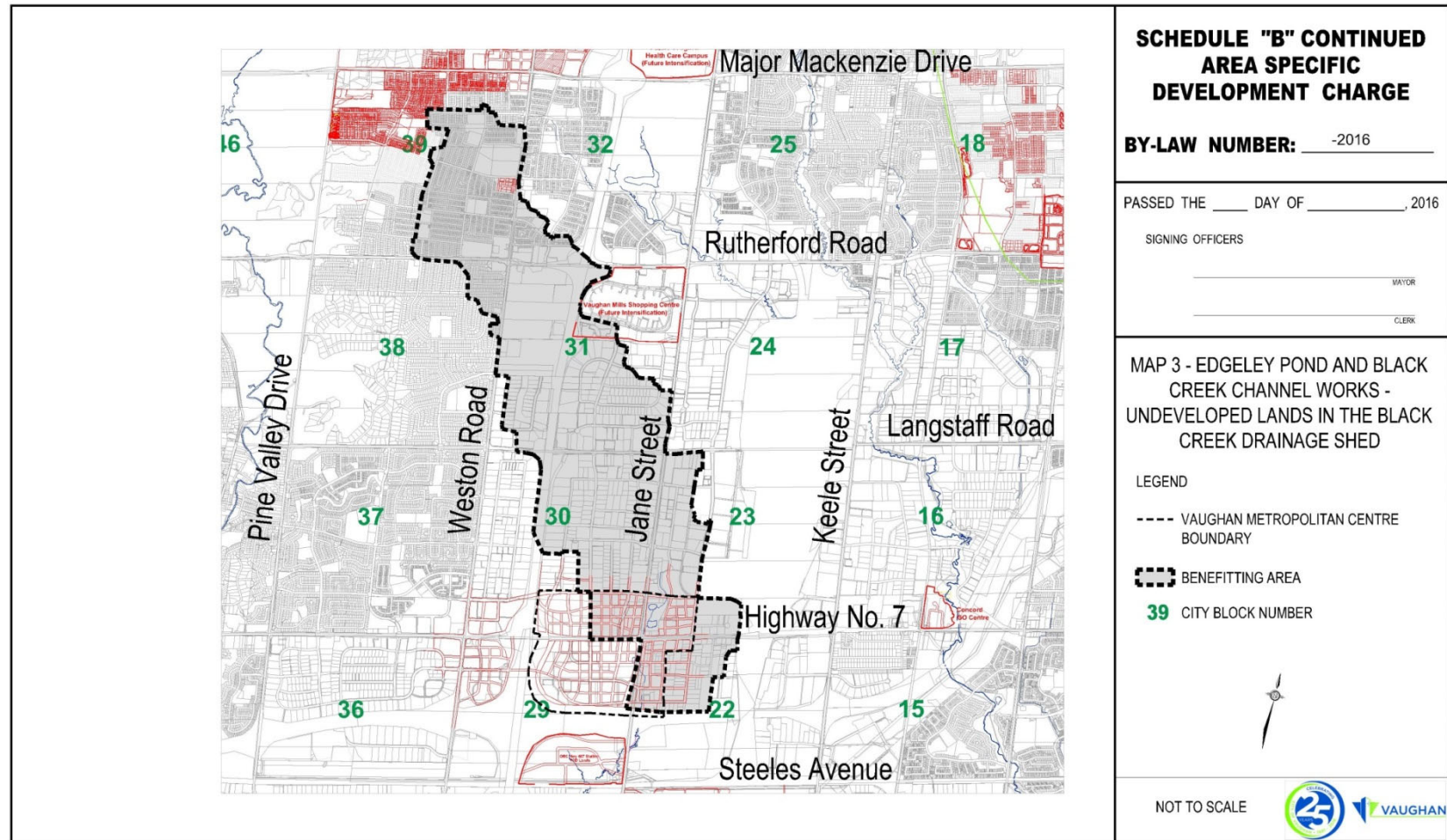
## Map 2

### VMC Draining to Edgeley Pond





### Map 3 Undeveloped Land in the Black Creek Drainage Shed





# *THE CITY OF VAUGHAN*

## *BY-LAW*

### **BY-LAW NUMBER XXX-2021**

**A By-Law to impose Area Specific Development Charges – Edgeley Pond and Black Creek Channel Works.**

**WHEREAS** subsection 2(1) of the *Development Charges Act, 1997*, S.O. 1997, c.27 ( “**Act**”) provides that the council of a municipality may by By-Law impose development charges against land to pay for increased capital costs required because of increased needs for services arising from the development of the area to which the By-Law applies;

**AND WHEREAS**, at the direction of Council of The Corporation of The City of Vaughan (the “**Council**”), Hemson Consulting Ltd. has prepared an Area Specific Development Charge Background Study entitled “Development Charges Background Study for the Edgeley Pond and Black Creek Channel Works”, dated **March 2021** (the “**Background Study**”), which indicated that the development of any land within The Corporation of The City of Vaughan will increase the need for services as defined therein;

**AND WHEREAS** as of April 7, 2021, Council made the Background Study and draft version of this By-Law available to the public in accordance with the Act;

**AND WHEREAS** on May 12, 2021, Council held a public meeting at which all persons in attendance were provided with an opportunity to make representations relating to the draft By-Law in respect of the Edgeley Pond and Black Creek Channel Works and the Background Study in accordance with the Act;

**AND WHEREAS** notice of the public meeting was given on April 15, 2021 in accordance with the Act and Ontario Regulation 82/98;

**AND WHEREAS** on **XXXXX date**, Council by resolution adopted the Background Study and determined that it was not necessary to hold any further public meetings in respect of this By-Law;

**AND WHEREAS** on **XXXXX date**, Council passed a By-Law to impose and provide for payment of area specific development charges for the Edgeley Pond and Black Creek Channel Works.

**NOW THEREFORE** the Council of The Corporation of The City of Vaughan enacts as follows:

**DEFINITIONS**

1. For the following words and phrases if used in this By-Law:

- (1) **“accessory use”** means the use of any building or structure that is naturally and normally:
  - (a) incidental;
  - (b) subordinate to; and
  - (c) devoted exclusively to the main use on the same lot; and for the purpose of this By-Law, detached buildings or structures which are accessory uses shall not exceed 100 square metres of gross floor area;
- (2) **“agreement”** means a contract between the City and an owner and any amendment thereto;
- (3) **“agricultural use”** means lands, buildings, or structures, excluding any portion thereof used as a dwelling unit, used, designed, or intended for use for the purpose of a bona fide farming operation, including, but not limited to, animal husbandry, dairying, livestock, fallow, field crops, removal of sod, forestry, fruit farming, horticulture, market gardening, pasturage, poultry keeping, equestrian facilities, and any other activities customarily carried on in the field of agriculture; but does not include a commercial use or a medical marijuana operation;
- (4) **“air supported structure”** means a structure consisting of a pliable membrane that achieves and maintains its shape and support by internal air pressure;
- (5) **“apartment building”** means a residential use building, or the residential use portion of a mixed-use building, other than a townhouse or stacked townhouse containing four or more dwelling units each of which shall have access to above grade common halls, stairs, elevators, and yards;
- (6) **“area specific development charge”** and **“special service area development charge”** mean a charge imposed with respect to growth-related net capital costs against a defined land area or per unit for specified services under the applicable By-Law;
- (7) **“atrium”** means a large open space extending through several floors in a building that is open to the ceiling;

- (8) **“basement”** means a storey, the floor of which is at least 0.75 metres below finished grade, provided that not more than one half of its height from the floor of the underside of the floor joist is below the finished grade;
- (9) **“building or structure”** means a permanent enclosed structure occupying an area greater than 10 square metres, consisting of a wall, roof, and/or floor, or any of them, or a structural system serving the function thereof, which includes, but is not limited to, air-supported structures or industrial tents; a canopy however shall not be considered a building or structure for the purpose of this By-Law and shall not attract development charges;
- (10) **“building permit”** means a permit issued under the *Building Code Act, 1992*, which permits the construction of a building or structure, or which permits the construction of the foundation of a building or structure;
- (11) **“canopy”** means an overhanging, projection, or covering connected to a principal use on the lands, such as over a gas bar or outdoor storage;
- (12) **“capital cost”** means costs incurred or proposed to be incurred by the City or a local board directly or by others on behalf of, and as authorized by, a Municipality or Local Board under an agreement, required for the provision of services designated in the By-Law within or outside the City:
- (a) to acquire land or an interest in land, including a leasehold interest;
  - (b) to improve land;
  - (c) to acquire, lease, construct, or improve buildings and structures;
  - (d) to acquire, lease, construct, or improve facilities including:
    - (i) rolling stock with an estimated useful life of seven (7) years or more years;
    - (ii) furniture and equipment, other than computer equipment; and
    - (iii) materials acquired for circulation, reference, or information purposes by a library board as defined in the Public Libraries Act, R.S.O. 1990, c. P. 44;
  - (e) to undertake studies in connection with any of the matters in clauses (a) to (d);
  - (f) of the development charge background study required before enactment of this By-Law; and

- (g) of interest on money borrowed to pay for costs described in any of the matters in clauses (a) to (d);
- (13) **“cellar”** means the portion of a building below the lowest storey which has more than one-half of its height from the floor to the underside of the floor joists below the finished grade;
- (14) **“City”** means The Corporation of The City of Vaughan;
- (15) **“commercial parking garage”** means a building or structure, or any part thereof, which use is for the parking of motor vehicles for remuneration, or in the case where parking is provided as an accessory to a principal use on the lands, where such parking is provided in a building or structure, or part thereof, whether or not there is remuneration paid by the owner or user for the motor vehicle, the portion of parking as required by the Zoning By-Law shall not attract development charges for the purpose of this By-Law;
- (16) **“development”** means the construction, erection, or placing of one or more buildings or structures on land, or the making of an addition or alteration to a building or structure that has the effect of substantially increasing the size or usability thereof, and includes redevelopment;
- (17) **“development charge”** means a charge imposed with respect to growth-related net capital costs against land under this By-Law;
- (18) **“duplex”** means a building comprising, by horizontal division, two dwelling units, each of which has a separate entrance to grade;
- (19) **“dwelling unit”** means a room or suite of two or more rooms, designed or intended for use by a single household in which sanitary conveniences are provided, and in which facilities are provided for cooking or the installation of cooking equipment;
- (20) **“engineering services”** means services related to a highway, and may include water supply services, waste water services, and storm water drainage and control services;
- (21) **“existing industrial building”** means an existing building or structure to be used, or designed or intended for:
- (a) manufacturing, producing, processing, storing, or distributing something;
  - (b) research or development in connection with manufacturing, producing, or processing something;

- (c) retail sales by a manufacturer, producer, or processor of something they manufactured, produced, or processed, if the retail sales are at the site where the manufacturing, production, or processing takes place;
- (d) office or administrative purposes, if they are:
  - (i) carried out with respect to manufacturing, producing, processing, storage, or distributing of something; and
  - (ii) in or attached to the building or structure used for that manufacturing, producing, processing, storage, or distribution;
- (22) **“funeral home”** means a building or structure with facilities for the preparation of dead persons for burial or cremation, for the viewing of the body and for funeral services;
- (23) **“future development”** means development which requires a subsequent planning approval, in addition to a building permit, which planning approval shall include a site plan approval or the approval of a plan of condominium;
- (24) **“grade finished”** means the average elevation of the finished ground level at the wall(s);
- (25) **“gross floor area”** means, in the case of a non-residential building or structure, or the non-residential portion of a mixed-use building or structure, the aggregate of the areas of each floor, whether above or below grade, measured between the exterior faces of the exterior walls of the building or structure, or from the centre line of a common wall separating a non-residential and a residential use, and:
  - (a) includes the floor area of a mezzanine and the space occupied by interior walls and partitions; and
  - (b) excludes in the case of a building or structure containing an atrium, the sum of the areas of the atrium at the level of each floor surrounding the atrium above the floor level of the atrium; and
  - (c) excludes the area of any self-contained structural shelf and rack storage facility approved by the Building Materials Evaluation Commission; and
  - (d) includes any part of a building or structure above or below grade used as a commercial parking garage; and
  - (e) for the purposes of this definition, the non-residential portion of a mixed-use building is deemed to include one-half of any area common to the residential and non-residential portions of such mixed-use building or structure;

- (26) **“growth-related net capital cost”** means the portion of the net capital cost of services that is reasonably attributable to the need for such net capital costs that results or will result from development in all or a defined part of the City;
- (27) **“heritage property”** means a property that contains cultural heritage value as defined under the Ontario Heritage Act;
- (28) **“home occupation”** means an occupation permitted in a dwelling unit and which:
- (a) is clearly secondary to the use of the dwelling unit;
  - (b) does not change the external character of the dwelling unit; and
  - (c) does not create or become a public nuisance, in particular in respect to noise, traffic, or parking;
- (29) **“household”** means one or more persons occupying or sharing all areas of the dwelling unit;
- (30) **“large apartment”** means a dwelling unit in an apartment building or plex that is 700 square feet or larger in size;
- (31) **“live-work unit”** means a unit intended for both residential and non-residential uses concurrently;
- (32) **“local board”** means a local board as defined in section 1 of the Municipal Affairs Act, other than a board as defined in subsection 1(1) of the Education Act;
- (33) **“lot”** means a parcel of land fronting on a street separate from any abutting land to the extent that a subdivision or a consent contemplated by the Planning Act would not be required for its conveyance. For the purpose of this paragraph, land defined in an application for a building permit shall be deemed to be a parcel of land and a reserve shall not form part of a street;
- (34) **“medical marijuana operation”** means the cultivation, growth, harvesting, processing, composting, destruction, packaging, storage and distribution of plants or parts of plants of the genus Cannabis (marijuana) as lawfully permitted and authorized under the Government of Canada’s Marijuana for Medical Purposes Regulations;
- (35) **“mid-high density mixed-use”** means a building or structure used, designed, or intended for residential and non-residential uses, where:



- (a) the non-residential uses comprise not more than fifty percent (50%) of the gross floor area of the building;
  - (b) the non-residential uses comprise a minimum of five percent (5%) of the gross floor area of the building; and
  - (c) the residential portion of the building or structure is over five (5) storeys in height;
- (36) **“mixed-use building”** means a building or structure containing a residential and non-residential use other than a home occupation;
- (37) **“mezzanine”** means a mezzanine as defined in the Building Code Act;
- (38) **“multiple unit dwelling”** includes stacked townhouses, and all other residential uses that are not included in the definition of apartment, single detached dwelling, or semi-detached dwelling;
- (39) **“net area”** means the gross area of land less the area of lands conveyed or to be conveyed into public ownership for the purpose of open space, parks, woodlots, storm water management facilities, buffers and road widenings along Regional Roads, and Ontario Hydro utility corridors, and less the area of any wood lots in private ownership if zoned as such, but shall include the area of all road allowances dedicated to the City;
- (40) **“net capital cost”** means the capital cost less capital grants, subsidies, and other contributions made to the City, or that the Council of the City anticipates will be made, including conveyances or payments under sections 42, 51, and 53 of the Planning Act in respect of the capital cost;
- (41) **“non-commercial parking garage”** means a building or structure, or any part thereof, that is not a commercial parking garage;
- (42) **“owner”** means the owner of the land or a person who has made an application for an approval of the development of the land upon which a development charge or an area specific development charge is imposed;
- (43) **“plex”** means a duplex, a semi-detached duplex, a triplex, or a semi-detached triplex;
- (44) **“re-development”** means the construction, erection or placing of one or more buildings or structures on land where all or part of a building or structure has previously been demolished on such land, or changing the use from a residential to non-residential use or from a non-residential to residential use or from one residential use to another form of residential use;

- (45) **“semi-detached duplex”** means one of a pair of attached duplexes, each duplex divided vertically from the other by a party wall;
- (46) **“semi-detached dwelling”** means a building divided vertically into two dwelling units;
- (47) **“semi-detached triplex”** means one of a pair of triplexes divided vertically one from the other by a party wall;
- (48) **“services”** means services designated in this By-Law;
- (49) **“single detached dwelling”** and **“single detached”** means a residential building consisting of one dwelling unit that is not attached to another structure above grade. For greater certainty, a residential building consisting of one dwelling unit that is attached to another structure by footings only shall be considered a single-family dwelling for the purposes of this By-Law;
- (50) **“small apartment”** means a dwelling unit in an apartment building or a plex that is less than 700 square feet in size;
- (51) **“stacked townhouse”** means a building, other than a townhouse or apartment building, containing at least 3 dwelling units, each dwelling unit being separated from the other vertically and/or horizontally, and each dwelling unit having an entrance to grade shared with no more than 3 other units;
- (52) **“storey”** means the portion of a building other than the cellar or unfinished attic which lies between the surface of the floor and the surface of the next floor above, and if there is no floor above it, then the surface next above it, provided its height is not less than 2.3 metres;
- (53) **“subdivision”** includes condominium;
- (54) **“temporary sales centre”** means a Building, including a trailer, that is designed or intended to be temporary, or intended to be removed from the land or demolished after use and which is used exclusively as an Office or presentation centre, or both, for new building sales;
- (55) **“triplex”** means a building comprising 3 dwelling units, each of which has a separate entrance to grade;
- (56) **“use, commercial”** means the use of any land, building or structure for the purpose of buying and selling commodities or supplying services as distinguished from such uses as manufacturing or assembly of goods, warehousing, and construction;

- (57) **“use, industrial”** means the use of any land, building or structure for construction, warehousing, manufacturing, processing, or assembly of materials to finished products or byproducts, including the storage of such materials and products;
- (58) **“use, institutional”** means the use of any land, building or structure by any organization owned or operated for religious, educational, charitable, recreational, or governmental purposes, whether or not supported in whole or in part by public funds;
- (59) **“use, non-residential”** means the use of any land, building or structure, or any part thereof, for use other than a residential use, and shall include commercial use, industrial use, and institutional use;
- (60) **“use, residential”** means the use of any land, building or structure for a single detached dwelling, semi-detached dwelling, multiple unit dwelling, apartment, or any other type of household or dwelling unit;

## **RULES – APPLICATION, EXEMPTIONS, AND EXCEPTIONS**

2.

- (1) This By-Law applies to all land and to all uses of any land, building or structure within the City whether or not the land, building or structure, or use thereof, is exempt from taxation under Section 3 of the Assessment Act, R.S.O. 1990, c.A.31;
- (2) Despite subsection (1), this By-Law does not apply to any land, building or structure within the City owned by and used for the purposes of:
  - (a) a local board;
  - (b) a board of education as defined in section 1(1) of the *Education Act*
  - (c) the City or any local board thereof and, without limiting the generality of the foregoing, including land leased from the Crown in right of Canada or Ontario located within the Parkway Belt Planning Area as defined in Regulation 744, paragraph 16 of the Revised Regulations of Ontario, 1990, provided the same is used for institutional use purposes of a not-for-profit nature;
  - (d) lands, buildings or structures owned by Metrolinx and used for transit related purposes;
  - (e) any area municipality within the Regional Municipality of York;
  - (f) the Regional Municipality of York or any local board thereof; and

- (g) a public hospital receiving aid under the Public Hospitals Act;
- (3) Development charges for the services designated in Schedule A shall be imposed upon the service area in Schedule B, specified in Schedule A, and shall be collected in accordance with this By-Law on development for residential use or non-residential use purposes;
- (4) Development charges provided for in subsection (3) apply where the development requires:
  - (a) the passing of a zoning By-Law or of an amendment thereto under Section 34 of the Planning Act, R.S.O. 1990, c.P.13;
  - (b) the approval of a minor variance under Section 45 of the Planning Act, R.S.O. 1990, c.P.13;
  - (c) a conveyance of land to which a By-Law passed under subsection 50(7) of the Planning Act, R.S.O. 1990, c.P.13 applies;
  - (d) the approval of a plan of subdivision under Section 51 of the Planning Act, R.S.O. 1990, c.P.13;
  - (e) a consent under Section 53 of the Planning Act, R.S.O. 1990, c.P.13;
  - (f) the approval of a description under Section 50 of the Condominium Act, 1998, S.O. 1998, c.19; or
  - (g) the issuing of a permit under the Building Code Act, 1992, S.O. 1992 c.23 in relation to a building or structure;
- (5) The City shall not apply more than one development charge provided for in this By-Law on land even though two or more of the actions described in paragraphs 2(4)(a) to (g) are required before the land can be developed;
- (6) Despite subsection (5), if two or more of the actions described in paragraphs 3(2)(a) to (g) occur at different times and if the subsequent action or actions has the effect of increasing the need for services, a development charge shall be imposed, calculated, and collected pursuant to subsection (3) limited to the increase;
- (7) Notwithstanding any other provisions of this By-Law, a building or structure shall be exempt from the payment of development charges provided that it is for:
  - (a) a temporary use permitted under a zoning By-Law enacted under Section 39 of the Planning Act, R.S.O. 1990, c.P.13;

- (b) an accessory use and, without restricting the generality of the foregoing, including a tent or canopy used on a temporary or seasonal basis;
  - (c) a home occupation;
  - (d) an agricultural use;
  - (e) a renovation of an existing building which does not alter, if a residential use, the number of units, or, if a non-residential use, the gross floor area thereof;
  - (f) a temporary sales centre;
  - (g) the relocation of a built heritage structure that is listed under Section 27 of the Ontario Heritage Act or designated under Part IV or V of the Ontario Heritage Act; or
  - (h) Land, buildings or structures used or to be used for the purposes of a cemetery or burial ground exempt from taxation under the Assessment Act or any successor thereto, including mausoleums and columbariums, but excluding funeral homes; or
  - (i) Buildings or structures owned by and used for the purpose of a conservation authority, unless such buildings or structures are used primarily for, or in connection with (i) recreational purposes for which the conservation authority charges admission, or (ii) any commercial use.
- (8) Area specific development charges paid hereunder shall be maintained in a separate reserve fund or funds and shall be used only for the services specified in Schedule A.

## **ADMINISTRATION**

### **Payment of Development Charges**

- 3.
- (1) All development charges payable shall be paid by certified funds to the City Treasurer;
  - (2) Subject to subsections 3(3), 3(4) and 3(5) of this By-Law, development charges imposed shall be calculated as of, and shall be payable on, the date a building permit is issued in respect of a building or structure on land to which a development charge applies, and no building permit shall be issued until the development charge is paid in full;

- (3) Notwithstanding subsection 3(2) of this By-Law and provided that the City and the owner(s) of the land have not entered into an agreement pursuant to subsection 3(4) of this By-Law, the development charge shall be payable, subject to any applicable exemptions or reductions contained in this By-Law:
  - (a) In respect of an approval of subdivision pursuant to section 51 of the *Planning Act 1990*, R.S.O. 1990, c.P.13, immediately upon entering into the subdivision agreement; and
  - (b) In respect of the granting of a consent pursuant to section 53 of the *Planning Act, 1990* R.S.O. 1990, c.P.13, immediately upon entering into an agreement made as a condition of the granting of such consent;
- (4) Where the City and owner(s) of the land have entered into an agreement pursuant to section 27 of the Act in respect of the timing of the payment of a development charge or a portion thereof, the terms of such agreement shall prevail over the provisions of this By-Law, including subsections 3(2), 3(3) and 3(5) of this By-Law;
- (5) Notwithstanding subsections 3(2) and 3(3) of this By-Law and provided that the City and the owner(s) of the land have not entered into an agreement pursuant to subsection 3(4) of this By-Law, developments that are eligible pursuant to sections 26.1 or 26.2 of the Act shall have development charges calculated and payable in accordance with section 26.1 and/or 26.2 of the Act and interest thereon shall be calculated and payable in accordance with the City's policy, entitled "DC Interest Policy Under Section 26.1 and 26.2 of the Development Charges Act, 1997", as amended from time to time;
- (6) If a use of any land, building or structure that constitutes development but does not require the issuing of a building permit but requires one or more of the actions listed in subsection 2(4)(a) to (g) inclusive, a development charge shall be payable and shall be calculated and collected on the earliest of any of the actions listed in subsection 2(4)(a) to (g) required, or on a date set by agreement;
- (7) Nothing in this By-Law shall prevent Council from requiring, as a condition of any approval pursuant to the *Planning Act, 1990* R.S.O. 1990, c.P.13, that the owner(s) of land install such local services as Council may require in accordance with the City's policy in respect of local services;

## Credits

### 4.

- (1) Where the City permits the provision of services in lieu of the payment of all or any portion of a development charge, the City shall give a credit for an amount equal to the reasonable cost to the owner of providing the services, as determined by the City,

provided such credit shall relate only to the portion of the development charge attributable to the services provided, unless otherwise agreed by the City;

- (2) The City may by agreement permit an owner to provide services additional to or of a greater size or capacity than is required, and the City may give a credit for an amount up to the reasonable cost to the owner of providing the services as determined by the City, provided that no such credit may be given for any part of the cost of work that relates to an increase in the level of service that exceeds the average level of service described in Paragraph 4 of Subsection 5(1) of the Development Charges Act, 1997;

### **Semi-Annual Adjustment**

5.
  - (1) The development charges established pursuant to Section 2 of this By-Law shall be adjusted semi-annually, without amendment to this By-Law, as of the 1<sup>st</sup> day of January and the 1<sup>st</sup> day of July in each year, commencing on July 1, 2021, in accordance with the most recent change in the Statistics Canada Quarterly, Construction Price Statistics (Catalogue No. 62-007 CANSIM II Table 327 – 0039);

### **GENERAL**

#### **Term**

6.
  - (1) This By-Law shall come into force and effect on the date of enactment; ;
  - (2) This By-Law shall expire five years from the date that it comes into force and effect, unless it is repealed at an earlier date by a subsequent By-Law;
  - (3) Nothing in this By-Law shall be construed so as to commit or require the City to authorize or proceed with any specific capital project at any specific time;

#### **Transitional Provisions**

7.
  - (1) If before the coming into force of this By-Law an owner or previous owner has made a payment for services described in this By-Law, or provided services in lieu thereof, no payment as required under this By-Law and no credits or refunds shall apply;

## **Schedules**

- (1) 8. Schedules A and B are attached hereto and form part of this By-Law;

## **Repeal**

- 9.
- (1) By-Law 079-2016 shall be and is hereby repealed effective on the date that this By-Law comes into force and effect;

## **Registration**

- 10.
- (1) A certified copy of this By-Law may be registered in the By-Law register in York Region Land Registry Office and/or against the title to any land to which this By-Law applies;

## **Severability**

- 11,
- (1) In the event that any provision of this By-Law is found by a court or tribunal of competent jurisdiction to be invalid, such provision shall be deemed to be severed, and the remaining provisions of this By-Law shall remain in full force and effect;

## **Headings**

- 12.
- (1) The headings inserted in this By-Law are for convenience of reference only and shall not affect the interpretation of this By-Law;



## Short Title

13.

- (2) (1) This By-Law may be cited as the Area Specific Development Charges By-Law - Edgeley Pond and Black Creek Channel, 2021.

Enacted by City of Vaughan Council this 8th day of June, 2021.

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Hon. Maurizio Bevilacqua, Mayor

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Todd Coles, City Clerk

Authorized by Item No. X of Report No. X  
of the Committee of the Whole

Adopted by Vaughan City Council on June 8, 2021

**Schedule A  
To By-Law No. XX-XXX  
Area Specific Development Charge  
Edgeley Pond and Black Creek Channel Works**

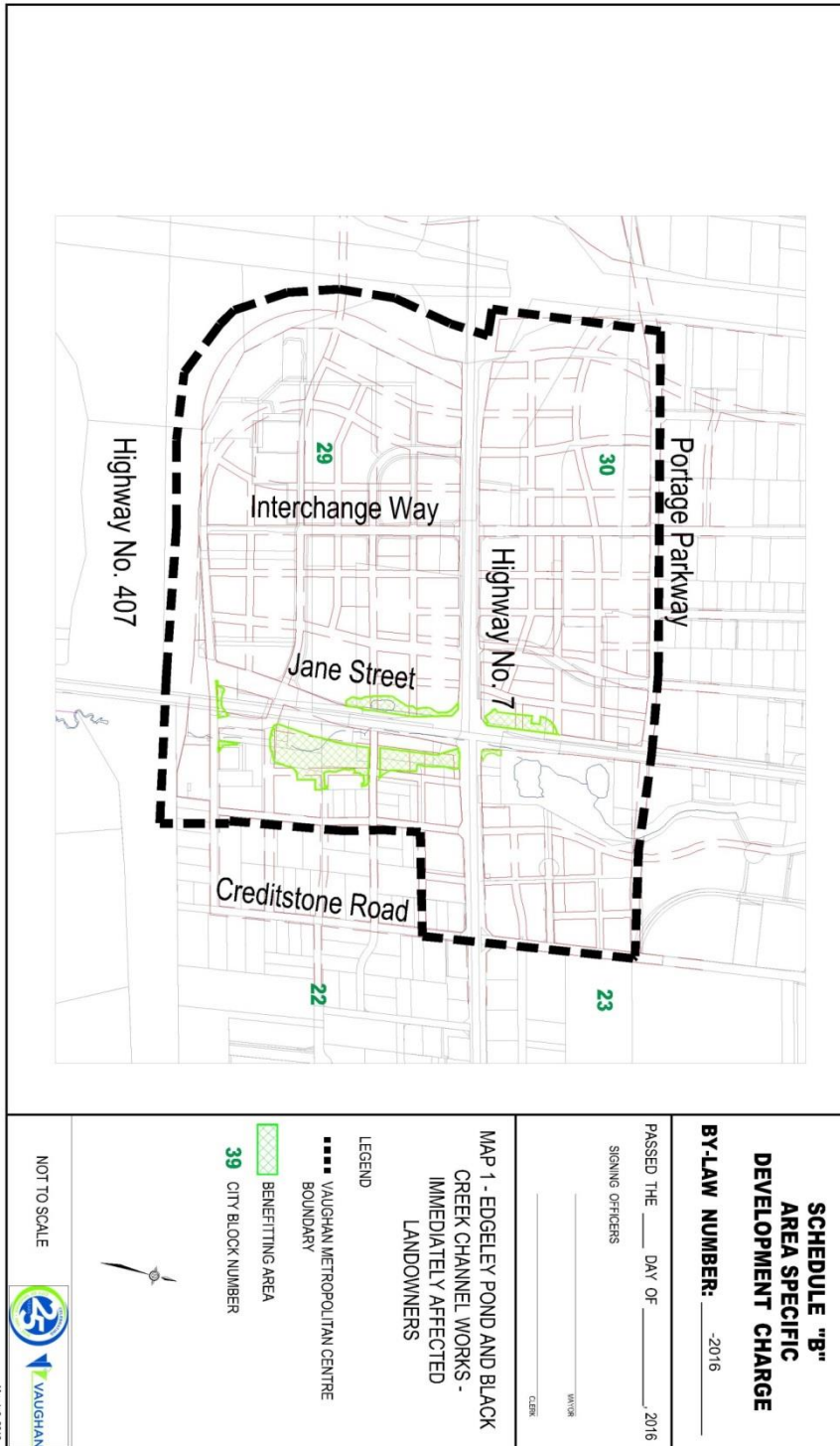
<b>Service</b>	<b>Lands to which Area Specific Development Charges Apply</b>	<b>Net Project Cost</b>	<b>Net Benefitting Area</b>	<b>Charge Per Hectare</b>
Edgeley Pond and Black Creek Channel Works	Immediately Affected Landowners – Map 1	\$54,024,807	5.78	\$9,467,470
	Vaughan Metropolitan Centre Draining to Edgeley Pond – Map 2	\$9,818,390	20.06	\$465,823 <sup>2</sup>
	Undeveloped Lands in the Black Creek Drainage Shed – Map 3	\$12,353,233	144.58	\$96,260 <sup>2</sup>

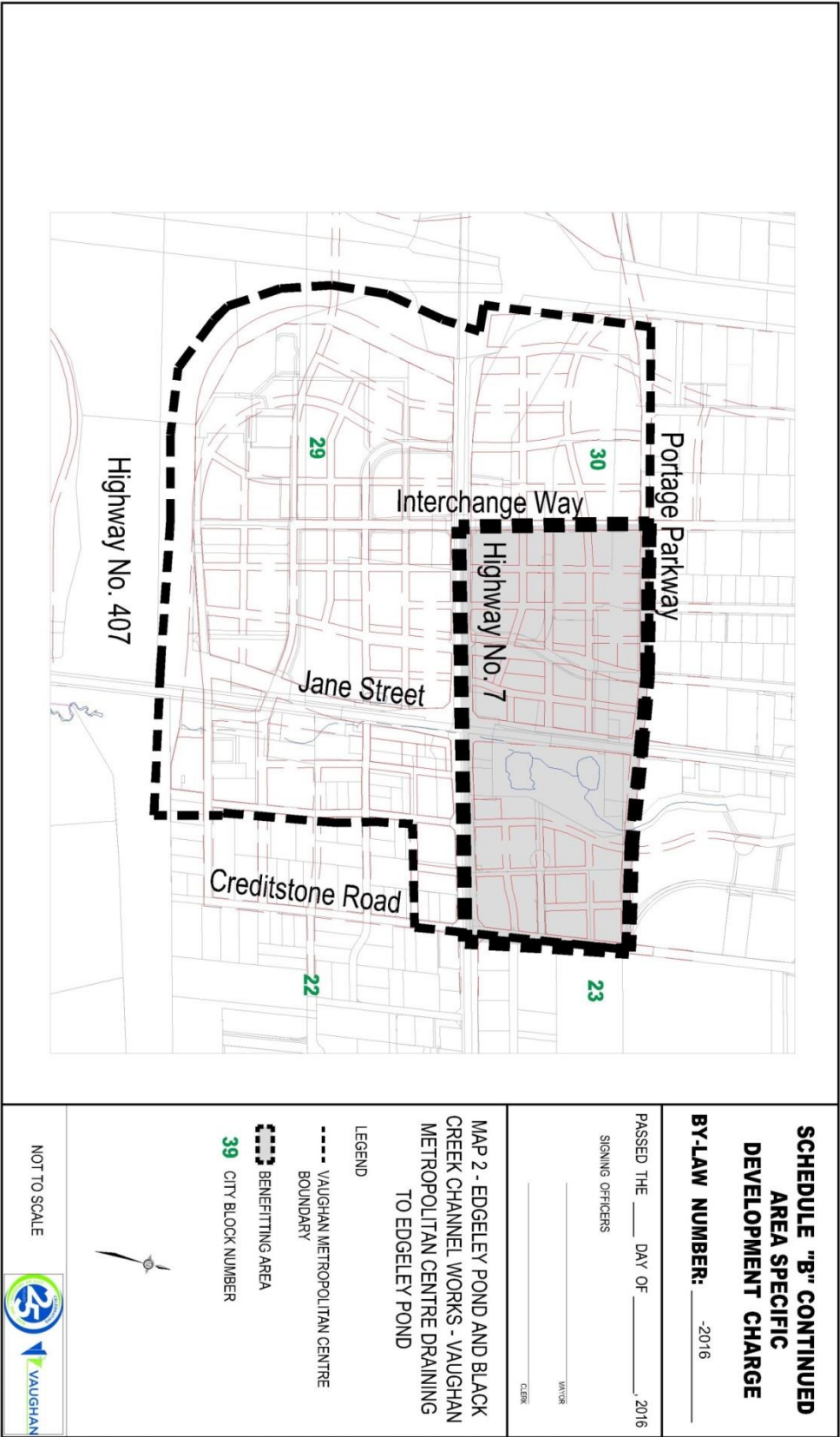
Lands that fall in more than one map area as designated in Schedule B shall be required to pay the development charges designated in Schedule A, applying to each map that the lands are included. For greater clarity, should a parcel of land be located on more than one map, the development charge associated with each map will be applied as a sum total charge per hectare.

*Note 1:* The charge per hectare for the Immediately Affected Landowners (Map 1) is based on the number of hectares of developable land which will be removed from the regulatory floodplain. This land area is inclusive of park.

*Note 2:* The charge per hectare for the Vaughan Metropolitan Centre Draining to Edgeley Pond (Map 2) and the Undeveloped Lands in the Black Creek Drainage Shed (Map 3) is based on the net developable land area of the site.

# Area Specific Development Charge Maps





Acad File: 0:\Dev Eng & Infra File Sn\Planning and Studies\04-Development Charges\2016-04\02\Bldg @Map\Bldg-04\02\16-M-0206\_Creek\_Map.dwg





UPDATED REPORT FOR PUBLIC CONSULTATION

PREPARED BY HEMSON FOR THE CITY OF VAUGHAN

# DEVELOPMENT CHARGES BACKGROUND STUDY FOR THE VMC WEST INTERCHANGE SANITARY SEWER SERVICE AREA

Updated: April 26th 2021



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# EXECUTIVE SUMMARY

The following summarizes the finding of the City of Vaughan's Area-Specific Development Charges (ASDC) Background Study for the Vaughan Metropolitan Centre (VMC) West Interchange Service Area. The development charges identified in the study would be applied in addition to the City-wide DCs levied under DC By-law 083-2018.

## A. STUDY CONSISTENT WITH DEVELOPMENT CHARGES LEGISLATION

- In May 2018, the Council of the City of Vaughan approved the City-wide and Area-Specific Development Charges Background Study and passed City-wide DC By-law 083-2018 and 12 ASDC By-laws, which all thirteen by-laws came into force on September 21, 2018.
- This ASDC Background Study and associated by-law relates only to By-law 094-2018, which constitutes the VMC West Interchange Sanitary Sewer Area. This study recalculates area-specific development charges in compliance with the provisions of the *Development Charges Act, 1997* (DCA) and its associated regulation (*Ontario Regulation 82/98*) and the recently amended provisions of the legislation.
- During the consultation period prior to approval of the 2018 ASDC By-laws staff acknowledged to affected landowners that the population and costing figures used to develop rates for the "VMC West Interchange Sanitary Sewer" By-law 094-2018 were based on the best information that was available at the time with the expectation that the by-law would likely require an amendment once more information was made available and prior to the existing by-law expiry in September 2023.
- Since the approval of the original ASDC by-law staff have continued working with the affected landowners to better determine the sanitary sewer needs in relation to anticipated development, affected population, revised costs and associated rates. Construction of the Interchange Way sanitary trunk sewer, from Highway 7 to Jane Street is now complete with as built costs available to be included in the revised ASDC background study. The remaining works north of Highway 7 will be front-end constructed at a future date. The costs included in this ASDC are inclusive of the sanitary sewer works both north and south of Highway 7.
- The City needs to implement development charges to fund the capital projects necessary in the Vaughan VMC West service area so that new development pays for its

capital requirements to the extent allowed by the DCA and so that new services required by growth are provided in a fiscally responsible manner. Importantly, this study and by-law will be used as the basis to help the City finalize the front-ending agreement with landowners to facilitate development in the immediate future.

- The DCA and Ontario Regulation (O. Reg.) 82/98 require that a development charges background study be prepared in which development charges are determined with reference to:
  - A forecast of the amount, type and location of residential and non-residential development anticipated;
  - A review of future capital projects, including an analysis of gross expenditures, funding sources and net expenditures incurred or to be incurred by the City to provide for the expected development, including the determination of the development and non-development-related components of the capital projects;
  - An examination of the long-term capital and operating costs for the capital infrastructure required for each service to which the development charges by-law relates; and
  - An asset management plan to deal with all assets whose capital costs are proposed to be funded under the DC by-law, and that demonstrates that all assets are financial sustainable over their full life cycle.
- This report identifies the development-related net capital costs attributable to development that is forecast to occur in the VMC West service area. These costs are apportioned to types of development (residential, non-residential) in a manner that reflects the increase in the need for each service.
- The calculated charges are the maximum charges the City may adopt. Lower charges may be approved; however, this will require a reduction in the capital plan and reduced service levels, or financing from other sources, likely property taxes and utility rates.

## **A. SANITARY SEWER SERVICE WITH AREA-SPECIFIC DEVELOPMENT-RELATED COSTS INCLUDED IN THE ANALYSIS**

The capital costs included in this study relate to the provision of sanitary sewer service works necessary to allow development to proceed in VMC West Area.

## B. DEVELOPMENT FORECAST

- A forecast of the amount, type and location of residential and non-residential development anticipated in the VMC West area over the 2021-2040 planning period was used in the ASDC calculation.
- The development forecast was prepared by the City's planning, engineering and development finance departments as well as continued consultation with the affected land owners.
- The development forecast for the 2021 to 2040 planning period estimates that the VMC West area will accommodate about 24,700 new dwelling units by 2040. The population in these new dwelling is estimated at 46,000.
- Approximately 491,600 square metres of new, non-residential building space is anticipated between 2021 and 2040. This new non-residential space will accommodate approximately 19,400 jobs.
- The following is a summary of the projected growth for the VMC West service area in the City:

Development Forecast	Growth Over Planning Period 2021 to 2040
<b>Residential</b>	
Total Occupied Dwellings	24,737
Multiples	928
Large Apart. (> 700 sq.ft.)	8,335
Small Apart. (< 700 sq.ft)	15,474
Population in New Dwellings	46,046
<b>Non-Residential</b>	
Employment for DC Study	19,408
Non-Residential Building Space (sq. m.)	491,554

## C. DEVELOPMENT-RELATED CAPITAL PROGRAM

- City staff, in collaboration with Hemson Consulting, have prepared a development-related capital program setting out the projects that are required to service anticipated development in the VMC West area to 2040.
- The total cost associated with the area-specific development-related work related to the sanitary sewer improvements amounts to \$17.75 million. The costs included in the ASDC are inclusive of the works both north and south of Highway 7.
- The entire \$17.75 million in the sanitary sewer capital program will be recovered from development charges over the 2021-2040 planning period.
- No grants, subsidies or other recoveries are anticipated.

The following is a summary of the development-related capital forecast for the sanitary sewer service:

Area-Specific Sanitary Sewer Works (2021 to 2040)		
Project Description	Gross Cost (\$000)	DC Eligible Cost (\$000)
Phase 1: Construction South of Highway 7	\$12,602	\$12,602
Phase 2: Construction North of Highway 7	\$5,150	\$5,150
<b>Total</b>	<b>\$17,752</b>	<b>\$17,752</b>

- Appendix B provides details on the calculation for the infrastructure works.

## D. DEVELOPMENT CHARGES ARE CALCULATED WITH FULL REFERENCE TO THE DCA

- The fully calculated residential ASDCs are recommended to vary by unit type, reflecting the difference in occupancy patterns expected in various unit types and associated differences in demand placed on municipal services.

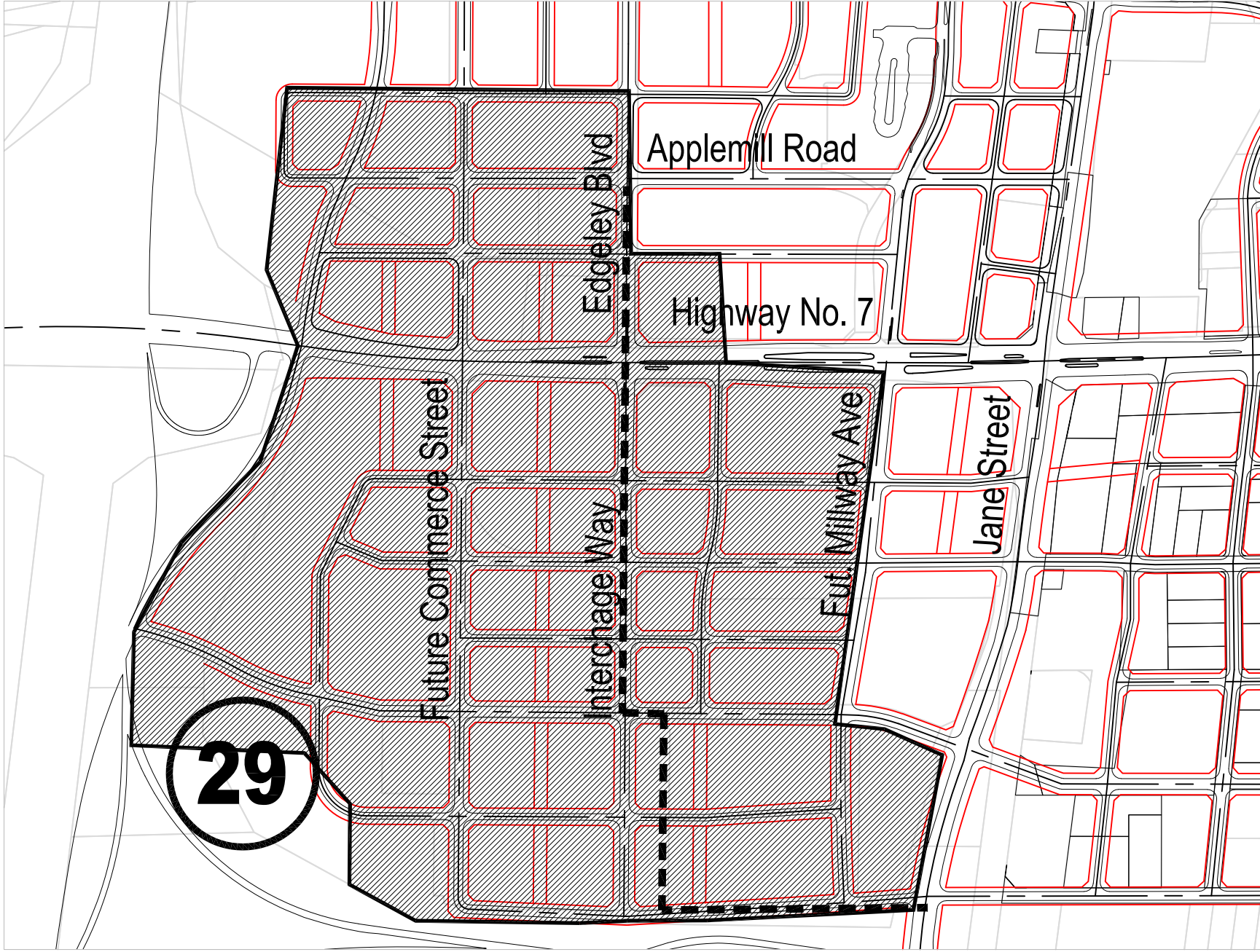
### Calculated Residential Area-Specific Development Charges

Service	Unadjusted Charge Per Capita	Residential Charge By Unit Type <sup>(1)</sup>			
		Singles & Semis	Townhouses & Multiples	Large Apartments (≥ 700 sq.ft.)	Small Apartments (< 700 sq.ft.)
Sanitary Sewer Improvements	\$269.87	\$982	\$810	\$599	\$432
<i>(1) Based on Persons Per Unit of:</i>		<i>3.64</i>	<i>3.00</i>	<i>2.22</i>	<i>1.60</i>

- The calculated non-residential ASDCs are uniform and applicable to all non-residential development.

### Calculated Non-Residential Area-Specific Development Charges

Service	Non-Residential Charge per Square Metre
Sanitary Sewer Improvements	\$10.83
<i>*Charge levied per Square Meter of Gross Floor Area</i>	



# **SCHEDULE "B"** **AREA SPECIFIC** **DEVELOPMENT CHARGES**

**BY-LAW NUMBER:** 2021



PASSED THE \_\_\_\_ DAY OF \_\_\_\_\_, 2021

SIGNING OFFICERS

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

## **VMC SW - SANITARY SEWER** **IMPROVEMENTS**

-  SERVICE AREA
-  PROPOSED SANITARY SEWER
- 29** CITY BLOCK NUMBER



NOT TO SCALE



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# 1. INTRODUCTION AND BACKGROUND

This City of Vaughan Area-Specific Development Charges (ASDC) Background Study for the VMC West Interchange Service Area is presented as part of a process to lead to the approval of a new ASDC by-law in compliance with the *Development Charges Act, 1997* (DCA) and its associated *Ontario Regulation 82/98* (O. Reg. 82/98).

In May 2018, the Council of the City of Vaughan approved the City-wide and Area- Specific Development Charges Background Study and passed City-wide DC By-law 083-2018 and twelve (12) ASDC By-laws of which all thirteen (13) DC By-laws came into force on September 21<sup>st</sup>, 2018.

During the consultation period prior to approval of the 2018 ASDC By-laws staff acknowledged to affected landowners that the population and costing figures used to develop rates for the “VMC West Interchange Sanitary Sewer” By-law 094-2018 were based on the best information that was available at the time but that the by-law would most likely require an adjustment once more information was made available and prior to the existing by-law expiry, which would be in September 2023.

Since the approval of the original ASDC by-law staff have continued working with the affected landowners to better determine the sanitary sewer needs in relation to anticipated development, affected population, revised costs and associated rates. Construction of the Interchange Way sanitary trunk sewer, from Highway 7 to Jane Street is now complete with as built costs available to be included in the revised ASDC background study. The remaining works north of Highway 7 will be front-end constructed at a future date. The costs included in the ASDC are inclusive of the works both north and south of Highway 7.

Therefore, the City wishes to update the existing ASDCs to fund development-related capital projects so that development may be serviced in a fiscally responsible manner. Importantly, this ASDC Study and by-law will be used as the basis to help the City finalize the front-ending agreement with landowners to facilitate development in the immediate future.

The DCA and O. Reg. 82/98 require that a development charges background study be prepared in which development charges are determined with reference to:

- A forecast of the amount, type and location of development anticipated;
- A review of capital works in progress and anticipated future capital projects, including an analysis of gross expenditures, funding sources, and net expenditures incurred or to



be incurred by the City or its local boards to provide for the expected development, including the determination of the development and non-development-related components of the capital projects;

- An examination of the long-term capital and operating costs for the capital infrastructure required for each service to which the development charges by-laws would relate; and
- As asset management plan to deal with all assets whose capital costs are proposed to be funded under the DC by-law, demonstrating that all assets included in the capital program are financially sustainable over their full life cycle.

This study presents the results of the review, which determines the net capital costs attributable to new development that is forecast to occur in the VMC West Interchange Sanitary Sewer Service Area between 2021 and 2040. These development-related net capital costs are apportioned to various types of development (residential; non-residential) in a manner that reflects the increase in the need for each service.

The City of Vaughan currently levies development charges on a city-wide, uniform basis in addition to other area-specific development charges. The city-wide charges recover for development-related costs for the provision of Engineering, Public Works, Community Services, Library, Fire & Rescue, and General Government. These city-wide services as well as the remaining eleven 2018 Area-Specific development Charges by-law are not being reviewed as part of this study.

The DCA provides for a period of public review and comment regarding the proposed development charges. This process includes considering and responding to comments received by members of the public about the calculated charges and methodology used. Following completion of this process, and in accordance with the DCA and Council's review of this study, it is intended that Council will pass new ASDCs for VMC West Interchange Sanitary Sewer Service Area.

The remainder of this study sets out the information and analysis upon which the proposed development charges are based.

Section II designates the services for which the development charges are proposed and the areas within the City to which the development charges will apply. It also briefly reviews the methodology that has been used in this background study.

Section III presents a summary of the forecast residential and non-residential development that is expected to occur within VMC West over the 2021–2040 period.

Section IV summarizes the future development-related capital costs associated with the provision of sanitary sewer services related to development in VMC West Interchange Sanitary Sewer Service Area.

Section V details the calculated ASDC rates by class and type of development.

Section VI provides an examination of the long-term capital and operating cost impacts for the infrastructure included in the ASDC calculation. It also addresses the asset management provisions required to maintain the development-related components of the capital projects included in the analysis.

Section VII provides a discussion of other issues and considerations including by-law administration, rules and policies.

## 2. AREA-SPECIFIC APPROACH IS USED TO ALIGN DEVELOPMENT-RELATED COSTS AND BENEFITS

Several key steps are required when calculating any development charge. However, specific circumstances arise in each municipality that must be reflected in the calculation.

Therefore, we have tailored our approach to the unique circumstances in the City of Vaughan and the VMC West Sanitary Sewer Service Area. The approach to the proposed area-specific development charges is focused on providing a reasonable alignment of development-related costs with the development that necessitates them.

### A. AREA-SPECIFIC DEVELOPMENT CHARGES ARE CALCULATED

The DCA provides municipalities with flexibility to define services that will be included in the development charge by-laws, provided that the other provisions of the Act and its associated regulations are met. The DCA also requires that the by-laws designate the areas within which the by-laws shall be imposed. The development charges may apply to all lands in the municipality or to other designated development areas as specified in the by-laws.

The City of Vaughan currently levies development charges on both a City-wide and Area-Specific basis.

This ASDC Background Study calculates development charges related to the provision of engineered service related to sanitary sewers within the VMC West Service Area. The area-specific approach is applied to the service to align the capital costs for this service with the particular areas that will be serviced by the required infrastructure. No changes to the City-wide DC by-law or remaining eleven ASDC by-laws are proposed as part of this study or to the DC by-law related to the Edgeley Pond and Black Creek Channel Works.

### B. KEY STEPS IN DETERMINING AREA-SPECIFIC DEVELOPMENT CHARGES FOR FUTURE DEVELOPMENT-RELATED PROJECTS

Several key steps are required in calculating development charges for future development-related projects. These are summarized below.

## 1. Development Forecast

The first step in the methodology requires a development forecast to be prepared for the study period, in this case from 2021 to 2040. The forecast of the future residential and non-residential development used in this study was prepared by the City's planning, engineering and development finance departments as well as continued consultation with the affected land owners. The forecasts are based on the number of known applications anticipated with the planning area as well as land use designations and policies.

When calculating the development charge, the development-related net capital costs are spread over the total population that will occupy new housing units in VMC West Interchange area. This population in new units represents the population from which development charges will be collected.

The non-residential portion of the forecast estimates the Gross Floor Area (GFA) of non-residential building space to be developed in VMC West Interchange area over the planning period.

## 2. Development-Related Capital Program and DC Eligible Costs to be Recovered Through the ASDCs

A development-related capital program has been prepared by the City based on built costs for the construction of the Interchange Way sanitary trunk sewer, from Highway 7 to Jane Street. The remaining works north of Highway 7 are estimated and will be constructed at a future date. The program identifies development-related projects and their gross and net costs, after allowing for capital grants, subsidies or other contributions as required by the Act (DCA, s. 5. (2)). The capital forecast provides another cornerstone upon which development charges are based. The DCA requires that the increase in the need for service attributable to the anticipated development may include an increase:

*... only if the council of the municipality has indicated that it intends to ensure that such an increase in need will be met. (s. 5. (1) 3.)*

The development-related capital program prepared for this study ensures that development charges are only imposed to help pay for projects that have been or are intended to be purchased or built in order to accommodate future anticipated development. It is not sufficient in the calculation of development charges merely to have had the service in the past. There must also be a demonstrated commitment to continue to emplace facilities or infrastructure in the future. In this regard, Ontario Regulation 82/98, s. 3 states that:

*For the purposes of paragraph 3 of subsection 5 (1) of the Act, the council of a municipality has indicated that it intends to ensure that an increase in the need for service will be met if the increase in service forms part of an Official Plan, capital forecast or similar expression of the intention of the council and the plan, forecast or similar expression of the intention of the council has been approved by the council.*

As required by the DCA, s. 5. (1) 6., any portion of projects and their associated net costs that are considered to benefit existing residents are the funding responsibility of the City from non-development charges sources. However, the projects identified in the development-related capital program for the VMC West Interchange Sanitary Sewer service area only relate to servicing new development, therefore, the entire amount will be funded through development charges.

### **3. Attribution to Types of Development**

The next step in the determination of development charges is the allocation of the development-related net capital costs between the residential and non-residential sectors. This is done using apportionments for different services in accordance with the demands placed and the benefits derived.

The apportionment is based on the expected demand for, and use of, the service by sector (e.g. shares of population in new units and employment).

Finally, the residential component of the development charge is applied to different housing types on the basis of average occupancy factors. The non-residential component is applied on the basis of gross building space in square metres.

### 3. DEVELOPMENT FORECAST

This section provides the basis for the development forecasts used in calculating the ASDCs, as well as a summary of the forecast results. A more detailed summary is provided in Appendix A.

#### A. RESIDENTIAL FORECAST

Development charges are levied on residential development as a charge per new unit. Therefore, for the residential forecast, a projection of the population in new housing units is required. This population in new units represents the population from which development charges will be collected.

Table 1 provides a summary of the residential forecast over the planning period from 2021 to 2040.

The VMC West Interchange Sanitary Sewer Service Area is anticipated to see about 24,700 new housing units over the planning period. These units are anticipated to be accommodated within lands designated for residential development within the service area boundary. The forecast of population expected to reside in these new housing units over the 2021 to 2040 period is approximately 46,000 additional persons.

#### B. NON-RESIDENTIAL FORECAST

Development charges are levied on non-residential development as a charge per square foot of gross floor area (GFA). As with the residential forecast, the non-residential forecast requires a projection of the employment growth associated with new floor space in the City.

The VMC West Interchange Sanitary Sewer Service Area is anticipated to accommodate 19,400 jobs within new non-residential space over the 2021 to 2040 planning period. Approximately 491,600 square metres of new non-residential building space is anticipated.

Table 1 also provides a summary of the non-residential development forecasts used in this analysis.

**Table 1 – The City of Vaughan – Vaughan Metropolitan Centre West Interchange  
Sanitary Sewer Service Area – Summary of Residential and Non-Residential  
Development Forecast**

<b>Development Forecast</b>	<b>Growth Over Planning Period 2021 to 2040</b>
<b>Residential</b>	
Total Occupied Dwellings	24,737
Multiples	928
Large Apart. (> 700 sq.ft.)	8,335
Small Apart. (< 700 sq.ft)	15,474
Population in New Dwellings	46,046
<b>Non-Residential</b>	
Employment for DC Study	19,408
Non-Residential Building Space (sq. m.)	491,554

## 4. THE DEVELOPMENT-RELATED CAPITAL PROGRAM

The DCA requires the Council of a municipality to express its intent to provide future capital facilities at the average historical service level incorporated in the development charges calculation. As noted above in Section II, Ontario Regulation 82/98, s. 3 states that:

For the purposes of paragraph 3 of subsection 5 (1) of the Act, the council of a municipality has indicated that it intends to ensure that an increase in the need for service will be met if the increase in service forms part of an official plan, capital forecast or similar expression of the intention of the council and the plan, forecast or similar expression of the intention of the council has been approved by the council.

### A. A DEVELOPMENT-RELATED CAPITAL FORECAST IS PROVIDED FOR COUNCIL'S APPROVAL

Based on the development forecasts summarized in Section III and detailed in Appendix A, City staff, in collaboration with the consultants have created a development-related capital program setting out those projects that are required to service anticipated growth over the planning period.

One of the recommendations contained in this ASDC Background Study is for Council to adopt the capital programs created for the purposes of this area-specific development charges calculation. It is assumed that future capital budgets and forecasts will continue to bring forward the development-related projects contained herein, that are consistent with the development occurring in the VMC West Interchange Sanitary Sewer Area. It is acknowledged that changes to the forecast presented here may occur through the City's normal capital budget process.

### B. THE DEVELOPMENT-RELATED CAPITAL FORECAST FOR SANITARY SEWER SERVICE

Table 2 provides the development-related capital recoveries for the engineered service of sanitary sewers. The area-specific capital program totals \$17.75 million and provides servicing for anticipated development over the planning period. It should be noted that the original ASDC approved in 2018 assumed a net capital cost of \$1.80 million. The significant



cost escalation of the project is due to a more detailed analysis, which determined that some of the works could only be completed through the use of micro tunneling due to the proximity with other existing municipal infrastructure along Interchange Way. The increase in cost can also be attributed to upsizing the sanitary sewer infrastructure required for the anticipated increase in population and employment within the area.

No grants, subsidies and other recoveries have been identified for these projects and thus the net municipal cost remains at \$17.75 million. The entire net capital program is associated with the infrastructure requirements for the construction of sanitary sewer works both north and south of Highway 7, therefore, the DC eligible cost included in the calculation remains at \$17.75 million.

**Table 2 – Summary of Development-Related Capital Program for Area-Specific Services 2021 to 2040**

<b>Area-Specific Sanitary Sewer Works (2021 to 2040)</b>		
<b>Project Description</b>	<b>Gross Cost (\$000)</b>	<b>DC Eligible Cost (\$000)</b>
Phase 1: Construction South of Highway 7	\$12,602	\$12,602
Phase 2: Construction North of Highway 7	\$5,150	\$5,150
<b>Total</b>	<b>\$17,752</b>	<b>\$17,752</b>

## 5. AREA-SPECIFIC DEVELOPMENT CHARGES ARE CALCULATED IN ACCORDANCE WITH THE DCA

This section summarizes the calculation of ASDCs for each service and the resulting total charges by sector. The calculation of the “unadjusted” per capita (residential) and per square metre (non-residential) charges are reviewed.

For residential development, the adjusted total per capita amount is then converted to a variable charge by housing unit type using various unit occupancy factors. For non-residential development, the charges are based on gross floor area (GFA) of building space.

It is noted that the calculation of the ASDCs does not include any provision for exemptions required under the DCA, such as the exemption from the payment of DCs for industrial buildings. Such legislated exemptions, or other exemptions that Council may choose to provide, will result in loss of DC revenue for the affected types of development. However, any such revenue loss may not be made up by offsetting increases in other portions of the calculated charge.

### A. DEVELOPMENT CHARGES CALCULATION

A summary of the calculated residential and non-residential ASDCs is presented across the following pages. Further details of the calculations are available in Appendix B.

#### 1. Unadjusted Residential and Non-Residential Development Charges

Table 3 displays the calculation of the unadjusted rates for the sanitary sewer services in the VMC West Interchange area.

The total net municipal cost of the sanitary sewer development-related projects, \$17.75 million, will be recovered by way of development charges. Table 3 shows the entire amount is related to development within the VMC West Interchange Sanitary Sewer service area over the 2021-2040 planning period and has been included in the area-specific development charge calculation.

Table 3

**City of Vaughan - Vaughan Metropolitan Centre West Service Area  
Summary of Unadjusted Residential and Non-Residential Development Charges  
2021-2040 Area-Specific Capital Program**

2021-2040 Year Growth in Population in New Units	46,046
2021-2040 Year Growth in New Building Space (sq.m.)	491,554

Service	Development-Related Capital Program (2021-2040)					Residential Share		Non-Residential Share	
	Net Municipal Cost	Replacement & Benefit to Existing	Available DC Reserves	Post 2040	Total DC Eligible Costs for Recovery				
	(\$000)	(\$000)	(\$000)	(\$000)	(\$000)	%	(\$000)	%	(\$000)
<b>1.0 SANITARY SEWER SERVICES</b>	\$17,751.8	\$0.0	\$0.0	\$0.0	\$17,751.8	70%	\$12,426	30%	\$5,326
Unadjusted Development Charge Per Capita									
Unadjusted Development Charge Per Square Metre							\$269.87		\$10.83
<b>TOTAL 2021-2040 SANITARY SEWER SERVICES</b>	<b>\$17,751.8</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$17,751.8</b>		<b>\$12,426.2</b>		<b>\$5,325.5</b>
Unadjusted Development Charge Per Capita							\$269.87		
Unadjusted Development Charge Per Square Metre									\$10.83

The capital program eligible for recovery through development charges is allocated to the residential and non-residential sectors based on future shares of population in new units and employment growth over the planning period. On this basis, the allocation to the residential and non-residential sectors is calculated at 70 per cent and 30 per cent, respectively.

As a result, \$12.43 million of the sanitary sewer capital program is deemed to benefit residential development. When this amount is divided by the growth in population in new dwelling units over the planning period (46,046) an unadjusted charge of \$269.87 per capita is the result.

The non-residential share totals \$5.33 million and, when this amount is divided by the forecast of non-residential space growth (491,554 square metres) an unadjusted charge of \$10.83 per square metre is the result.

For residential development the charge per capita amount (\$269.87) is then converted to a variable charge by housing unit type using various unit occupancy factors within each dwelling unit form (Table 4). The table indicates the charge for a single-semi detached unit is \$982, \$810 for a townhouse or other type of multiple unit, and \$599 for large apartments ( $\geq 700$  sq. ft.), and \$432 for small apartments ( $\leq 700$  sq. ft.). The unadjusted charge of \$10.83 per square metre is maintained (Table 5).

Consistent with the City's current administration of Area-Specific Development Charges, the borrowing cost and interest earnings associated with the timing of expenditures and development charge receipt has not been incorporated into the calculations.

TABLE 4

**CITY OF VAUGHAN**  
**VAUGHAN METROPOLITAN CENTRE - WEST INTERCHANGE SANITARY SEWER ASDC**  
**RESIDENTIAL DEVELOPMENT CHARGES BY UNIT TYPE**

Service	Unadjusted Charge Per Capita	Residential Charge By Unit Type <sup>(1)</sup>			
		Singles & Semis	Townhouses & Multiples	Large Apartments (≥ 700 sq.ft.)	Small Apartments (< 700 sq.ft.)
Sanitary Sewer Improvements	\$269.87	\$982	\$810	\$599	\$432
<i>(1) Based on Persons Per Unit of:</i>		<i>3.64</i>	<i>3.00</i>	<i>2.22</i>	<i>1.60</i>

**TABLE 5**

**CITY OF VAUGHAN  
VAUGHAN METROPOLITAN CENTRE - WEST INTERCHANGE SANITARY SEWER ASDC  
NON-RESIDENTIAL DEVELOPMENT CHARGES PER SQUARE METRE**

Service	Non-Residential Charge per Square Metre
Sanitary Sewer Improvements	\$10.83
<i>*Charge levied per Square Meter of Gross Floor Area</i>	

## **B. COMPARISON OF PROPOSED AND EXISTING DEVELOPMENT CHARGES**

Tables 6 and 7 present a comparison of total proposed residential and non-residential ASDC development charges respectively with the City's existing charges (as at January 1 2021).

Table 6 shows that the calculated charge residential units produce an increase of 72% over the present development charges with increases ranging from \$411 for a SFD unit to \$181 for a small apartment). Non-residential development charges are proposed to increase by \$5.32 per square meter (or 97%) from the current rate of \$5.51 per square meter (Table 7). The increase is reflective of the significant increase in expenditures realized with the actual construction costs of the Interchange Way sanitary trunk sewer, from Highway 7 to Jane Street relative to the original, by-law which estimated the cost of the works to be \$1,803,260. Also of note, the scope of work identified in this study is more robust than what was previously identified – some of the works could only be completed through the use of micro tunneling due to the proximity with other existing municipal infrastructure along Interchange Way. The increase in cost can also be attributed to upsizing the sanitary sewer infrastructure required for the anticipated increase in population and employment in the area.

**TABLE 6**

**CITY OF VAUGHAN  
VAUGHAN METROPOLITAN CENTRE - WEST INTERCHANGE SANITARY SEWER ASDC  
COMPARISON OF CURRENT AND CALCULATED  
RESIDENTIAL DEVELOPMENT CHARGES**

<b>Service</b>	<b>Current Residential Charges*</b>	<b>Calculated Residential Charges</b>	<b>Difference in Charge</b>	
Single & Semi Detached	\$571	\$982	\$411	72%
Townhouses & Multiples	\$471	\$810	\$339	72%
Large Apartment	\$348	\$599	\$251	72%
Small Apartment	\$251	\$432	\$181	72%

*\* Represents rates effective January 1 2021. DC By-law 094-2018 and adjusted for indexing.*



TABLE 7

**CITY OF VAUGHAN  
VAUGHAN METROPOLITAN CENTRE - WEST INTERCHANGE SANITARY SEWER ASDC  
COMPARISON OF CURRENT AND CALCULATED  
NON-RESIDENTIAL DEVELOPMENT CHARGES**

Service	Non-Residential (\$/Square Metre)			
	Current Non-Residential Charge*	Calculated Non-Residential Charge	Difference in Charge	
Sanitary Sewer Improvements	\$5.51	\$10.83	\$5.32	97%

*\* Represents rates effective January 1 2021. DC By-law 094-2018 and adjusted for indexing.*

*Charge levied per Square Meter of Gross Floor Area*

## 6. LONG-TERM CAPITAL AND OPERATING COSTS AND ASSET MANAGEMENT PROVISIONS

This section provides a brief examination of the long-term capital and operating costs for the area-specific capital facilities and infrastructure to be included in the ASDC by-law. Also addressed is the required asset management provisions that must be considered.

### A. NO NET INCREASE IN OPERATING COSTS ARE ANTICIPATED OVER THE FORECAST PERIOD

The DCA requires that a background study estimate the future tax supported operating cost implications of the development-related capital program contained in the study. The capital program contained in this background study relates to the provision of sewer services in VMC West.

Funds required for operating the water and sewer systems are generated through the utility rates. Any additional operating costs as a result of the capital program will be included in the rates. Also of note, as the projects identified in the development-related capital program for the VMC West Interchange service area only relate to servicing new development, the entire amount will be funded through development charges and no component of the program will require funding from non-development charge sources.

### B. ANNUAL ASSET MANAGEMENT PLAN PROVISION REQUIREMENTS

The Development Charges Act was amended in late 2015 and, effective January 1<sup>st</sup>, 2016, municipalities are required to complete an Asset Management Plan before the passing of a development charges by-law. A key function of the Asset Management Plan is to demonstrate that all assets proposed to be funded under the development charges by-law are financially sustainable over their full life cycle.

Table 8 summarizes the annual capital provisions required to replace the capital infrastructure proposed to be funded through ASDCs under the by-law. This estimate is based on useful life assumptions typically used by City staff and the capital cost of acquiring and/or emplacing each asset.

Table 8 illustrates that at build-out, the City will need to fund an additional \$288,000 per annum in order to properly fund the full life cycle costs of the new assets supported under this by-law.

The calculated annual funding provision should be considered within the context of the City's projected growth. The VMC West Interchange sanitary sewer service area is projected to grow by approximately 24,700 new households as well as roughly 19,400 new employees. This growth will have the effect of increasing the overall assessment base to offset the capital asset provisions required to replace the infrastructure proposed to be funded through ASDCs under the by-law.

The calculated annual provisions identified are considered financially sustainable as it is expected that the increased capital asset management requirements can be absorbed by the tax and user base over the long-term.

**Table 8 – Calculated Annual Provisions by 2040**

Service	2021-2040 Capital Program		Calculated AMP Annal Provision by 2040	
	DC Recoverable	Non-DC Funded	DC Related	Non-DC Related
Engineered Services	\$17,751,773	\$0	\$288,021	\$0
<b>Total 2040 Provisions</b>	<b>\$17,751,773</b>	<b>\$0</b>	<b>\$288,021</b>	<b>\$0</b>

## 7. OTHER ISSUES AND CONSIDERATION

### A. DEVELOPMENT CHARGES ADMINISTRATION

No significant changes are recommended to the City's current policies and practices regarding development charge administration. In this regard:

- It is recommended that practices regarding collection of development charges and by-law administration continue to the extent possible.
- As required under the DCA, the City should codify any rules regarding application of the by-laws and exemptions within the development charges by-laws proposed for adoption.
- It is recommended that Council adopt the development-related capital program included in this background study, subject to annual review through the City's normal capital budget process.

# APPENDIX A

## DEVELOPMENT FORECAST

# APPENDIX A – DEVELOPMENT FORECAST

This appendix provides details of the development forecast used to prepare the 2021 Area-Specific Development Charges (ASDC) Background Study for VMC West Interchange Sanitary Sewer Service Area in Vaughan. The forecast method and assumptions are discussed herein.

## A. FORECAST APPROACH AND KEY ASSUMPTIONS

The Development Charges Act (DCA) requires an estimate of “the anticipated amount, type and location of development” for which development charges may be imposed. The forecast must cover both residential and non-residential development and be specific enough with regards to the quantum, type, location and timing of such development to assist in the preparation of a reasonable development-related capital program. For the purposes of this ASDC Background Study, a development forecast for the planning period of 2021 to 2040 has been considered in this study (2040 is considered to be the build-out horizon).

Forecasts of population, households and employment were prepared by the City’s planning, engineering and development finance departments with input and consultation with the affected land owners. The forecast considers a detailed review of the land use designations and policies, active development applications within noted service area. It is noted that assumptions related to persons per unit are generally based on the most recent census data detailing historical occupancy patterns in the City and consistent with those identified in the City-wide DC Background Study.

## B. FORECAST METHOD AND RESULTS

Development charges are levied on residential development as a charge per new unit. Therefore, for the residential forecast, a projection of the population in new housing units is required. This population in new units represents the population from which development charges will be collected. For the purposes of this study, the population in new units is also considered the census population growth in this area.

Development charges are levied on non-residential development as a charge per square metre of gross floor area (GFA). As with the residential forecast, the non-residential forecast requires a projection of the employment growth associated with new floor space in the City.

## 1. Residential Forecast

The residential development forecast incorporates anticipated growth in population and occupied dwelling units by type. The residential development charges calculation is based on a forecast of population growth in new housing units in the VMC West Interchange Sanitary Sewer Service Area. The population in new units considered the overall occupancy assumptions from the most recent census results.

As detailed in Table 1, the VMC West Service Area is anticipated to see nearly 24,700 new housing units over the planning period. These units are anticipated to be accommodated within lands designated for residential development within VMC West Interchange Area. The forecast indicates that nearly all housing units constructed are anticipated to be high density - over 60% (15,474 units) of the total occupied housing units are anticipated to be small apartments with almost 35% (8,335) attributed to large apartments. Less than 5% of anticipated household unit construction is related to multiple dwelling units.

Population growth in new units is estimated by applying the following PPUs to the housing unit forecast: 3.64 for single-semi detached units, 3.00 for row units, 2.22 for large apartments ( $\geq 700$  sq. ft.), and 1.60 for small apartments ( $\leq 700$  sq. ft.). These PPU assumptions are generally consistent with the most recent 2016 census information regarding historical occupancy patterns and consistent with the PPU's identified in the City-wide DC Background Study. The forecast of population expected to reside in these new housing units over the 2021 to 2040 period is approximately 46,000 additional persons. This population growth by unit type is shown in Table 1, while specific details on historical occupancy patterns in the City are shown in Table 2.

## 2. Non-Residential Forecast

Table 3 shows that VMC West Interchange Sanitary Sewer Service Area is anticipated to accommodate nearly 19,400 jobs within new non-residential space over the 2021 to 2040 planning period.

Non-residential development charges are calculated on a per unit of gross floor area (GFA) basis. Therefore, as per the DCA, a forecast of future non-residential building space has been developed. As with the residential forecast, the GFA forecast covers the period from 2021 to 2040. Approximately 491,600 square metres of new non-residential building space is anticipated, most of which, is considered to be office related.

TABLE 1

**CITY OF VAUGHAN**  
**VAUGHAN METROPOLITAN CENTRE - WEST INTERCHANGE SANITARY SEWER ASDC**  
**SUMMARY OF RESIDENTIAL DEVELOPMENT FORECAST - POPULATION IN NEW HOUSEHOLDS TO BUILD-OUT**

Landowner	Development Timing	Residential Units			Population in New Households
		Multiples	Large Apart. (> 700 sq.ft.)	Small Apart. (< 700 sq.ft.)	
Mobilio Developments	0 - 5 Years	397	40	711	2,417
Icono	0 - 5 Years	16	872	761	3,201
2748355 Canada Ltd.	11 - 15 Years	-	-	-	-
2748355 Canada Ltd.	11 - 15 Years	20	309	494	1,536
2748355 Canada Ltd.	0 - 5 Years	-	-	2,470	3,952
2748355 Canada Ltd.	6 - 10 Years	-	750	750	2,865
2748355 Canada Ltd.	6 - 10 Years	30	221	377	1,184
2748355 Canada Ltd.	11 - 15 Years	-	-	-	-
2748355 Canada Ltd.	16 - 20 Years	-	-	-	-
2748355 Canada Ltd.	11 - 15 Years	-	-	-	-
2748355 Canada Ltd.	11 - 15 Years	10	536	819	2,530
2748355 Canada Ltd.	0 - 5 Years	200	550	1,125	3,621
2748355 Canada Ltd.	11 - 15 Years	20	320	510	1,586
Toromont Industries Ltd.	6 - 10 Years	33	631	996	3,093
Toromont Industries Ltd.	11 - 15 Years	32	611	965	2,996
Toromont Industries Ltd.	11 - 15 Years	-	-	-	-
SmartREIT	11 - 15 Years	18	339	536	1,664
SmartREIT	11 - 15 Years	11	205	324	1,007
SmartREIT	11 - 15 Years	-	302	453	1,395
SmartREIT	6 - 10 Years	19	352	555	1,726
SmartREIT	6 - 10 Years	19	355	561	1,743
SmartREIT	6 - 10 Years	10	184	290	902
SmartREIT	6 - 10 Years	12	225	355	1,104
Optech	11 - 15 Years	20	373	589	1,830
Mircom	11 - 15 Years	10	187	295	917
Ripple Developments	0 - 5 Years	12	227	359	1,114
Mariott	16 - 20 Years	9	177	280	868
Courtyard by Marriott	16 - 20 Years	-	-	-	-
Ikea	16 - 20 Years	30	569	899	2,792
<b>Total Units</b>		<b>928</b>	<b>8,335</b>	<b>15,474</b>	
<b>TOTAL POPULATION IN NEW HOUSEHOLDS</b>					<b>46,046</b>

*Note: Population in New Households determined using PPUs consistent with those identified in the City of Vaughan 2018 Development Charges Background Study.*

*Source: Residential unit projections/timing based on those provided by the City of Vaughan and impacted landowners.*



**TABLE 2**  
**CITY OF VAUGHAN**  
**HISTORICAL HOUSEHOLDS BY PERIOD OF CONSTRUCTION SHOWING HOUSEHOLD SIZE**

Dwelling Unit Type	Period of Construction										Period of Construction Summaries		
	Pre 1945	1946-1960	1961-1970	1971-1980	1981-1990	1991-1995	1996-2000	2001-2005	2006-2010	2011-2016	Pre 2006	2006-2016	Total
<b>Singles &amp; Semis</b>													
Household Population	1,245	2,180	2,815	12,375	56,450	16,350	40,730	48,370	41,830	19,680	180,515	61,510	242,025
Households	420	765	955	4,020	17,275	4,615	11,305	13,080	11,215	5,385	52,435	16,600	69,035
Household Size	2.96	2.85	2.95	3.08	3.27	3.54	3.60	3.70	3.73	3.65	3.44	3.71	3.51
<b>Rows</b>													
Household Population	65	100	135	400	2,365	2,585	7,005	8,035	6,945	3,955	20,690	10,900	31,590
Households	25	50	45	160	790	860	2,315	2,425	2,165	1,410	6,670	3,575	10,245
Household Size	2.60	2.00	3.00	2.50	2.99	3.01	3.03	3.31	3.21	2.80	3.10	3.05	3.08
<b>Apartments (excl. Duplexes): Bachelor or 1BR</b>													
Household Population	0	0	85	100	215	255	290	720	1,880	2,390	1,180	2,600	3,780
Households	10	0	80	75	155	185	225	490	1,370	1,725	715	1,785	2,500
Household Size	n/a	n/a	1.06	1.33	1.39	1.38	1.29	1.47	1.37	1.39	1.65	1.46	1.51
<b>Apartments (excl. Duplexes): 2BR or more</b>													
Household Population	0	85	0	220	450	1,730	2,130	1,345	2,130	1,760	5,960	3,890	9,850
Households	0	45	0	125	250	945	1,185	705	1,105	980	3,255	2,085	5,340
Household Size	n/a	1.89	n/a	1.76	1.80	1.83	1.80	1.91	1.93	1.80	1.83	1.87	1.84
<b>Apartments (excl. Duplexes) - Total</b>													
Household Population	105	0	300	730	2,420	2,440	2,500	2,535	4,985	4,860	11,030	9,845	20,875
Households	60	20	180	330	1,385	1,385	1,300	1,355	2,885	2,990	6,015	5,875	11,890
Household Size	1.75	n/a	1.67	2.21	1.75	1.76	1.92	1.87	1.73	1.63	1.83	1.68	1.76
<b>Duplexes</b>													
Household Population	60	150	200	1,360	4,225	970	1,390	765	270	195	9,120	465	9,585
Households	20	55	80	485	1,325	315	420	235	85	65	2,935	150	3,085
Household Size	3.00	2.73	2.50	2.80	3.19	3.08	3.31	3.26	3.18	3.00	3.11	3.10	3.11
<b>All Units</b>													
Household Population	1,490	2,460	3,455	14,870	65,460	22,360	51,620	59,700	54,040	28,685	221,415	82,725	304,140
Households	520	890	1,265	5,000	20,775	7,170	15,345	17,090	16,355	9,850	68,055	26,205	94,260
Household Size	2.87	2.76	2.73	2.97	3.15	3.12	3.36	3.49	3.30	2.91	3.25	3.16	3.23

Note: Population and household values in this table are based on National Household Survey response rates and may differ from Census values  
Source: Statistics Canada, 2011 National Household Survey Special Run.

TABLE 3

**CITY OF VAUGHAN**  
**VAUGHAN METROPOLITAN CENTRE - WEST INTERCHANGE SANITARY SEWER ASDC**  
**SUMMARY OF NON-RESIDENTIAL DEVELOPMENT FORECAST - GROSS FLOOR AREA (m<sup>2</sup>) TO BUILD-OUT**

Landowner	Development Timing	Office	Population Related	Institution	GFA (m <sup>2</sup> )
Mobilio Developments	0 - 5 Years	-	112	-	112
Icono	0 - 5 Years	-	20,347	-	20,347
2748355 Canada Ltd.	11 - 15 Years	-	-	-	-
2748355 Canada Ltd.	11 - 15 Years	-	1,383	-	1,383
2748355 Canada Ltd.	0 - 5 Years	-	5,766	-	5,766
2748355 Canada Ltd.	6 - 10 Years	-	2,523	-	2,523
2748355 Canada Ltd.	6 - 10 Years	-	-	-	-
2748355 Canada Ltd.	11 - 15 Years	87,913	-	-	87,913
2748355 Canada Ltd.	16 - 20 Years	87,913	3,588	-	91,501
2748355 Canada Ltd.	11 - 15 Years	-	3,478	-	3,478
2748355 Canada Ltd.	11 - 15 Years	-	-	-	-
2748355 Canada Ltd.	0 - 5 Years	-	-	7,432	7,432
2748355 Canada Ltd.	11 - 15 Years	23,349	-	-	23,349
Toromont Industries Ltd.	6 - 10 Years	25,013	5,003	-	30,016
Toromont Industries Ltd.	11 - 15 Years	-	4,096	-	4,096
Toromont Industries Ltd.	11 - 15 Years	-	-	-	-
SmartREIT	11 - 15 Years	26,273	5,255	-	31,528
SmartREIT	11 - 15 Years	15,870	3,174	-	19,044
SmartREIT	11 - 15 Years	22,223	4,445	-	26,668
SmartREIT	6 - 10 Years	27,213	5,443	-	32,656
SmartREIT	6 - 10 Years	27,508	5,502	-	33,010
SmartREIT	6 - 10 Years	14,234	2,847	-	17,081
SmartREIT	6 - 10 Years	14,709	3,482	-	18,191
Optech	11 - 15 Years	-	2,500	-	2,500
Mircom	11 - 15 Years	-	828	-	828
Ripple Developments	0 - 5 Years	17,599	3,520	-	21,119
Mariott	16 - 20 Years	-	-	-	-
Courtyard by Mariott	16 - 20 Years	3,581	-	-	3,581
Ikea	16 - 20 Years	-	-	7,432	7,432
<b>TOTAL GROSS FLOOR AREA (m<sup>2</sup>)</b>					<b>491,554</b>
<b>TOTAL PROJECTED EMPLOYMENT</b>					<b>19,408</b>

Source: Gross Floor Area projections/timing based on those provided by the City of Vaughan and impacted landowners.

**APPENDIX B**

**AREA-SPECIFIC SANITARY SEWER SERVICES**

**TECHNICAL APPENDIX**

# APPENDIX B – AREA SPECIFIC SANITARY SEWER SERVICE

This appendix provides the detailed analysis undertaken to establish the area-specific development charge rates for the VMC West Interchange Sanitary Sewer Service Area for the provision of Sanitary Sewers.

The development-related capital program is based on as built costs for works north of Highway 7 as construction of the Interchange Way sanitary trunk sewer, from Highway 7 to Jane Street is now complete. The remaining works north of Highway 7 will be front-end constructed at a future date. The costs included in the ASDC are inclusive of the works both north and south of Highway 7. A map outlining the VMC West Interchange service area is illustrated below. The projects identified in the capital program are required to service the demands of the anticipated development in the VMC West Service Area to occur over the planning period of 2021 to 2040.

Table 1 provide details of the projects included in the area-specific infrastructure development charges calculations as well as the calculation of the Unadjusted Development Charges.

**Table 1: Development-Related Capital Program**

The 2021-2040 sanitary sewer capital program totals \$17.75 million and includes for the sanitary sewer improvements on Highway 7. The details, timing, and cost breakdown of each project are shown on Table 1.

- a) Phase 1: Construction South of Highway 7
- b) Phase 2: Construction North of Highway 7



The 2021-2040 development-related costs included in the capital program are entirely recovered through future development charges. As the linear sanitary sewer infrastructure is anticipated to be entirely related to servicing new development, no benefit to existing share has been applied.

The entire \$17.75 million is identified as the net development-related share eligible for funding through development charges over the 2021 to 2040 planning period. Table 1 summarizes the Sanitary Services program and calculation of the unadjusted residential and non-residential development charges. The DC eligible share of \$17.75 million has been allocated 70 per cent to new residential development and 30 per cent to non-residential development. The allocation of costs is based on the future shares of population in new units and employment growth in new space. The residential share of the capital program totals \$12.43 million and, when divided by the forecast growth in population in new units (46,046), an unadjusted charge of \$269.87 per capita is the result.

The non-residential share is applied against the forecast increase in square metres of non-residential floor space by type of development. The \$5.33 million divided by the increase in square metres of non-residential building space (491,554), yields an unadjusted charge of \$10.83 per square metre.

### **Operating Cost Implications**

The DCA requires that a background study estimate the future tax supported operating cost implications of the development-related capital program contained in the study. The capital program contained in this background study relates to the provision of sewer services in VMC West.

Funds required for operating the water and sewer systems are generated through the utility rates. Any additional operating costs as a result of the capital program will be included in the rates.

TABLE 1

CITY OF VAUGHAN  
VAUGHAN METROPOLITAN CENTRE - WEST INTERCHANGE SANITARY SEWER ASDC  
REVISED: DEVELOPMENT-RELATED CAPITAL PROGRAM

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Ineligible Costs	Total DC Eligible Costs			
					Replacement & BTE Shares		Available DC Reserves	2021-2040	Post 2040
<b>1.0 Sanitary Sewer Improvements</b>									
1.0.1 Phase 1: Construction South of Highway 7	2021	\$ 12,601,773	\$ -	\$ 12,601,773	\$ -	\$ 12,601,773	\$ -	\$ 12,601,773	\$ -
1.0.2 Phase 2: Construction North of Highway 7	2022	\$ 5,150,000	\$ -	\$ 5,150,000	\$ -	\$ 5,150,000	\$ -	\$ 5,150,000	\$ -
<i>Subtotal Sanitary Sewer Improvements</i>		<b>\$ 17,751,773</b>	<b>\$ -</b>	<b>\$ 17,751,773</b>	<b>\$ -</b>	<b>\$ 17,751,773</b>	<b>\$ -</b>	<b>\$ 17,751,773</b>	<b>\$ -</b>
<b>TOTAL Sanitary Sewer Improvements</b>		<b>\$ 17,751,773</b>	<b>\$ -</b>	<b>\$ 17,751,773</b>	<b>\$ -</b>	<b>\$ 17,751,773</b>	<b>\$ -</b>	<b>\$ 17,751,773</b>	<b>\$ -</b>

<b>Residential Development Charge Calculation</b>		
Residential Share of 2021 - 2040 DC Eligible Costs	70%	\$12,426,241
20-Year Growth in Population in New Units		46,046
Unadjusted Development Charge Per Capita		<b>\$269.87</b>
<b>Non-Residential Development Charge Calculation</b>		
Non-Residential Share of 2021 - 2040 DC Eligible Costs	30%	\$5,325,532
20-Year Growth in Square Metres		491,554
Unadjusted Development Charge Per Square Metre		<b>\$10.83</b>

## **APPENDIX C**

### **ASSET MANAGEMENT PLAN**



## APPENDIX C – ASSET MANAGEMENT PLAN

The Development Charges Act now requires that municipalities complete an Asset Management Plan before passing a development charges by-law. A key function of the Asset Management Plan is to demonstrate that all assets proposed to be funded under the development charges by-law are financially sustainable over their full life cycle.

### Asset Types

A summary of the future municipal-owned assets and estimated useful life assumptions for eligible DC services considered as part of the study are outlined in Table 1. The useful life assumptions were informed by the City of Vaughan Asset Management Plan

**Table 1 – Summary of Municipal Assets Considered**

Capital Projects	Estimated Useful Life
Engineered Infrastructure	
- Sanitary Sewers	60 years

### Annual Provision

When assets require rehabilitation or are due for replacement, the source of funds is limited to reserves or contributions from operating. Capital expenditures to carry out the rehabilitation and replacement of aging infrastructure are not development-related and are therefore not eligible for funding through development charge revenues or other developer contributions.

Based on information obtained from City staff on the useful life, capital cost of acquiring and/or emplacing each asset, a provision for infrastructure replacement has been calculated for sanitary sewer service considered within the ASDC Background Study. Provisions for infrastructure replacement are initially calculated for each asset based on their useful life and the anticipated cost of replacement. The aggregate of all individual provisions form the required annual capital provision. In calculating the annual provisions, a number of assumptions are made to account for inflation (2.0 per cent) and interest (3.5 per cent).

Consistent with the requirements of the *Development Charge Act*, assets that are proposed to be funded under the development charges by-law have been included in the analysis.

Table 2 provides the calculated annual asset management contribution for both the gross capital expenditures and the share related to the 2021-2040 DC recoverable portion. As shown in Table 2, by 2041, the City will need to fund an additional \$288,000 per annum in order to properly fund the full life cycle costs of the new assets related to all servicing costs supported under the development charges by-law for the VMC West Interchange Sanitary Sewer Area.

**Table 2 – Calculated Annual Provision by 2040**

Service	2021-2040 Capital Program		Calculated AMP Annal Provision by 2040	
	DC Recoverable	Non-DC Funded	DC Related	Non-DC Related
Engineered Services	\$17,751,773	\$0	\$288,021	\$0
<b>Total 2040 Provisions</b>	<b>\$17,751,773</b>	<b>\$0</b>	<b>\$288,021</b>	<b>\$0</b>

## Financial Sustainability of the Program

### *Future Revenue Growth*

The calculated annual funding provision should be considered within the context of the City's projected growth. By 2040, the VMC West area is projected to increase by approximately 24,700 households. In addition, the VMC West area is expected to add 19,400 new employees that will result in approximately 491,600 square metres of additional non-residential building space.

This growth will have the effect of increasing the overall assessment base and additional user fee and charges revenues to offset the capital asset provisions required to replace the infrastructure proposed to be funded under the development charges by-law. The collection of these funds is intended to be allocated to the City's reserves for the future replacement of these assets.

### *Annual Budgetary Reviews*

In order to maintain, protect and manage the City's infrastructure and assets, staff monitor current levels of service and life cycle trends. These assessments are used to schedule appropriate activities, such as the relining of linear infrastructure.

### *The Program is Deemed Financially Sustainable*

The calculated annual provisions identified in Table 2 are considered financially sustainable as it is expected that the increased capital asset management requirements can be absorbed by the tax and user base over the long-term. Importantly, the City's annual

operating budget review will allow staff to continue to monitor and implement mitigating measures should the program become less sustainable.



# *THE CITY OF VAUGHAN*

# *BY-LAW*

## **BY-LAW NUMBER XXX-2021**

**A By-Law to impose Area Specific Development Charges – VMC West – Interchange Sanitary Sewer Improvements.**

**WHEREAS** subsection 2(1) of the *Development Charges Act, 1997*, S.O. 1997, c.27 (the “**Act**”) provides that the council of a municipality may by By-Law impose development charges against land to pay for increased capital costs required because of increased needs for services arising from the development of the area to which the By-Law applies;

**AND WHEREAS**, at the direction of the Council of The Corporation of The City of Vaughan (the “**Council**”), Hemson Consulting Ltd. has prepared an Area Specific Development Charge Background Study entitled “Development Charges Background Study for the VMC West Interchange Sanitary Sewer Works”, dated April 26, 2021 (the “**Background Study**”), which indicated that the development of any land within The Corporation of The City of Vaughan will increase the need for services as defined therein;

**AND WHEREAS** as of April 7, 2021, Council made the Background Study and draft version of this By-Law available to the public in accordance with the Act;

**AND WHEREAS** on May 12, 2021, Council held a public meeting at which all persons in attendance were provided with an opportunity to make representations relating to the draft By-Law in respect of the VMC West – Interchange Sanitary Sewer and the Background Study in accordance with the Act;

**AND WHEREAS** notice of the public meeting was given on April 15, 2021 in accordance with the Act and Ontario Regulation 82/98;

**AND WHEREAS** on XXXXX date, Council by resolution adopted the Background Study and determined that it was not necessary to hold any further public meetings in respect of this By-Law;

**AND WHEREAS** on XXXXX date, Council passed a By-Law to impose and provide for payment of area specific development charges for the VMC West – Interchange Sanitary Storm Improvements.

**NOW THEREFORE** the Council of The Corporation of The City of Vaughan enacts as follows:

## **DEFINITIONS**

1. For the following words and phrases if used in this By-Law:

- (1) **“accessory use”** means the use of any building or structure that is naturally and normally:
  - (a) incidental;
  - (b) subordinate to; and
  - (c) devoted exclusively to the main use on the same lot; and for the purpose of this By-Law, detached buildings or structures which are accessory uses shall not exceed 100 square metres of gross floor area;
- (2) **“agreement”** means a contract between the City and an owner and any amendment thereto;
- (3) **“agricultural use”** means lands, buildings, or structures, excluding any portion thereof used as a dwelling unit, used, designed, or intended for use for the purpose of a bona fide farming operation, including, but not limited to, animal husbandry, dairying, livestock, fallow, field crops, removal of sod, forestry, fruit farming, horticulture, market gardening, pasturage, poultry keeping, equestrian facilities, and any other activities customarily carried on in the field of agriculture; but does not include a commercial use or a medical marijuana operation;
- (4) **“air supported structure”** means a structure consisting of a pliable membrane that achieves and maintains its shape and support by internal air pressure;
- (5) **“apartment building”** means a residential use building, or the residential use portion of a mixed-use building, other than a townhouse or stacked townhouse containing four or more dwelling units each of which shall have access to above grade common halls, stairs, elevators, and yards;
- (6) **“area specific development charge”** and **“special service area development charge”** mean a charge imposed with respect to growth-related net capital costs against a defined land area or per unit for specified services under the applicable By-Law;

- (7) **“atrium”** means a large open space extending through several floors in a building that is open to the ceiling;
- (8) **“basement”** means a storey, the floor of which is at least 0.75 metres below finished grade, provided that not more than one half of its height from the floor of the underside of the floor joist is below the finished grade;
- (9) **“building or structure”** means a permanent enclosed structure occupying an area greater than 10 square metres, consisting of a wall, roof, and/or floor, or any of them, or a structural system serving the function thereof, which includes, but is not limited to, air-supported structures or industrial tents; a canopy however shall not be considered a building or structure for the purpose of this By-Law and shall not attract development charges;
- (10) **“building permit”** means a permit issued under the *Building Code Act, 1992*, which permits the construction of a building or structure, or which permits the construction of the foundation of a building or structure;
- (11) **“canopy”** means an overhanging, projection, or covering connected to a principal use on the lands, such as over a gas bar or outdoor storage;
- (12) **“capital cost”** means costs incurred or proposed to be incurred by the City or a local board directly or by others on behalf of, and as authorized by, a Municipality or Local Board under an agreement, required for the provision of services designated in the By-Law within or outside the City:
  - (a) to acquire land or an interest in land, including a leasehold interest;
  - (b) to improve land;
  - (c) to acquire, lease, construct, or improve buildings and structures;
  - (d) to acquire, lease, construct, or improve facilities including:
    - (i) rolling stock with an estimated useful life of seven (7) years or more years;
    - (ii) furniture and equipment, other than computer equipment; and
    - (iii) materials acquired for circulation, reference, or information purposes by a library board as defined in the Public Libraries Act, R.S.O. 1990, c. P. 44;
  - (e) to undertake studies in connection with any of the matters in clauses (a) to (d);

- (f) of the development charge background study required before enactment of this By-Law; and
- (g) of interest on money borrowed to pay for costs described in any of the matters in clauses (a) to (d);
- (13) **“cellar”** means the portion of a building below the lowest storey which has more than one-half of its height from the floor to the underside of the floor joists below the finished grade;
- (14) **“City”** means The Corporation of The City of Vaughan;
- (15) **“commercial parking garage”** means a building or structure, or any part thereof, which use is for the parking of motor vehicles for remuneration, or in the case where parking is provided as an accessory to a principal use on the lands, where such parking is provided in a building or structure, or part thereof, whether or not there is remuneration paid by the owner or user for the motor vehicle, the portion of parking as required by the Zoning By-Law shall not attract development charges for the purpose of this By-Law;
- (16) **“development”** means the construction, erection, or placing of one or more buildings or structures on land, or the making of an addition or alteration to a building or structure that has the effect of substantially increasing the size or usability thereof, and includes redevelopment;
- (17) **“development charge”** means a charge imposed with respect to growth-related net capital costs against land under this By-Law;
- (18) **“duplex”** means a building comprising, by horizontal division, two dwelling units, each of which has a separate entrance to grade;
- (19) **“dwelling unit”** means a room or suite of two or more rooms, designed or intended for use by a single household in which sanitary conveniences are provided, and in which facilities are provided for cooking or the installation of cooking equipment;
- (20) **“engineering services”** means services related to a highway, and may include water supply services, waste water services, and storm water drainage and control services;
- (21) **“existing industrial building”** means an existing building or structure to be used, or designed or intended for:
  - (a) manufacturing, producing, processing, storing, or distributing something;



- (b) research or development in connection with manufacturing, producing, or processing something;
  - (c) retail sales by a manufacturer, producer, or processor of something they manufactured, produced, or processed, if the retail sales are at the site where the manufacturing, production, or processing takes place;
  - (d) office or administrative purposes, if they are:
    - (i) carried out with respect to manufacturing, producing, processing, storage, or distributing of something; and
    - (ii) in or attached to the building or structure used for that manufacturing, producing, processing, storage, or distribution;
- (22) **“funeral home”** means a building or structure with facilities for the preparation of dead persons for burial or cremation, for the viewing of the body and for funeral services;
- (23) **“future development”** means development which requires a subsequent planning approval, in addition to a building permit, which planning approval shall include a site plan approval or the approval of a plan of condominium;
- (24) **“grade finished”** means the average elevation of the finished ground level at the wall(s);
- (25) **“gross floor area”** means, in the case of a non-residential building or structure, or the non-residential portion of a mixed-use building or structure, the aggregate of the areas of each floor, whether above or below grade, measured between the exterior faces of the exterior walls of the building or structure, or from the centre line of a common wall separating a non-residential and a residential use, and:
- (a) includes the floor area of a mezzanine and the space occupied by interior walls and partitions; and
  - (b) excludes in the case of a building or structure containing an atrium, the sum of the areas of the atrium at the level of each floor surrounding the atrium above the floor level of the atrium; and
  - (c) excludes the area of any self-contained structural shelf and rack storage facility approved by the Building Materials Evaluation Commission; and
  - (d) includes any part of a building or structure above or below grade used as a commercial parking garage; and

- (e) for the purposes of this definition, the non-residential portion of a mixed-use building is deemed to include one-half of any area common to the residential and non-residential portions of such mixed-use building or structure;
- (26) **“growth-related net capital cost”** means the portion of the net capital cost of services that is reasonably attributable to the need for such net capital costs that results or will result from development in all or a defined part of the City;
- (27) **“heritage property”** means a property that contains cultural heritage value as defined under the Ontario Heritage Act;
- (28) **“home occupation”** means an occupation permitted in a dwelling unit and which:
- (a) is clearly secondary to the use of the dwelling unit;
  - (b) does not change the external character of the dwelling unit; and
  - (c) does not create or become a public nuisance, in particular in respect to noise, traffic, or parking;
- (29) **“household”** means one or more persons occupying or sharing all areas of the dwelling unit;
- (30) **“large apartment”** means a dwelling unit in an apartment building or plex that is 700 square feet or larger in size;
- (31) **“live-work unit”** means a unit intended for both residential and non-residential uses concurrently;
- (32) **“local board”** means a local board as defined in section 1 of the Municipal Affairs Act, other than a board as defined in subsection 1(1) of the Education Act;
- (33) **“lot”** means a parcel of land fronting on a street separate from any abutting land to the extent that a subdivision or a consent contemplated by the Planning Act would not be required for its conveyance. For the purpose of this paragraph, land defined in an application for a building permit shall be deemed to be a parcel of land and a reserve shall not form part of a street;
- (34) **“medical marijuana operation”** means the cultivation, growth, harvesting, processing, composting, destruction, packaging, storage and distribution of plants or parts of plants of the genus Cannabis (marijuana) as lawfully permitted and authorized under the Government of Canada’s Marijuana for Medical Purposes Regulations;

- (35) **“mid-high density mixed-use”** means a building or structure used, designed, or intended for residential and non-residential uses, where:
- (a) the non-residential uses comprise not more than fifty percent (50%) of the gross floor area of the building;
  - (b) the non-residential uses comprise a minimum of five percent (5%) of the gross floor area of the building; and
  - (c) the residential portion of the building or structure is over five (5) storeys in height;
- (36) **“mixed-use building”** means a building or structure containing a residential and non-residential use other than a home occupation;
- (37) **“mezzanine”** means a mezzanine as defined in the Building Code Act;
- (38) **“multiple unit dwelling”** includes stacked townhouses, and all other residential uses that are not included in the definition of apartment, single detached dwelling, or semi-detached dwelling;
- (39) **“net area”** means the gross area of land less the area of lands conveyed or to be conveyed into public ownership for the purpose of open space, parks, woodlots, storm water management facilities, buffers and road widenings along Regional Roads, and Ontario Hydro utility corridors, and less the area of any wood lots in private ownership if zoned as such, but shall include the area of all road allowances dedicated to the City;
- (40) **“net capital cost”** means the capital cost less capital grants, subsidies, and other contributions made to the City, or that the Council of the City anticipates will be made, including conveyances or payments under sections 42, 51, and 53 of the Planning Act in respect of the capital cost;
- (41) **“non-commercial parking garage”** means a building or structure, or any part thereof, that is not a commercial parking garage;
- (42) **“owner”** means the owner of the land or a person who has made an application for an approval of the development of the land upon which a development charge or an area specific development charge is imposed;
- (43) **“plex”** means a duplex, a semi-detached duplex, a triplex, or a semi-detached triplex;
- (44) **“re-development”** means the construction, erection or placing of one or more buildings or structures on land where all or part of a building or structure has previously been demolished on such land, or changing the use from a residential to non-

- residential use or from a non-residential to residential use or from one residential use to another form of residential use;
- (45) “**semi-detached duplex**” means one of a pair of attached duplexes, each duplex divided vertically from the other by a party wall;
  - (46) “**semi-detached dwelling**” means a building divided vertically into two dwelling units;
  - (47) “**semi-detached triplex**” means one of a pair of triplexes divided vertically one from the other by a party wall;
  - (48) “**services**” means services designated in this By-Law;
  - (49) “**single detached dwelling**” and “**single detached**” means a residential building consisting of one dwelling unit that is not attached to another structure above grade. For greater certainty, a residential building consisting of one dwelling unit that is attached to another structure by footings only shall be considered a single-family dwelling for the purposes of this By-Law;
  - (50) “**small apartment**” means a dwelling unit in an apartment building or a plex that is less than 700 square feet in size;
  - (51) “**stacked townhouse**” means a building, other than a townhouse or apartment building, containing at least 3 dwelling units, each dwelling unit being separated from the other vertically and/or horizontally, and each dwelling unit having an entrance to grade shared with no more than 3 other units;
  - (52) “**storey**” means the portion of a building other than the cellar or unfinished attic which lies between the surface of the floor and the surface of the next floor above, and if there is no floor above it, then the surface next above it, provided its height is not less than 2.3 metres;
  - (53) “**subdivision**” includes condominium;
  - (54) “**temporary sales centre**” means a Building, including a trailer, that is designed or intended to be temporary, or intended to be removed from the land or demolished after use and which is used exclusively as an Office or presentation centre, or both, for new building sales;
  - (55) “**triplex**” means a building comprising 3 dwelling units, each of which has a separate entrance to grade;

- (56) **“use, commercial”** means the use of any land, building or structure for the purpose of buying and selling commodities or supplying services as distinguished from such uses as manufacturing or assembly of goods, warehousing, and construction;
- (57) **“use, industrial”** means the use of any land, building or structure for construction, warehousing, manufacturing, processing, or assembly of materials to finished products or byproducts, including the storage of such materials and products;
- (58) **“use, institutional”** means the use of any land, building or structure by any organization owned or operated for religious, educational, charitable, recreational, or governmental purposes, whether or not supported in whole or in part by public funds;
- (59) **“use, non-residential”** means the use of any land, building or structure, or any part thereof, for use other than a residential use, and shall include commercial use, industrial use, and institutional use;
- (60) **“use, residential”** means the use of any land, building or structure for a single detached dwelling, semi-detached dwelling, multiple unit dwelling, apartment, or any other type of household or dwelling unit;

## **RULES – APPLICATION, EXEMPTIONS, AND EXCEPTIONS**

2.

- (1) This By-Law applies to all land and to all uses of any land, building or structure within the City whether or not the land, building or structure, or use thereof, is exempt from taxation under Section 3 of the Assessment Act, R.S.O. 1990, c.A.31;
- (2) Despite subsection (1), this By-Law does not apply to any land, building or structure within the City owned by and used for the purposes of:
  - (a) a local board;
  - (b) a board of education as defined in section 1(1) of the *Education Act*
  - (c) the City or any local board thereof and, without limiting the generality of the foregoing, including land leased from the Crown in right of Canada or Ontario located within the Parkway Belt Planning Area as defined in Regulation 744, paragraph 16 of the Revised Regulations of Ontario, 1990, provided the same is used for institutional use purposes of a not-for-profit nature;
  - (d) lands, buildings or structures owned by Metrolinx and used for transit related purposes;

- (e) any area municipality within the Regional Municipality of York;
  - (f) the Regional Municipality of York or any local board thereof; and
  - (g) a public hospital receiving aid under the Public Hospitals Act;
- (3) Development charges for the services designated in Schedule A shall be imposed upon the service area in Schedule B, specified in Schedule A, and shall be collected in accordance with this By-Law on development for residential use or non-residential use purposes;
- (4) Development charges provided for in subsection (3) apply where the development requires:
- (a) the passing of a zoning By-Law or of an amendment thereto under Section 34 of the Planning Act, R.S.O. 1990, c.P.13;
  - (b) the approval of a minor variance under Section 45 of the Planning Act, R.S.O. 1990, c.P.13;
  - (c) a conveyance of land to which a By-Law passed under subsection 50(7) of the Planning Act, R.S.O. 1990, c.P.13 applies;
  - (d) the approval of a plan of subdivision under Section 51 of the Planning Act, R.S.O. 1990, c.P.13;
  - (e) a consent under Section 53 of the Planning Act, R.S.O. 1990, c.P.13;
  - (f) the approval of a description under Section 50 of the Condominium Act, 1998, S.O. 1998, c.19; or
  - (g) the issuing of a permit under the Building Code Act, 1992, S.O. 1992 c.23 in relation to a building or structure;
- (5) The City shall not apply more than one development charge provided for in this By-Law on land even though two or more of the actions described in paragraphs 2(4)(a) to (g) are required before the land can be developed;
- (6) Despite subsection (5), if two or more of the actions described in paragraphs 3(2)(a) to (g) occur at different times and if the subsequent action or actions has the effect of increasing the need for services, a development charge shall be imposed, calculated, and collected pursuant to subsection (3) limited to the increase;

- (7) Notwithstanding any other provisions of this By-Law, a building or structure shall be exempt from the payment of development charges provided that it is for:
- (a) a temporary use permitted under a zoning By-Law enacted under Section 39 of the Planning Act, R.S.O. 1990, c.P.13;
  - (b) an accessory use and, without restricting the generality of the foregoing, including a tent or canopy used on a temporary or seasonal basis;
  - (c) a home occupation;
  - (d) an agricultural use;
  - (e) a renovation of an existing building which does not alter, if a residential use, the number of units, or, if a non-residential use, the gross floor area thereof;
  - (f) a temporary sales centre;
  - (g) the relocation of a built heritage structure that is listed under Section 27 of the Ontario Heritage Act or designated under Part IV or V of the Ontario Heritage Act; or
  - (h) Land, buildings or structures used or to be used for the purposes of a cemetery or burial ground exempt from taxation under the Assessment Act or any successor thereto, including mausoleums and columbariums, but excluding funeral homes; or
  - (i) Buildings or structures owned by and used for the purpose of a conservation authority, unless such buildings or structures are used primarily for, or in connection with (i) recreational purposes for which the conservation authority charges admission, or (ii) any commercial use;
- (8) Area specific development charges paid hereunder shall be maintained in a separate reserve fund or funds and shall be used only for the services specified in Schedule A;

## **ADMINISTRATION**

### **Payment of Development Charges**

- 3.
- (1) All development charges payable shall be paid by certified funds to the City Treasurer;

- (2) Subject to subsections 3(3), 3(4) and 3(5) of this By-Law, development charges imposed shall be calculated as of, and shall be payable on, the date a building permit is issued in respect of a building or structure on land to which a development charge applies, and no building permit shall be issued until the development charge is paid in full;
- (3) Notwithstanding subsection 3(2) of this By-Law and provided that the City and the owner(s) of the land have not entered into an agreement pursuant to subsection 3(4) of this By-Law, the development charge shall be payable, subject to any applicable exemptions or reductions contained in this By-Law:
  - (a) In respect of an approval of a plan of subdivision pursuant to section 51 of the *Planning Act*, 1990 R.S.O. 1990, c.P.13, immediately upon entering into the subdivision agreement; and
  - (b) In respect of the granting of a consent pursuant to section 53 of the *Planning Act*, 1990 R.S.O. 1990, c.P.13, immediately upon entering into an agreement made as a condition of the granting of such consent;
- (4) Where the City and owner(s) of the land have entered into an agreement pursuant to section 27 of the Act in respect of the timing of the payment of a development charge or a portion thereof, the terms of such agreement shall prevail over the provisions of this By-Law, including subsections 3(2), 3(3) and 3(5) of this By-Law;
- (5) Notwithstanding subsections 3(2) and 3(3) of this By-Law and provided that the City and the owner(s) of the land have not entered into an agreement pursuant to subsection 3(4) of this By-Law, developments that are eligible pursuant to sections 26.1 or 26.2 of the Act shall have development charges calculated and payable in accordance with section 26.1 and/or 26.2 of the Act and interest thereon shall be calculated and payable in accordance with the City's policy, entitled "DC Interest Policy Under Sections 26.1 and 26.2 of the Development Charges Act, 1997", as amended from time to time;
- (6) If a use of any land, building or structure that constitutes development does not require the issuing of a building permit but requires one or more of the actions listed in subsection 2(4)(a) to (g) inclusive, a development charge shall be payable and shall be calculated and collected on the earliest of any of the actions listed in subsection 2(4)(a) to (g) required, or on a date set by agreement;
- (7) Nothing in this By-Law shall prevent Council from requiring, as a condition of any approval pursuant to the *Planning Act*, 1990 R.S.O. 1990, c.P.13, that the owner(s) of land install such local services as Council may require in accordance with the City's policy in respect of local services;



## **Credits**

4.
  - (1) Where the City permits the provision of services in lieu of the payment of all or any portion of a development charge, the City shall give a credit for an amount equal to the reasonable cost to the owner of providing the services, as determined by the City, provided such credit shall relate only to the portion of the development charge attributable to the services provided, unless otherwise agreed by the City;
  - (2) The City may by agreement permit an owner to provide services additional to or of a greater size or capacity than is required, and the City may give a credit for an amount up to the reasonable cost to the owner of providing the services as determined by the City, provided that no such credit may be given for any part of the cost of work that relates to an increase in the level of service that exceeds the average level of service described in Paragraph 4 of Subsection 5(1) of the Development Charges Act, 1997;

## **Semi-Annual Adjustment**

5.
  - (1) The development charges established pursuant to Section 2 of this By-Law shall be adjusted semi-annually, without amendment to this By-Law, as of the 1<sup>st</sup> day of January and the 1<sup>st</sup> day of July in each year, commencing on July 1, 2021, in accordance with the most recent change in the Statistics Canada Quarterly, Construction Price Statistics (Catalogue No. 62-007 CANSIM II Table 327 – 0039);

## **GENERAL**

### **Term**

6.
  - (1) This By-Law shall come into force and effect on the date of enactment;
  - (2) This By-Law shall expire five years from the date that it comes into force and effect, unless it is repealed at an earlier date by a subsequent By-Law;
  - (3) Nothing in this By-Law shall be construed so as to commit or require the City to authorize or proceed with any specific capital project at any specific time;

### **Transitional Provisions**

7.
  - (1) If before the coming into force of this By-Law an owner or previous owner has made a payment for services described in this By-Law, or provided services in lieu thereof, no payment as required under this By-Law and no credits or refunds shall apply;

## **Schedules**

8.

- (1) Schedules A and B are attached hereto and form part of this By-Law;

## **Repeal**

9.

- (1) By-Law 094-2018 shall be and is hereby repealed effective on the date that this By-Law comes into force and effect;

## **Registration**

10.

- (1) A certified copy of this By-Law may be registered in the By-Law register in the York Region Land Registry Office and/or against the title to any land to which this By-Law applies;

## **Severability**

11.

- (1) In the event that any provision of this By-Law is found by a court or tribunal of competent jurisdiction to be invalid, such provision shall be deemed to be severed, and the remaining provisions of this By-Law shall remain in full force and effect;

## **Headings**

12.

- (1) The headings inserted in this By-Law are for convenience of reference only and shall not affect the interpretation of this By-Law;

## **Short Title**

13.

- (1) This By-Law may be cited as the Area Specific Development Charges By-Law – VMC West – Interchange Sanitary Sewer, 2021.

Enacted by City of Vaughan Council this 8<sup>th</sup> day of June, 2021.

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Hon. Maurizio Bevilacqua, Mayor

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Todd Coles, City Clerk

Authorized by Item No. X of Report No. X  
of the Committee of the Whole  
Adopted by Vaughan City Council on June 8, 2021

**Schedule A:**

**Area Specific Development Charge Calculation**

<b>Service</b>	<b>Net Capital Cost</b>
VMC West – Interchange Sanitary Sewer Improvements	\$17,751,773

<b>Rate per Singles/Semis</b>	<b>Rate Per Townhouses &amp; Multiples</b>	<b>Rate Per Large Apt</b>	<b>Rate Per Small Apt</b>	<b>Rate Per M<sup>2</sup> Non- Residential</b>
\$982	\$810	\$599	\$432	\$10.83

**Schedule B:**





## Committee of the Whole (2) Report

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**DATE:** Wednesday, May 12, 2021

**WARD(S):** ALL

**TITLE:** 2020 YEAR END FISCAL HEALTH REPORT

**FROM:**

Michael Coroneos, Deputy City Manager, Corporate Services, City Treasurer and Chief Financial Officer

**ACTION:** FOR INFORMATION

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**Purpose**

To report on the City's fiscal health for the year ending December 31, 2020.

**Report Highlights**

- The City's property tax supported operations ended 2020 with a surplus of \$3.1 million, largely attributed to lower than budgeted labour costs and receipt of Federal-Provincial COVID emergency assistance funding.
- Transfers of \$0.5 million to the Year-End Expenditure Reserve and \$2.6 million to the Tax Stabilization Reserve were made to bring the ending financial position to balance.
- Combined, the rate supported operations ended 2020 in an unfavourable position of \$1.5 million, resulting in a lower than expected transfer to the reserves that support the renewal of water, wastewater, and stormwater infrastructure.
- Total capital spending in 2020 was \$119.3 million, including \$1.7 million on projects that were closed during the year, and \$4.6 million on new capital projects approved in 2020.
- In 2020, 200 capital projects were closed and \$31.8 million was returned to various originating reserves and reserve funds.

**Recommendation**

1. That the 2020 Year End Fiscal Health report be received.

## **Background**

The fiscal health report tracks actual spending performance of the City's calendarized financial plan. This report provides the year-end financial position of the City as at December 31, 2020 on the same basis as the 2020 budget, with accompanying commentary on the contributing factors that have affected the City's fiscal health.

The year-end fiscal health report compares annual actual city operating, water, wastewater and stormwater operations, and capital results as of December 31, 2020, versus the approved budgets and on the same basis as the budget. This differs from the basis of accounting in the City's audited financial statements in some important ways. The full amortization of tangible capital assets and post-retirement benefits are excluded from this report while transfers to and from reserves, and net debenture financing requirements are included.

The City's draft audited financial statements are expected to be presented to Audit Committee and approved by Council in June 2021.

## **Previous Reports/Authority**

[2020 Mid-Year Fiscal Health Report - June 30, 2020](#)

## **Analysis and Options**

### ***Executive Summary***

In March 2020, the World Health Organization (WHO) declared the outbreak of COVID-19 a Global Pandemic. The City of Vaughan followed by declaring a state of emergency and implemented measures to ensure safety and support, residents, businesses, and employees. These measures included, but were not limited to:

- Closure of all City facilities and park amenities including refunds issued without penalty for all cancelled camps, programs and permits.
- Additional safety measures and protocols in all aspects of the City's operations and service delivery.
- Financial assistance with respect to deferral of property taxes (waived late payment penalty on the Interim billing until July 1<sup>st</sup>, 2020).
- Deferred renewals of Business Licenses for existing businesses by up to 90 days.
- Suspension of collection of Municipal Accommodation Tax until September 1<sup>st</sup>, 2020.
- Deferral of the annual Stormwater Charge for 60 days.
- Cancellation of the planned 2020 Water and Wastewater rate increases; and



- Implemented workforce re-balancing measures, including temporary layoffs for non-essential staff who are unable to work from home, redeployments, and organizational re-alignments.

The COVID-19 pandemic and measures taken by the City have had significant financial impacts to the City's Tax and Rate Supported Operating Budgets.

The City's property tax supported operations ended 2020, before year-end reserve transfers, in a surplus financial position of \$3.1 million, due to mainly to receiving \$6.15 million in Phase 1 Safe Restart Agreement funding from the Federal and Provincial Governments to support COVID-19 operating costs and pressures in 2020. This funding helped mitigate net pressures from foregone revenues and incremental costs with savings from avoided expenses due to closures and workforce re-balancing across various departments. Approximately \$0.5 million of the surplus was transferred to the Year-End Expenditure Reserve and the remaining \$2.6 million was transferred to the Tax Rate Stabilization Reserve to mitigate tax pressures in 2021 and beyond.

Combined, the water, wastewater and stormwater rate supported operations ended 2020 with reserve contributions below budget. Lower commercial water sales were offset with reduced water purchases from York Region and lower than expected spending on maintenance and installations. Lower commercial wastewater billings were offset by reduced York Region treatment costs and lower than expected spending on maintenance and installations. Both the City and the Region cancelled the 2020 rate increases for water and wastewater, which is impacting both sales and purchase variances. These result in reserve contributions higher than budget in water and lower than budget in wastewater. Lower sales in stormwater were offset by favourable variances in maintenance and administrative costs resulting in a favourable reserve contribution.

Overall, the rate supported operation ended the year with combined contributions to reserves of \$22.2 million which was \$1.5 million less than expected. These reserve funds are necessary for future infrastructure replacements as these assets near the end of their useful life.

During 2020, approximately \$119.3 million was spent on 419 capital projects, an increase of 42.7 percent from 2019 capital spending of \$83.6 million. Departments closed a total of 200 capital projects in 2020 and \$31.8 million from the closed projects were returned to various originating reserves and reserve funds.

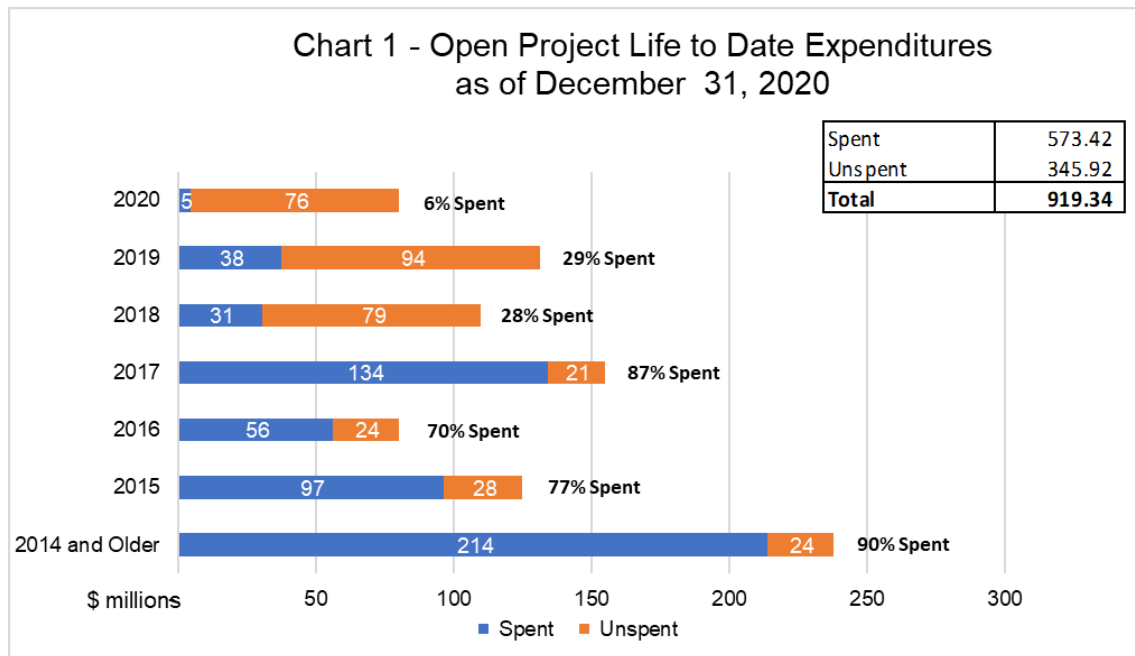
At December 31, 2020, there was a total of 620 open capital projects with total budget remaining of \$345.9 million.

Attachment 1 provides the Operating financial results for all City departments.

## **Operating Results – Year-Ending December 31, 2020**

<b>Table 1</b>			
<b>\$ million</b>	<b>Budget</b>	<b>Actual</b>	<b>Variance</b>
<b>Property Tax Based Budget</b>			
Revenues	320.8	313.6	(7.2)
Expenditures	320.8	310.5	10.3
<b>Year End Position</b>	<b>\$ 0.0</b>	<b>\$ 3.1</b>	<b>\$ 3.1</b>
<b>Reserve Transfer</b>			
TO Year-End Expenditure Reserve		0.5	
TO Tax Stabilization Reserve'		2.6	
<b>Net</b>		<b>\$ 3.1</b>	
<b>Water Rate Based Budget</b>			
Revenues	80.9	75.7	(5.2)
Expenditures	70.1	63.2	6.9
<b>Lifecycle Contribution</b>	<b>10.8</b>	<b>12.5</b>	<b>1.7</b>
<b>Wastewater Rate Based Budget</b>			
Revenues	102.9	90.9	(12.0)
Expenditures	91.7	84.8	6.9
<b>Lifecycle Contribution</b>	<b>11.2</b>	<b>6.1</b>	<b>(5.1)</b>
<b>Stormwater Charge Based Budget</b>			
Revenues	11.2	9.8	(1.4)
Expenditures	9.5	6.2	3.3
<b>Lifecycle Contribution</b>	<b>1.7</b>	<b>3.6</b>	<b>1.9</b>
Note - numbers may not add due to rounding			

## Capital Expenditure Results as of December 31, 2020



## DISCUSSION

### Operating Budget Results

Total City revenues at year-end were \$7.2 million or 2.2% lower than planned.

Table 2						
	Total Operating		Variance			
\$ million	Budget \$	Actual \$	Operating (non-COVID) \$	COVID-19 \$	Total	
					\$	%
Fees and Charges Revenue	63.9	50.6	3.8	(17.1)	(13.3)	(20.8%)
Corporate Revenues	23.9	36.6	7.6	5.0	12.7	53.1%
Reserve Transfers	17.2	10.8	(6.4)		(6.4)	(37.2%)
Taxation	215.8	215.6	(0.1)		(0.2)	(0.1%)
<b>Total Revenues</b>	<b>\$320.8</b>	<b>\$313.6</b>	<b>\$ 4.9</b>	<b>\$ (12.1)</b>	<b>(7.2)</b>	<b>(2.2%)</b>

Note - numbers may not add due to rounding

### Non-COVID-19 Operating Revenue Variances:

**Fees and Charges Revenue** – favourable variance of \$3.8 million was due mainly to higher than planned volumes of Building Standards and Development Application Fees.

**Corporate Revenues** – favourable variance of \$7.6 million was due mainly to timing of maturity of investments, benefiting from pre-COVID rates, investing at higher yields at non-traditional regulated financial institutions and higher than budgeted dividends received from Vaughan Holdings Incorporated (Alectra).

**Reserve Transfers** - unfavourable variance of \$6.4M represents lower than budgeted transfers from Development Engineering and Building Standard reserves due to higher fee collection and lower overall costs of the programs.

**Taxation** – unfavourable variance of \$0.1 million is due mainly to lower assessment growth than anticipated (1.45% actual vs. budget of 1.7%).

**COVID-19 Related Revenue Variances:**

**Fees and Charges Revenue** – unfavourable variance of \$17.1 million was due mainly to lower recreation user fee as a result of the closure of recreation facilities and the cancellation of programs, and lower parking fee revenues as a result of fewer vehicles using paid parking spaces and reduced collections of licensing fees.

**Corporate Revenues** – favourable variance of \$5.0 million was due mainly to receiving \$6.2 million in Safe Restart Agreement funding, partially offset by lower Municipal Accommodation Tax revenues.

**Total City expenditures at year-end were \$10.3 million or 3.2% lower than planned.**

<b>Table 3</b>						
	<b>Total Operating</b>		<b>Variance</b>			
\$ million	Budget \$	Actual \$	Operating (non-COVID) \$	COVID-19 \$	<b>Total</b>	
					\$	%
Departmental	283.6	268.7	(5.5)	20.4	\$ 14.9	5.3%
Reserve Contrib. & Corp. Exp.	14.0	22.6	(9.6)	1.0	\$ (8.6)	(61.4%)
Long Term Debt	10.5	10.5			\$ -	-
Contingency	4.8	0.7	4.1		\$ 4.1	85.4%
Capital from Taxation	7.9	7.9			\$ -	-
<b>Total Expenditures</b>	<b>\$ 320.8</b>	<b>\$ 310.5</b>	<b>\$ (11.0)</b>	<b>\$ 21.4</b>	<b>\$ 10.3</b>	<b>3.2%</b>
Note - numbers may not add due to rounding						

**Non-COVID-19 Operating Expenditure Variances:**

**Departmental** – unfavourable variance of \$5.5 million consists mainly of higher than budgeted transfer to Building Standards (\$6.6 million) and Development Planning (\$2.4

million) reserves due to higher than budgeted revenue, partially offset by natural gapping of positions (e.g. turnover, vacancies) throughout 2020.

**Reserve Contributions & Corporate Expenses** – unfavourable variance of \$9.6 million was due mainly to labour gapping budgeted in Corporate (\$5.5 million), but realized in departments, and contributions to Insurance and Winter Reserves (\$4.1 million) recommended by the respective consultants.

**Contingency** - favourable variance of \$4.1M was due to a conscientious effort to manage costs; under-spending in Contingency helped offset pressures arising from COVID-19.

**COVID-19 Related Expenditure Variances:**

**Departmental** – favourable variance of \$20.4 million was due mainly to workforce re-balancing which includes temporary layoffs and current staff vacancies; reduced operating costs due to facility closures (e.g. contracts, materials, supplies); and cancelled/deferred discretionary spending such as conferences, training and education and professional fees.

**Reserve Contributions & Corporate Expenses** – favourable variance of \$1.0 million was due mainly to lower MAT Contributions, partially offset by additional COVID-19 expenses (personal protection equipment, additional cleaning, overtime).

Attachment 2 provides commentary at the Portfolio/Office level.

## **Water, Wastewater, and Stormwater Results**

**Water Operations gross margin was \$0.6 million less than budget.**

<b>Table 4</b>				
\$ million	<b>Budget</b>	<b>Actual</b>	<b>Variance</b>	
			<b>\$</b>	<b>%</b>
Residential Billings	46.7	47.2	0.5	1.1%
Commercial Billings	31.3	26.5	(4.8)	(15.3%)
Other	0.4	0.5	0.1	25.0%
Purchases/Treatment Charges	49.1	43.3	5.8	11.8%
Non-Revenue Water	7.3	8.3	(1.0)	(13.7%)
<b>Gross Margin</b>	<b>22.0</b>	<b>22.6</b>	<b>0.6</b>	<b>2.7%</b>
<b>Other Revenues</b>	<b>\$ 2.5</b>	<b>\$ 1.5</b>	<b>\$ (1.0)</b>	<b>(40.0%)</b>
Note - numbers may not add due to rounding				

Residential water sales for the 4<sup>th</sup> quarter ended higher than budget by 1.1% whereas commercial water sales ended lower than budget by 15.3%. These results are a combination of the impact of COVID-19 and the 2020 rate freeze directed by Council to provide relief to businesses and citizens.

- As a result of decreased sales, Regional water purchases (direct cost) were lower than budgeted. Further, York Region cancelled the 2020 water and wastewater rate increases resulting in lower than expected water purchase costs.
- Non-Revenue Water (NRW) was higher than budgeted. Several initiatives, including meter replacements, are underway to find and reduce NRW.

**Water Operations expenditures before Lifecycle Contributions were \$2.1 million less than budgeted.**

<b>Table 5</b>				
\$ million	<b>Budget</b>	<b>Actual</b>	<b>Variance</b>	
			<b>\$</b>	<b>%</b>
Maintenance and Installation Cost	7.1	5.6	1.5	21.1%
General Administration	5.9	5.3	0.6	10.2%
Joint Service Costs	0.7	0.7	0.0	.0%
<b>Total Expenditures</b>	<b>13.7</b>	<b>11.6</b>	<b>2.1</b>	<b>15.3%</b>
<b>Lifecycle Contribution</b>	<b>\$ 10.8</b>	<b>\$ 12.5</b>	<b>\$ 1.7</b>	<b>15.7%</b>
Note - numbers may not add due to rounding				

- Maintenance and Installation Costs ended lower by 21.1%. Federal and Provincial grants for meter installations and temporary vacancies resulted in lower expenses.
- General Administration costs were lower by 10.2% mainly due to postponed hiring while assessing vacancies against needs and lower than expected training due to COVID-19 and limited availability of Ministry of Environment, Conservation and Parks (MECP) compliant virtual training.

**The City's net lifecycle contribution was \$1.7 million greater than budgeted at the end of the fourth quarter.**

**Wastewater Operations gross margin was \$7.0 million less than budget.**

<b>Table 6</b>					
\$ million			<b>Variance</b>		
	<b>Budget</b>	<b>Actual</b>	<b>\$</b>	<b>%</b>	
Residential Billings	59.6	56.3	(3.3)	(5.5%)	
Commercial Billings	40.7	32.7	(8.0)	(19.7%)	
Other	0.5	0.5	0.0	.0%	
Purchases/Treatment Charges	71.7	65.8	(5.9)	(8.2%)	
Non-Revenue Water	10.7	12.3	1.6	15.0%	
<b>Gross Margin</b>	<b>18.4</b>	<b>11.4</b>	<b>(7.0)</b>	<b>(38.0%)</b>	
<b>Other Revenues</b>	<b>\$ 2.1</b>	<b>\$ 1.4</b>	<b>\$ (0.7)</b>	<b>(33.3%)</b>	
Note - numbers may not add due to rounding					

- Residential and commercial billings for the fourth quarter are trending 5.5% and 19.7% respectively lower than budget. These results are a combination of the impact of COVID-19 and the 2020 rate freeze directed by Council to provide relief to businesses and citizens.
- Wastewater billing is based on water consumption and therefore trends similar to water consumption. As a result of decreased billings, treatment charges (direct cost) were lower than budgeted. Further, York Region cancelled the 2020 water and wastewater rate increases resulting in lower than expected wastewater treatment charges.

- Non-Revenue Water (NRW) was higher than budgeted. Since wastewater collection and treatment are based on water volumes, these costs are affected by NRW. Several initiatives, including meter replacements, are underway to find and reduce NRW.

**Wastewater Operations expenditures before Lifecycle Contributions were \$2.6 million less than budgeted.**

<b>Table 7</b>				
\$ million	Budget	Actual	Variance	
			\$	%
Maintenance and Installation Cost	4.8	2.8	2.0	41.7%
General Administration	3.8	3.2	0.6	15.8%
Joint Service Costs	0.7	0.7	0.0	.0%
<b>Total Expenditures</b>	<b>9.3</b>	<b>6.7</b>	<b>2.6</b>	<b>28.0%</b>
<b>Lifecycle Contribution</b>	<b>\$ 11.2</b>	<b>\$ 6.1</b>	<b>\$ (5.1)</b>	<b>(45.5%)</b>
Note - numbers may not add due to rounding				

- Maintenance and Installation Costs ended lower by 41.7% due to postponed hiring while assessing vacancies against needs, time to set up contracts for recurring work for flow monitoring activities, lower than expected CCTV work, lateral repairs and inflow and infiltration reduction activities.
- General Administration costs were lower by 15.8% mainly due to postponed hiring while assessing vacancies against needs and lower than expected training due to COVID-19 and limited availability of Ministry of Environment, Conservation and Parks (MECP) compliant virtual training.

**City's net lifecycle contribution was \$5.1 million lower than budgeted at year-end.**



**Stormwater Operations gross margin was \$1.1 million less than budgeted.**

<b>Table 8</b>				
\$ million	Budget	Actual	Variance	
			\$	%
Residential Billings	4.2	4.2	0.0	.0%
Commercial Billings	6.3	5.2	(1.1)	(17.5%)
<b>Gross Margin</b>	<b>10.5</b>	<b>9.4</b>	<b>(1.1)</b>	<b>(10.5%)</b>
<b>Other Revenues</b>	<b>0.7</b>	<b>0.4</b>	<b>(0.3)</b>	<b>(42.9%)</b>
Note - numbers may not add due to rounding				

- Total annual billing for stormwater charges was completed in the third quarter.
- Total billing revenues are lower than budgeted due to changes that have occurred to assumptions originally used to build the stormwater charge.

**Stormwater Operations expenditures before Lifecycle Contributions were \$3.3 million less than budgeted.**

<b>Table 9</b>				
\$ million	Budget	Actual	Variance	
			\$	%
Maintenance and Installation Cost	5.3	3.1	2.2	41.5%
General Administration	4.1	3.2	0.9	22.0%
Joint Service Costs	0.1	-0.1	0.2	200.0%
<b>Total Expenditures</b>	<b>9.5</b>	<b>6.2</b>	<b>3.3</b>	<b>34.7%</b>
<b>Lifecycle Contribution</b>	<b>\$ 1.7</b>	<b>\$ 3.6</b>	<b>\$ 1.9</b>	<b>111.8%</b>
Note - numbers may not add due to rounding				

- Maintenance and Installation costs were lower by 41.5% mainly due to delay in contract award for stormwater pond maintenance and cleaning and lower than expected street sweeping activities. Based on the findings of the stormwater main inspections, lower than expected repairs were required.
- General Administration costs were lower by 22.0% mainly due to lower than expected spending on professional fees and postponed hiring while assessing vacancies against needs.

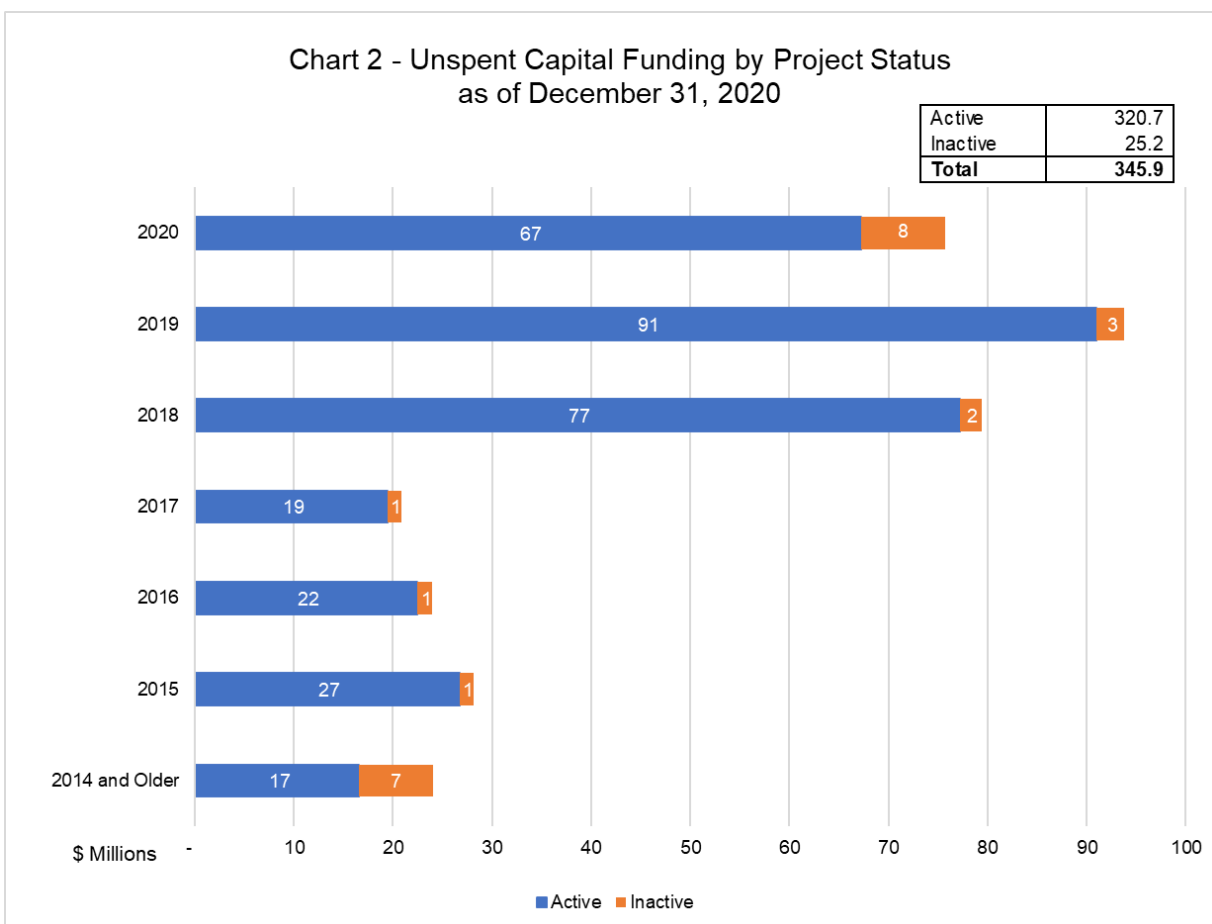
- Joint services fee with Alectra were lower than expected due to adjustment in previous year billing.

**The City's net lifecycle contribution was \$1.9 million higher than budgeted at year-end.**

## **Capital Budget Results**

As at December 31, 2020, there was a total of 620 open capital projects with \$345.9 million of total budget remaining. The open projects were made up of 506 active projects and 114 inactive projects. The open project unspent funding breakdown by year is illustrated in Chart 2 below.

Further information about the inactive projects can be found in the next section of the report.



In the 2020 Budget, departments indicated that \$160 million in capital expenditures would be processed throughout 2020. At the end of 2020, approximately 73 percent of the forecasted amount was spent. Departments are continuing to enhance the robustness of their capital cash flow spend forecasts.

A complete list of open projects can be found [online](#).

## Inactive Projects and Closed Projects

Of the 620 open capital projects, there are 114 projects that are considered inactive. Inactive projects comprise 18 percent of the total number of open projects, equating to 7 percent of the \$345.9 million in unspent funds. Approximately 72 percent of the inactive projects are substantially complete but are required to remain open until a future event occurs, while 28 percent of the inactive projects are on hold or have not started for a variety of reasons such as project scope and estimated costs being reevaluated, project reprioritization, and insufficient resources to advance the project.

The breakdown of the classification of the 114 open inactive projects is as follows:

Classification	Number of Projects	Unspent \$ million
Completed - to be closed	66	\$7.0
Completed - under warranty or maintenance	14	\$2.8
Completed - waiting for final invoices	2	\$0.4
Not Started	15	\$10.5
Project on Hold	17	\$4.5
<b>Grand Total</b>	<b>114</b>	<b>\$25.2</b>
Numbers may not add due to rounding.		

Staff continue to review the status of projects on hold and projects deferred, and accordingly will develop action plans to return funding commitments back to the funding sources, to repurpose the project scope, or to advance the project.

A complete list of Inactive Projects can be found [online](#).

## Departments closed 200 projects in 2020, returning \$31.8 million to Reserves

The table below provides a breakdown of projects closed during 2020.

<b>Portfolios</b>	<b>Number of Projects Closed</b>	<b>Returned to Reserve (\$ million)</b>
Infrastructure Development	104	\$16.6
Planning and Growth Management	20	\$12.3
Public Works	52	\$1.1
Community Services	11	\$0.5
Economic and Cultural Development	1	\$0.4
Corp. Serv., Library, City Treasurer/CFO	12	\$0.9
<b>Grand Total</b>	<b>200</b>	<b>\$31.8</b>
Numbers may not add due to rounding.		

A complete list of Closed Projects can be found [online](#).

### **Capital Transfers Authorized by the Chief Financial Officer/City Treasurer**

The Chief Financial Officer/City Treasurer has the delegated authority to approve any operating or capital realignments between departments, provided they are fiscally neutral. A summary of these changes is incorporated into the quarterly reporting process.

The following CFO authorized capital budget amendments were processed during 2020:

<b>From</b>	<b>To</b>	<b>Amount</b>
CD-1991-17 "Traffic Control Signals"	ID-2099-20 "Traffic Infrastructure Improv"	\$200,000.00
PU-2532-18 Implementation of Procurement Modernization Recommendations	SE-0078-16 Procurement Modernization	\$150,000.00
\$66,950 from BF-8522-17 "Maple CC Painting" and \$400,000 from BF-8483-19 "Maple CC Renov" and \$412,000 from BF-8541-19 "Maple CC-Pool & Fitness Chng Rm Renov"	ID-2055-18 "Maple CC-Feasibility Study/Office Renov"	\$878,950.00
BU-0011-16 Financial Master Plan and DI-0075-15 Financial Framework-DC study	BU-2551-18 Long Range Fiscal Planning and Forecast	\$194,992.06
ID-2073-20 Pedestrian and Cycling Infrastructure Implementation Program City Wide.	CD-1978-18 Sidewalk on Pine Valley Drive	\$600,000.00
CD-2001-16: 2018 Road Rehabilitation/Reconstruction (\$500,000) and CD-2018-15: 2017 Road/Reconstruction (\$500,000)	CD-2026-17: 2019 Road Rehabilitation/Reconstruction	\$1,000,000.00
SE-0091-19 Time and Attendance	IT-9550-18 Digital Strategy	\$270,000.00
FL-5353-16 PKS-Replace Unit #1608 with 16' large area mower	FL-5423-18 PW-RDS-Replace Unit #1297 with Backhoe	\$10,000.00
EN-1944-13:2014 Road Rehab & Watermain Rep	ID-2046-18: 2020 Watermain Replacement	\$100,000.00
IT-3012-16 Enterprise Telephone System Assets Renewal	IT-3011-16 Central Computing Infrastructure Renewal	\$412,136.91
PK-6632-18 Cherry Hills Slope Stabilization	PK-6651-19 Cherry Hills Slope Stabilization	\$22,550.25

EV-2542-20 SCADA, weather, AVL, traffic stations at JOC	PW-7223-19 JOC Space Design	\$80,000.00
VM-9573-20 Centre of Community Lobby Improvements	RE-9537-17 VMC Library, Recreation and YMCA Centre of Community	\$200,000.00
SE-0091-19 Time and Attendance (\$150,000) and IT-9550-18 Digital Strategy (\$120,000)	FI-2533-18 Finance Modernization	\$270,000.00
CD-2016-15: 2016 Watermain Replacement	EV-2125-18 Maplewood Booster Pumping Stn and WW-2541-17 Maplewood Booster Stn Contl Upgds	\$31,788.00
DE-7160-15 VCM Program	DE-7225-19 Hydro Transmission lines	\$66,825.73
EV-2542-20 SCADA, weather, AVL traffic stations at JOC	WW-2541-17 Maplewood Booster Stn Contl Upgds	\$15,000.00
ID-2032-17 Traffic Signal Installation	ID-2085-20 Traffic Signal Installation	\$70,000.00
ID-2096-20 Emergency Response Access Route	ID-2109-20 Emergency Response Access Route	\$60,000.00
LI-4530-14 Civic Centre Resource Library-Furniture and Equipment	LI-4519-09 Civic Centre Resource Library – Structure & Building	\$87,000.00
PK-6388-14 Pedestrian Bridge	PK-6534-16 King High Park Pedestrian Bridge	\$86,100.81
CD-1978-18 Sidewalk on Pinevalley	ID-2073-20 Pedestrian and Cycling Infrastructure	\$575,000.00
CD-2019-15: 2017 Watermain Replacement	CD-2002-16: 2018 Watermain Replacement	\$775,000.00
DT-7131-14 Clark Avenue West Cycle Facility	ID-2080-19 Clark Avenue West Cycling Facility	\$279,932.61
EN-1997-13 Implementation of Corporate Asset Management	EN-1958-13 Corporate Asset Management	\$146,639.00
FL-5430-19 PW-RDS-Replace Unit #1527 with ½ ton 4x4 Quad Cab pickup	FL-5326-18 PKS-Replace Unit #1446 with a ¾ ton crew cab pickup	\$1,500.00
IM-7218-19 Asset Management Plan Development	IM-7217-19 CAM Strategy Update and Roadmap	\$610,877.00
LI-4570-19 Vaughan Hospital Library Non-Building Capital Costs	LI-4530-14 Civic Centre Resources Library-Furniture and Equipment	\$5,750.00
PK-6570-16 Woodbridge Highlands Open Space	PK-6647-19 Woodbridge Highlands Open Space	\$9,328.13

## **Continuity Schedule of Reserves and Reserve Funds**

\$ million	Opening Balance	Revenues	Expenses	Closing Balance Before Commitments	Commitments	Closing Balance After Commitments
<b>Obligatory Reserves</b>						
City-Wide Development Charges	473.3	21.2	37.9	456.5	207.2	249.4
Area Specific Development Charges	9.2	5.5	1.7	13.0	17.7	(4.7)

Restricted Grant	36.7	9.7	17.2	29.1	21.1	8.1
Other	100.0	26.4	5.2	121.3	5.1	116.2
Obligatory Subtotal	<b>619.2</b>	<b>62.8</b>	<b>62.0</b>	<b>620.0</b>	<b>251.1</b>	<b>368.9</b>
<b>Discretionary Reserves</b>						
Infrastructure	223.4	44.3	26.6	241.1	56.5	184.6
Capital from Taxation	21.6	8.2	6.3	23.5	16.5	7.0
Corporate	18.1	0.1	0.1	18.0	0.0	18.0
Special Purpose	8.2	1.0	0.2	8.9	14.3	(5.3)
Sustainability	49.4	21.0	4.8	65.7	1.2	64.5
Discretionary Subtotal	<b>320.7</b>	<b>74.7</b>	<b>38.1</b>	<b>357.3</b>	<b>88.5</b>	<b>268.8</b>
<b>Grand Totals</b>	<b>\$939.9</b>	<b>\$137.5</b>	<b>\$100.1</b>	<b>\$977.3</b>	<b>\$339.6</b>	<b>\$637.7</b>

At the end of 2020, the reserve balance before commitments was \$977.3 million. Net reserve activity of \$339.6 million is committed against these reserves and reserve funds. After this activity is accounted for, the total reserves and reserve fund balances as of December 31, 2020 was \$637.7 million, of which \$368.9 million was for obligatory reserves and \$268.8 million was in discretionary reserves.

Total Development Charges (DCs) revenues of \$26.7 million is comprised of \$21.2 million in DC collections and \$5.1 million investment income. Collections are lower than the historical average due to the continued impact of the 2018 DC pre-payment agreements. Compared to 2019, City-wide DC collections have increased 247% or by \$11.5 million because of new development applications outside of the DC pre-payment agreements.

The Detailed Reserve Continuity Schedule can be found [online](#).

## **Financial Ratios**

### **Financial Ratios in alignment with Corporate Targets**

Discretionary reserves provide the City with financial flexibility to safeguard against economic downturns and finance operations internally. To ensure the sustainability of these reserves, the City has adopted associated targets. The City also has a target ratio for debt services costs.

The table below provides the status of these targets at the end of 2020.

<b>Policy Ratio</b>	<b>2020</b>	<b>2019</b>	<b>Target</b>
Discretionary Reserve	>50%	>50%	>50% of Own Source Revenues
Working Capital	11%	10%	Up To 10% of Own Source Revenues (tax only)
Debt Service	2%	2%	<10% of Own Source Revenues

**Discretionary Reserve Ratio** - The greatest pressure on discretionary reserves is largely due to funding infrastructure replacement as the City's initial stock of infrastructure assets begin to reach the end of their useful lives.

**Working Capital Ratio** – The calculated ratio of 11% includes the year-end balance of the Tax Rate Stabilization Reserve. Contributions to Working Capital Reserve and Tax Stabilization Reserve occur when the City achieves a surplus; these reserves can be sources of funding to address a year-end deficit position. In 2020, approximately \$2.6 million of the operating surplus from taxation was transferred to the Tax Stabilization Reserve. The consideration of consolidating the Working Capital Reserve and the Tax Rate Stabilization Reserve will be analyzed and discussed in an upcoming reserve policy review.

**Debt Service Ratio** - The City's policy limits debt to a maximum of 10 percent of total the City's own-source revenue, which is significantly lower than the Province's 25 per cent maximum. Total debenture outstanding principal as of December 31, 2020 was approximately \$17 million (2019 - \$23 million). In 2020 the total debt repayment costs were \$6.3 million (2019 - \$7.4 million), \$5.7 million in principal and \$0.6 million in interest. Repayment costs of \$6.3 million represents approximately 2 percent of the City's own source revenues. The Debt Service Ratio continued to improve in 2020, this was achieved in part by looking for responsible and innovative ways to fund capital projects. It is worth noting however, that while debt financing can be an additional tool to fund infrastructure in the City, fiscal prudence and due diligence are necessary to ensure the City's long-term financial sustainability and flexibility.

The City is working to complete a long-term fiscal plan that would take into consideration the City's Term of Council strategic plan, growth plans, asset management plan, development charge study, and treasury management strategy. A Debt Management Policy was developed and introduced for 2021 which will compliment this long-term fiscal plan; recommendations resulting from the analysis will be considered in the City's multi-year financial plan to ensure financial decisions are mindful of short-term and long-term financial impacts from the City's growth and desired levels of services.

### **Grant Activity Update**

Since 2017, all grant activity is centrally tracked by the Municipal Partnership Office in Economic and Cultural Development. Keeping city-wide priorities in mind, this office identifies and communicates funding opportunities, supports applications, and ultimately reports on the outcomes in partnership with the Financial Planning and Development

Finance Department. The data below reflects both the actual cash flow received in 2020 from grant sources of ongoing projects.

In 2020, the City received approximately \$24.8 million in grant revenues, inclusive of the City's Gas Tax revenues of \$16.3 million.

The table below summarizes the grants revenues received in 2020. These figures exclude the Federal Gas Tax received in 2020.

<b>Grant Classification</b>	<b>Capital Grants</b>	<b>Operating Grants</b>
Clean Water and Wastewater Fund	1,246,043	
Green Municipal Fund	89,969	
Rail Safety Improvement Program	154,644	
Canada Summer Jobs		115,640
Public Library Operating, Pay Equity and First Nations Salary Supplement Grant		154,023
Fire Prevention Grant		2,650
VBEC - Core Funding		227,436
VBEC – Starter Company Plus		107,647
Tourism Vaughan – Ontario Grant		217,425
Safe Restart Agreement – Phase 1		6,152,800
<b>Total by Grant Type</b>	<b>1,490,656</b>	<b>6,977,621</b>
<b>Total Grants Received in 2020</b>	<b>8,468,277</b>	

Approximately \$0.2 million was received from Transport Canada for the rail improvement work to enhance the safety of railways in 2020.

The City received funding approval of \$21 million from the Clean Water and Wastewater Fund in 2017. This grant funding was planned to help offset costs for fifty (50) projects applied for, more notably including: VMC Edgeley Pond and Park, Centre Street Watermain Replacement, Stegman's Mill Watermain Replacement, Andrew Park/Button/Marilyn Place/ North Humber Road Watermain Replacement, Clarence Street Slope Stabilization; Distribution Watermain Conditional Assessments; Repair and Rehabilitation of Pumping Stations; Smart Water Metering; and Development of a Corrosion Control Strategy. Completion of these projects is essential to keeping our communities safe, healthy, and livable. A task force was formed to facilitate a collaborative effort amongst various city departments and to address action items in a



timely and appropriate manner. In 2018 the Task Force worked with Federal government and obtained a funding reallocation and scope expansion approval which provided the City with an opportunity to maximize potential grant funding. CWWF projects are progressing in accordance with the projects scheduled timelines; throughout 2020, two expense claims totaling \$0.8 million were submitted to Infrastructure Ontario for processing, which are expected to be received in 2021.

### **Broader Regional Impacts/Considerations**

Not applicable.

### **Conclusion**

**The report is consistent with the priorities set in the Service Excellence Strategic Initiatives under Operational Performance: Financial Sustainability.**

The City's property tax supported operations ended 2020 in a surplus financial position of \$3.1 million, of which \$0.5 million was transferred to the Year-End Expenditure Reserve and \$2.6 million was transferred to the Tax Rate Stabilization Reserve, consistent with the Consolidated Reserve Policy.

Combined, the water, wastewater and stormwater rate supported operations ended 2020 with reserve contributions of \$22.2 million which was \$1.5 million less than expected, resulting in a lower than expected transfer to the infrastructure reserves that support these activities.

During 2020, approximately \$119.3 million was spent on 419 capital projects. Departments closed a total of 200 capital projects in 2020 and \$31.8 million from the closed projects were returned to various originating reserves and reserve funds.

**For more information**, please contact:

Michael Marchetti, Director, Financial Planning & Development Finance, Ext. 8271

Dean Ferraro, Director, Financial Services, Ext. 8272

### **Attachments**

1. City Operating – 2020 Financial Summary
2. City Operating – Portfolio/Office Summary

**Prepared by**

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Wynkie Ha Hau, Project Manager, Financial Services, Ext. 8432

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Kenneth Quan, Manager, Corporate Financial Planning & Analysis, Ext. 8029

**Approved by**

A handwritten signature in blue ink, appearing to read "Michael Coroneos".

Michael Coroneos, DCM, Corporate  
Services, City Treasurer and CFO

**Reviewed by**

A handwritten signature in black ink, appearing to read "Jim Harnum".

Jim Harnum, City Manager



**CITY OF VAUGHAN**

**2020 City Operating Budget**

**Property Tax Based Budget**

**Fiscal Position as of**

**December 31, 2020**

**CITY OF VAUGHAN**  
**2020 City Operating Budget**  
**Fiscal Position as of December 31, 2020**

**REVENUE / EXPENDITURE SUMMARY**

\$M	2020 ANNUAL BUDGET	December 31 2020			
		YTD BUDGET	YTD ACTUAL	VARIANCE FAV (UNFAV)	
				\$	%
<b>REVENUES:</b>					
TAXATION	209,880,682	209,880,682	209,691,725	(188,957)	(0.1%)
SUPPLEMENTAL TAXATION	3,200,000	3,200,000	3,248,772	48,772	1.5%
PAYMENT IN LIEU	2,580,000	2,580,000	2,636,576	56,576	2.2%
RESERVES AND OTHER TRANSFERS	17,214,740	17,214,740	10,790,685	(6,424,055)	(37.3%)
FEES AND SERVICE CHARGES	63,898,578	63,898,578	50,563,352	(13,335,226)	(20.9%)
CORPORATE	24,063,735	24,063,735	36,630,189	12,566,454	52.2%
<b>TOTAL REVENUES</b>	<b>320,837,735</b>	<b>320,837,735</b>	<b>313,561,298</b>	<b>(7,276,437)</b>	<b>(2.3%)</b>
<b>EXPENDITURES:</b>					
DEPARTMENTAL	283,592,809	283,592,809	268,701,489	14,891,320	5.3%
RESERVE CONTRIB. & CORP. EXP.	13,978,193	13,978,193	22,593,725	(8,615,532)	(61.6%)
LONG TERM DEBT	10,523,420	10,523,420	10,523,330	90	0.0%
CONTINGENCY	4,800,000	4,800,000	701,221	4,098,779	85.4%
CAPITAL FROM TAXATION	7,943,313	7,943,313	7,943,313	0	0.0%
<b>TOTAL EXPENDITURES</b>	<b>320,837,735</b>	<b>320,837,735</b>	<b>310,463,077</b>	<b>10,374,658</b>	<b>3.2%</b>
<b>TOTAL NET</b>	<b>0</b>	<b>0</b>	<b>3,098,221</b>	<b>3,098,221</b>	

**CITY OF VAUGHAN**  
**2020 City Operating Budget**  
**Fiscal Position as of December 31, 2020**  
**December 31, 2020**

**REVENUE BY MAJOR SOURCE**

	2020 ANNUAL BUDGET	Q4 2020 YTD		VARIANCE	
		BUDGET	ACTUAL	FAV. / (UNFAV.) \$ %	
<b>TAXATION</b>					
Tax Levy	209,880,682	209,880,682	209,691,725	(188,957)	(0.1%)
Supplementals	3,200,000	3,200,000	3,248,772	48,772	1.5%
<b>PAYMENT IN LIEU / OTHER</b>					
Payment In Lieu / Other	2,580,000	2,580,000	2,636,576	56,576	2.2%
<b>RESERVES AND OTHER TRANSFERS</b>					
Engineering Reserve	8,447,021	8,447,021	4,216,715	(4,230,306)	(50.1%)
CIL Recreation Land Reserve	1,082,000	1,082,000	1,082,000	-	0.0%
Administrative Recovery from Capital	1,500,000	1,500,000	2,508,441	1,008,441	67.2%
Building Standards Service Continuity Reserve	5,037,807	5,037,807	2,628,838	(2,408,969)	(47.8%)
Tax Rate Stabilization Reserve	(45,561)	(45,561)	138,944	184,505	(405.0%)
Innovation Reserve	351,410	351,410	215,747	(135,663)	(38.6%)
Insurance Reserve	842,063	842,063	-	(842,063)	(100.0%)
<b>TOTAL RESERVES</b>	<b>17,214,740</b>	<b>17,214,740</b>	<b>10,790,685</b>	<b>(6,424,055)</b>	<b>(37.3%)</b>
<b>FEES/SERVICE CHARGES</b>					
<b>ECONOMIC &amp; CULTURE DEVELOPMENT</b>	<b>737,537</b>	<b>737,537</b>	<b>156,292</b>	<b>(581,245)</b>	<b>(78.8%)</b>
<b>OFFICE OF TRANSFORMATION &amp; STRATEGY</b>	<b>162,621</b>	<b>162,621</b>	<b>468,033</b>	<b>305,412</b>	<b>187.8%</b>
Deputy City Manager Corporate Services & Chief Financial Officer				-	0.00%
Financial Planning & Development Finance	506,239	506,239	372,005	(134,234)	(26.5%)
Financial Services	1,205,281	1,205,281	1,069,100	(136,181)	(11.3%)
Office of the Chief Human Resources Officer	-	-	333	333	0.00%
Office of the Chief Information Officer	316,263	316,263	273,291	(42,972)	(13.6%)
Procurement Services	100,000	100,000	213,869	113,869	113.9%
<b>TOTAL DEPUTY CITY MANAGER CORPORATE SERVICES &amp; CHIEF FINANCIAL OFFICER</b>	<b>2,127,783</b>	<b>2,127,783</b>	<b>1,928,598</b>	<b>(199,185)</b>	<b>(9.4%)</b>
Deputy City Manager Administrative Services & City Solicitor				-	0.00%
Legal Services	713,761	713,761	160,614	(553,147)	(77.5%)
Office of the City Clerk	1,377,429	1,377,429	672,575	(704,854)	(51.2%)
<b>TOTAL ADMINISTRATIVE SERVICES &amp; CITY SOLICITOR</b>	<b>2,091,190</b>	<b>2,091,190</b>	<b>833,189</b>	<b>(1,258,001)</b>	<b>(60.2%)</b>
Access Vaughan	-	-	3,656	3,656	0.00%
Recreation Services	20,263,542	20,263,542	5,952,989	(14,310,553)	(70.6%)
Community Development & Events	941,972	941,972	375,803	(566,169)	(60.1%)
Fire and Rescue Service	1,079,440	1,079,440	560,131	(519,309)	(48.1%)
By-Law, Compliance, Licensing and Permits	6,119,763	6,119,763	4,888,125	(1,231,638)	(20.1%)
<b>TOTAL DEPUTY CITY MANAGER COMMUNITY SERVICES</b>	<b>28,404,717</b>	<b>28,404,717</b>	<b>11,780,703</b>	<b>(16,624,014)</b>	<b>(58.5%)</b>
Deputy City Manager Infrastructure Development				-	0.00%
Infrastructure Delivery	1,151,152	1,151,152	735,733	(415,419)	(36.1%)
Infrastructure Planning and Corporate Asset Management	2,230,623	2,230,623	1,773,112	(457,511)	(20.5%)
Parks Delivery	217,105	217,105	220,062	2,957	1.4%
Real Estate	142,381	142,381	17,805	(124,576)	(87.5%)
Facilities Management	477,975	477,975	949,229	471,254	98.6%
<b>TOTAL DEPUTY CITY MANAGER INFRASTRUCTURE DEVELOPMENT</b>	<b>4,219,236</b>	<b>4,219,236</b>	<b>3,695,941</b>	<b>(523,295)</b>	<b>(12.4%)</b>
Deputy City Manager Planning & Growth Mgmt					
Development Planning	39,842	39,842	90,510	50,668	127.2%
Development Engineering	10,305,397	10,305,397	11,182,777	877,380	8.5%
Policy Planning & Environmental Sustainability	520,996	520,996	468,676	(52,320)	(10.0%)
Parks Planning	488,587	488,587	200,452	(288,135)	(59.0%)
Building Standards - Licenses/Permits	223,213	223,213	82,143	(141,070)	(63.2%)
- Plumbing Permits	9,943,325	9,943,325	14,765,090	4,821,765	48.5%
- Service Charges	834,432	834,432	863,616	29,184	3.5%
Vaughan Metropolitan Centre Program	709,821	709,821	648,621	(61,200)	(8.6%)
<b>TOTAL DEPUTY CITY MANAGER PLANNING &amp; GROWTH MANAGEMENT</b>	<b>227,676</b>	<b>227,676</b>	<b>102,507</b>	<b>(125,169)</b>	<b>(55.0%)</b>
Deputy City Manager Public Works					
Environmental Services	39,842	39,842	90,510	50,668	127.2%
Transportation & Fleet Management Services	1,589,780	1,589,780	1,709,349	119,569	7.5%
Parks, Forestry & Horticulture Operations	353,566	353,566	678,078	324,512	91.8%
<b>TOTAL DEPUTY CITY MANAGER PUBLIC WORKS</b>	<b>335,639</b>	<b>335,639</b>	<b>631,024</b>	<b>295,385</b>	<b>88.0%</b>
<b>VAUGHAN PUBLIC LIBRARIES</b>	<b>2,278,985</b>	<b>2,278,985</b>	<b>3,018,451</b>	<b>739,466</b>	<b>32.4%</b>
<b>TOTAL FEES / SERVICE CHARGES</b>	<b>583,220</b>	<b>583,220</b>	<b>277,753</b>	<b>(305,467)</b>	<b>(52.4%)</b>
<b>TOTAL CORPORATE REVENUES</b>	<b>63,898,578</b>	<b>63,898,578</b>	<b>50,563,352</b>	<b>(13,335,226)</b>	<b>(20.9%)</b>
<b>TOTAL REVENUE</b>	<b>24,063,735</b>	<b>24,063,735</b>	<b>36,630,189</b>	<b>12,566,454</b>	<b>52.2%</b>
<b>TOTAL REVENUE</b>	<b>320,837,735</b>	<b>320,837,735</b>	<b>313,561,298</b>	<b>(7,276,437)</b>	<b>(2.3%)</b>

CITY OF VAUGHAN  
2020 City Operating Budget

December 31, 2020

DEPARTMENTAL EXPENDITURES BY MAJOR CATEGORY

	2020 ANNUAL BUDGET	Q4 2020 YTD		VARIANCE	
		BUDGET	ACTUAL	FAV. / (UNFAV.) \$	%
<b>COUNCIL</b>	1,819,292	1,819,292	1,441,721	377,571	20.8%
<b>OFFICE OF THE INTEGRITY COMMISSIONER</b>	517,246	517,246	434,018	83,228	16.1%
<b>INTERNAL AUDIT</b>	947,340	947,340	881,133	66,207	7.0%
<b>CITY MANAGER</b>	642,125	642,125	1,058,383	(416,258)	(64.8%)
<b>CORPORATE &amp; STRATEGIC COMMUNICATIONS</b>	2,373,683	2,373,683	2,359,728	13,955	0.6%
<b>ECONOMIC &amp; CULTURAL DEVELOPMENT</b>	2,626,016	2,626,016	2,064,912	561,104	21.4%
<b>OFFICE OF TRANSFORMATION &amp; STRATEGY</b>	1,829,669	1,829,669	1,878,844	(49,175)	(2.7%)
Office of the Chief Financial Officer/City Treasurer	577,775	577,775	598,799	(21,024)	(3.6%)
Financial Services	4,695,033	4,695,033	3,719,860	975,173	20.8%
Financial Planning & Development Finance	3,900,516	3,900,516	3,654,407	246,109	6.3%
Office of the Chief Human Resources Officer	3,439,894	3,439,894	3,773,457	(333,563)	(9.7%)
Office of the Chief Information Officer	13,980,056	13,980,056	13,789,667	190,389	1.4%
Procurement Services	2,777,421	2,777,421	2,700,839	76,582	2.8%
<b>TOTAL DEPUTY CITY MANAGER CORPORATE SERVICES &amp; CHIEF FINANCIAL OFFICER</b>	29,370,695	29,370,695	28,237,029	1,133,666	3.9%
Deputy City Manager Administrative Services & City Solicitor	576,540	576,540	605,168	(28,628)	(5.0%)
Legal Services	3,989,081	3,989,081	4,626,663	(637,582)	(16.0%)
Office of the City Clerk	12,677,929	12,677,929	11,888,032	789,897	6.2%
<b>TOTAL ADMINISTRATIVE SERVICES &amp; CITY SOLICITOR</b>	17,243,550	17,243,550	17,119,864	123,686	0.7%
Office of Deputy City Manager Community Services	638,063	638,063	428,453	209,610	32.9%
Community Grants & Advisory Committees	44,185	44,185	39,711	4,474	10.1%
Access Vaughan	1,402,121	1,402,121	1,393,715	8,406	0.6%
Recreation Services	30,686,391	30,686,391	18,906,013	11,780,378	38.4%
Community Development & Events	2,070,078	2,070,078	1,718,708	351,370	17.0%
Fire and Rescue Service	52,902,075	52,902,075	53,970,018	(1,067,943)	(2.0%)
Emergency Planning	229,346	229,346	204,154	25,192	11.0%
By-Law, Compliance, Licensing & Permits	8,735,265	8,735,265	8,537,259	198,006	2.3%
<b>TOTAL DEPUTY CITY MANAGER COMMUNITY SERVICES</b>	96,707,524	96,707,524	85,198,030	11,509,494	11.9%
Deputy City Manager Infrastructure Development	784,689	784,689	790,471	(5,782)	(0.7%)
Infrastructure Delivery	3,020,977	3,020,977	2,504,691	516,286	17.1%
Infrastructure Planning and Corporate Asset Management	3,257,059	3,257,059	2,416,647	840,412	25.8%
Parks Delivery	1,650,136	1,650,136	1,469,667	180,469	10.9%
Real Estate	738,195	738,195	702,698	35,497	4.8%
Facilities Management	14,682,873	14,682,873	16,120,809	(1,437,936)	(9.8%)
<b>TOTAL DEPUTY CITY MANAGER INFRASTRUCTURE DEVELOPMENT</b>	24,133,929	24,133,929	24,004,983	128,946	0.5%
Office of Deputy City Manager Planning & Growth Management	892,898	892,898	1,038,105	(145,207)	(16.3%)
Development Planning	6,210,915	6,210,915	8,060,185	(1,849,270)	(29.8%)
Development Engineering	5,131,040	5,131,040	4,690,879	440,161	8.6%
Policy Planning & Environmental Sustainability	2,947,395	2,947,395	2,486,340	461,055	15.6%
Parks Planning	1,077,400	1,077,400	1,113,873	(36,473)	(3.4%)
Building Standards	10,487,881	10,487,881	15,454,878	(4,966,997)	(47.4%)
Vaughan Metropolitan Centre Program	1,956,006	1,956,006	2,089,097	(133,091)	(6.8%)
<b>TOTAL DEPUTY CITY MANAGER PLANNING &amp; GROWTH MANAGEMENT</b>	28,703,535	28,703,535	34,933,357	(6,229,822)	(21.7%)
Office of Deputy City Manager Public Works	298,158	298,158	272,377	25,781	8.6%
Transportation & Fleet Management Services	29,425,093	29,425,093	26,009,584	3,415,509	11.6%
Environmental Services	11,436,581	11,436,581	10,889,992	546,589	4.8%
Parks, Forestry & Horticulture Operations	14,763,601	14,763,601	15,026,079	(262,478)	(1.8%)
<b>TOTAL DEPUTY CITY MANAGER PUBLIC WORKS</b>	55,923,433	55,923,433	52,198,032	3,725,401	6.7%
<b>VAUGHAN PUBLIC LIBRARIES</b>	20,754,772	20,754,772	16,891,454	3,863,318	18.6%
<b>TOTAL DEPARTMENTAL EXPENDITURES</b>	283,592,809	283,592,809	268,701,489	14,891,320	5.3%
<b>RESERVE CONTRIBUTIONS &amp; CORP. EXP.</b>	13,978,193	13,978,193	22,593,725	(8,615,532)	(61.6%)
<b>LONG TERM DEBT</b>	10,523,420	10,523,420	10,523,330	90	0.0%
<b>CONTINGENCY</b>	4,800,000	4,800,000	701,221	4,098,779	85.4%
<b>CAPITAL FROM TAXATION</b>	7,943,313	7,943,313	7,943,313	-	0.0%
<b>TOTAL DEPARTMENTAL AND CORPORATE EXPENDITURES</b>	320,837,735	320,837,735	310,463,077	10,374,658	3.2%

**Administrative Services & City Solicitor**

## Operating Results (\$M):

<b>(\$M)</b>	<b>Budget</b>	<b>Actual</b>	<b>Variance</b>
Revenues	2.09	0.83	(1.26)
Labour	9.27	9.24	0.03
Other Expenditures	7.98	7.88	0.10
Total Expenditures	17.24	17.12	0.12
<b>Net</b>	<b>15.15</b>	<b>16.29</b>	<b>(1.13)</b>

## Capital Results (\$M):

<b>Year (\$M)</b>	<b>Open #</b>	<b>Unspent \$</b>
2020	2	0.46
2019	3	0.38
2018	1	0.00
<b>Total</b>	<b>6</b>	<b>0.84</b>

Administrative Services & City Solicitor has an unfavourable variance at Q4 driven mainly by:

- Substantially reduced revenues from Committee of Adjustment applications, marriage licenses and marriage ceremonies primarily attributable to the pandemic (Office of the City Clerk)
- Higher than budgeted spending in Professional Fees for complex legal issues and Local Planning Appeal Tribunal hearings that required external counsel expertise (Legal Services)
- Lower than budgeted labour cost recoveries from capital funds due to vacancies and lower than anticipated work on capital projects (Legal Services)

These were partially offset by:

- Lower than budgeted Insurance Premiums and Internal City Claims (Office of the City Clerk)

Work continued in Q4 on the Electronic Document Management System (Deputy City Manager, Administrative Services & City Solicitor) as well as the Internet Voting Assessment (Office of City Clerk).

**Portfolio: Community Services**

## Operating Results (\$M):

(\$M)	Budget	Actual	Variance
Revenues	28.40	11.78	(16.62)
Labour	87.67	78.80	8.88
Other Expenditures	9.03	6.40	2.63
Total Expenditures	96.71	85.20	11.51
<b>Net</b>	<b>68.30</b>	<b>73.42</b>	<b>(5.11)</b>

## Capital Results (\$M):

Year (\$M)	Open #	Unspent \$
2020	16	1.15
2019	9	0.79
2018	10	1.15
2017	7	(40.02)
2016	5	0.71
2008-2015	5	0.15
<b>Total</b>	<b>52</b>	<b>(36.07)</b>

Community Services has an unfavourable variance at Q4 driven mainly by:

- Significantly reduced revenues due to the closure of community centers and the City Playhouse as a result of COVID-19 (Recreation Services)
- Decreased licensing, permit and parking enforcement revenues due to deferral of license renewals as a result of the pandemic (By-Law & Compliance, Licensing & Permit Services)
- Higher than budgeted labour expenditures due to the need to replace firefighters on long-term absences (Fire and Rescue Services)

These were partially offset by:

- Reduced expenses related to programming, events, and operations, including labour and other expenses (Recreation Services)
- The realignment of Recreation-Facilities to Facilities Management in Q4, with actuals flowing to Facilities Management, while budget remained in Recreation Services. The overall impact to the City is neutral
- Lower than budgeted labour expenditures as a result of vacancies (Deputy City Manager, Community Services and By-Law & Compliance, Licensing & Permit Services)

Work continued in Q4 on numerous capital projects including fire equipment and truck replacements, purchase of land for Station 7-11, CLASS system upgrade, as well as continued enhancements to Service Vaughan Citizen Service Standards.

There were 11 project closures across Community Services during the year.



**Portfolio: Corporate Services & Chief Financial Officer**

## Operating Results (\$M):

(\$M)	Budget	Actual	Variance
Revenues	2.13	1.93	(0.20)
Labour	23.26	22.69	0.57
Other Expenditures	6.11	5.55	0.56
Total Expenditures	29.37	28.24	1.13
<b>Net</b>	<b>27.24</b>	<b>26.31</b>	<b>0.93</b>

## Capital Results (\$M):

Year (\$M)	Open #	Unspent \$
2020	3	1.21
2019	5	0.80
2018	5	1.96
2017	1	0.21
2016	5	2.50
2014	1	0.58
<b>Total</b>	<b>20</b>	<b>7.26</b>

Corporate Services & Chief Financial Officer has a favourable variance at Q4 driven mainly by:

- Lower than budgeted labour costs as a result of vacancies
- Lower than anticipated spending on Professional Fees, Computer Hardware, and Computer Software due to reprioritization and procurement delays as a result of the pandemic (Office of the Chief Information Officer)
- Higher than expected revenue from online services (Procurement Services)

These were partially offset by:

- Higher than budgeted Service Contracts for licenses due to architecture changes (Office of the Chief Information Officer)
- Lower than budgeted Taxation and Property Assessment Revenue due to extended deadlines and delays due to the pandemic (Financial Services)

Work continued in Q4 on several large ongoing capital projects such as:

- Central Computing Infrastructure, Personal Computer (PC) Assets Renewal and Audio/Visual Infrastructure renewal (Office of the Chief Information Officer)
- New Property Tax System (Financial Services)
- Woodlot Acquisition – Block 40 (Financial Planning & Development Finance)
- Finance Software Program (Financial Planning & Development Finance)
- Finance Modernization – multiple projects (Deputy City Manager, Corporate Services, City Treasurer, and Chief Financial Officer)

Capital spend is on track across the Portfolio.

**Portfolio: Infrastructure Development**

## Operating Results (\$M):

(\$M)	Budget	Actual	Variance
Revenues	4.22	3.70	(0.52)
Labour	15.57	16.10	(0.53)
Other Expenditures	8.56	7.91	0.66
Total Expenditures	24.13	24.00	0.13
<b>Net</b>	<b>19.91</b>	<b>20.31</b>	<b>(0.39)</b>

## Capital Results (\$M):

Year (\$M)	Open #	Unspent \$
2020	30	20.77
2019	53	29.22
2018	37	25.42
2017	34	55.65
2016	19	5.30
2003-2015	64	19.99
<b>Total</b>	<b>237</b>	<b>156.35</b>

Infrastructure Development has an unfavourable net variance at Q4 2020 driven by:

- Lower revenues as a result of lower labour recoveries driven by vacancies
- Higher labour costs were mainly driven by the realignment of Recreation-Facilities to Facilities Management in Q4, with actuals flowing to Facilities Management, while budget remained in Recreation Services. The overall impact to the City is neutral
- Those additional costs were partly offset by lower than budgeted costs in labour as a result of vacancies in approved positions in all departments
- Non labour savings, driven mainly by lower general maintenance, emergency repairs expenses and hydro as many facilities were closed due to COVID-19

Work progressed on open capital projects with some of the more significant expenditures in the year related to:

- 2018-2020 Road Rehabilitation and Watermain Replacement
- LED Streetlight Conversion
- Block 11 Carrville District Park

Several projects were completed in Infrastructure Delivery, Facilities Management and Parks Delivery. Some of the works completed are related to:

- 2017 Road Rehabilitation and Watermain Replacement
- Vaughan Hospital Precinct Development
- Kleinburg United Church Renovations
- Fire Station # 7 - 4 Design and Construction
- Bass Pro Drive Mills Extension
- North Maple Regional Phase 1
- Block 40 Chatfield District Park
- Vaughan Grove Sport Park Artificial Turf Replacement

**Portfolio: Planning and Growth Management**

## Operating Results (\$M):

<b>(\$M)</b>	<b>Budget</b>	<b>Actual</b>	<b>Variance</b>
Revenues	23.29	28.40	5.11
Labour	27.31	24.98	2.34
Other Expenditures	1.39	9.96	(8.57)
Total Expenditures	28.70	34.93	(6.23)
<b>Net</b>	<b>5.41</b>	<b>6.53</b>	<b>(1.12)</b>

## Capital Results (\$M):

<b>Year (\$M)</b>	<b>Open #</b>	<b>Unspent \$</b>
2020	16	36.68
2019	43	56.50
2018	19	6.79
2017	8	1.62
2016	10	14.09
2003-2015	29	17.17
<b>Total</b>	<b>125</b>	<b>132.85</b>

Planning and Growth Management has a favourable revenue and negative expenditure variance for FY20 mainly driven by:

**Revenue \$5.1M:**

- \$4.8M Higher than budgeted fees in Building Standards department
- \$0.9M higher than budgeted fees in Development Planning department
- (\$0.54M) lower than budgeted labour recoveries in Policy Planning and Environmental Sustainability and Vaughan Metropolitan Centre departments

**Expenditures (\$6.2M):**

- (\$6.6M) higher than budgeted transfer to Building Standards reserve due to revenue surplus
- (\$2.4M) higher than budgeted transfer to Development Planning reserve due to revenue surplus
- \$2.3M lower labour costs than budget in portfolio
- \$0.4M lower departmental discretionary spend due to the Covid-19 pandemic

Work progressed on open capital projects with some of the more significant expenditures in the year related to

- Baron street extension to Nashville
- Stegmans Mill sidewalk & intersection improvements
- Islington Ave streetscape
- VMC NE Quad – Portage Parkway extension

There were a total 20 projects closed during the year.

**Portfolio: Public Works**

## Operating Results (\$M):

(\$M)	Budget	Actual	Variance
Revenues	2.28	3.02	0.74
Labour	22.00	20.44	1.56
Other Expenditures	33.92	31.76	2.17
Total Expenditures	55.92	52.20	3.73
<b>Net</b>	<b>53.64</b>	<b>49.18</b>	<b>4.46</b>

## Capital Results (\$M):

Year (\$M)	Open #	Unspent \$
2020	27	11.31
2019	39	4.94
2018	33	43.16
2017	23	3.15
2016	4	0.99
2009-2015	25	5.67
<b>Total</b>	<b>151</b>	<b>69.22</b>

Public Works has a favourable variance at Q4 driven mainly by:

- Lower than budgeted labour as a result of vacancies including Seasonal and Crossing Guard Labour aligned to the staged Provincial Reopening plan for COVID-19 and deferrals in some operations, e.g. tree maintenance, sports fields, and parks maintenance and horticulture operations (Transportation & Fleet Management Services and Parks, Forestry & Horticulture Operations)
- Lower than budgeted Contractor & Contractor Materials due to deferral and renegotiation of contracts
- Optimized operational usage of Salt materials and supplies (Transportation & Fleet Management Services)
- Higher than expected Grant Funding (Environmental Services)
- Higher than expected revenues from recoverable expenses such as Road Occupancy Permits and Municipal Consents (Transportation & Fleet Management Services)

These were partially offset by:

- Higher than budgeted utility costs as a result of increased usage of lighting for parks/sports fields and water for splashpads and irrigation (PFHO)

Work progressed on open capital projects with some of the more significant expenditures in the year related to:

- Curb and Sidewalk Repair and Replacement
- Installation of Water Sampling Stations
- Stormwater Pond cleanout – Aviva Park Pond
- Tree Planting Regular Program
- Maplewood Booster Pumping Station
- Pavement Crack and Seal program

A significant portion of the unspent amount was due to a planned reduction in spending from project rescoping of the Smart Water Metering pilot program. The project is on track.

## Vaughan Public Libraries

### Operating Results (\$M):

(\$M)	Budget	Actual	Variance
Revenues	0.58	0.28	(0.31)
Labour	15.86	12.33	3.53
Other Expenditures	4.90	4.57	0.33
Total Expenditures	20.75	16.89	3.86
<b>Net</b>	<b>20.17</b>	<b>16.61</b>	<b>3.56</b>

### Capital Results (\$M):

Year (\$M)	Open #	Unspent \$
2019	4	1.10
2018	1	0.90
2016	1	0.00
<b>Total</b>	<b>6</b>	<b>1.99</b>

Vaughan Public Libraries (VPL) has a favourable variance at Q4 driven by:

- Due to the impact of the COVID-19 pandemic, there were library branches that were either closed temporarily, or had reduced access for the public which caused significant savings to the budget in wages/benefits related to layoff of part-time and casual staff, security costs, hydro costs, and in furniture and equipment

This was partially offset by:

- Lower revenues than budget due to the adoption of a no-fee policy beginning in March 2020. In addition, due to COVID-19, revenues from service charges and room rentals were down significantly from budget
- Increased costs for cleaning and cleaning supplies, and for PPE supplies
- Increased costs for digitizing library materials to make available online to the public

Work continued in Q4 on several ongoing city-wide capital projects related to resource purchases, furniture, and equipment as well as technology upgrades. Capital projects for library services at the new Vaughan Hospital and the Vaughan Metropolitan Centre were also active and ongoing.

## Transformation & Strategy

### Operating Results (\$M):

<b>(\$M)</b>	<b>Budget</b>	<b>Actual</b>	<b>Variance</b>
Revenues	0.16	0.47	0.31
Labour	1.73	1.79	(0.06)
Other Expenditures	0.10	0.09	0.01
Total Expenditures	1.83	1.88	(0.05)
<b>Net</b>	<b>1.67</b>	<b>1.41</b>	<b>0.26</b>

### Capital Results (\$M):

<b>Year (\$M)</b>	<b>Open #</b>	<b>Unspent \$</b>
2020	4	0.79
2019	1	0.09
2017	1	0.19
2016	1	0.38
<b>Total</b>	<b>7</b>	<b>1.45</b>

Favourable variance primarily driven by higher-than-budgeted labour recovery, partially offset by unfavorable labour cost variance. Given COVID the department has been prudent in its spending and has refrained from incurring expenses at this time.

## Corporate and Strategic Communications

### Operating Results (\$M):

(\$M)	Budget	Actual	Variance
Revenues	-	-	-
Labour	2.26	2.25	0.01
Other Expenditures	0.12	0.11	0.00
Total Expenditures	2.37	2.36	0.01
<b>Net</b>	<b>2.37</b>	<b>2.36</b>	<b>0.01</b>

### Capital Results (\$M):

Year (\$M)	Open #	Unspent \$
2018	1	0.05
2016	1	0.03
<b>Total</b>	<b>2</b>	<b>0.08</b>

Overall, variance is almost nil, as favourable variances from departmental re-organization and COVID related savings were almost completely offset by increased spend on crisis communications and other COVID-19 related disruptions.

Citizen Engagement Study capital project has been deferred to 2023. Service Excellence Communications Plan project is to be re-named as Staff Forum, but the project is on hold till further notice.

## Economic and Cultural Development

### Operating Results (\$M):

(\$M)	Budget	Actual	Variance
Revenues	0.74	0.16	(0.58)
Labour	2.03	1.82	0.21
Other Expenditures	0.59	0.25	0.35
Total Expenditures	2.63	2.06	0.56
<b>Net</b>	<b>1.89</b>	<b>1.91</b>	<b>(0.02)</b>

### Capital Results (\$M):

Year (\$M)	Open #	Unspent \$
2020	1	1.44
2019	2	0.07
2017	1	0.03
2013	1	0.02
<b>Total</b>	<b>5</b>	<b>1.56</b>

The overall budget combines that of Municipal Partnership Office (MPO) and Economic and Cultural Development (ECD), which are funded from the Innovation Reserve and taxation, respectively. Overall variance is almost nil as shortage on revenue from MPO of \$337k and lower than budgeted recovery on expenses were almost completely offset by a reduction in discretionary spends (\$128k in MPO and \$138k in ECD) due to COVID-19 disruptions and favourable variance of \$212k on labour cost which was driven by vacancies throughout the year for budgeted positions.

ECD recognized the multi-year revenue forecast established in 2016 for the MPO program was not reflective of market pressures and opportunities and therefore the revenue forecast was not sustainable. Consequently, in 2019/2020 ECD management initiated a business program review process in association with the Financial Planning Department, that commenced with a third party peer review of the Sponsorship/Naming Right Program. This review was completed in conjunction with the 2021 corporate business plan and budget review approval process.

The Smart City project and the Feasibility Study on Economic Development Opportunities in the Vaughan Healthcare Centre Precinct are in progress. The Economic Prosperity and Investment project is being reviewed for a potential re-scoping for economic recovery.



## Corporate Revenues & Expenditures

Operating Results (\$M):

(\$M)	Budget	Actual	Variance
Corporate Revenue	42.63	48.81	6.17
Reserve & Other Transfers	17.21	10.79	(6.42)
Taxation (net)	215.81	215.73	(0.07)
<b>Total Revenues</b>	<b>275.65</b>	<b>275.33</b>	<b>(0.32)</b>
Corporate Expenditures	26.72	31.24	(4.52)
Long Term Debt	10.52	10.52	0.00
<b>Total Expenditures</b>	<b>37.24</b>	<b>41.76</b>	<b>(4.51)</b>
<b>Net</b>	<b>(238.41)</b>	<b>(233.57)</b>	<b>(4.84)</b>

Corporate Revenues & Expenditures ended in 2020 with a negative variance to budget driven mainly by:

- Lower than budgeted transfers from the Engineering and Building Standards Reserves as their overall department expenditures were less than planned in 2020.
- Higher than budgeted Corporate Revenues, mainly attributable to higher than expected dividends received from the City's investment holding company, Vaughan Holdings Inc. Additionally, and Safe Restart Agreement (SRA) funding not budgeted.
- Taxation revenues reflects lower assessment growth (1.45% vs 1.7%).
- Corporate expenditures are higher than budgeted due mainly to contributions to the Winter and Insurance Reserves as recommended by consultants' reports.

**City Council**

## Operating Results (\$M):

<b>(\$M)</b>	<b>Budget</b>	<b>Actual</b>	<b>Variance</b>
Revenues	0	0.001	0.001
Labour	1.38	1.28	0.10
Other Expenditures	0.44	0.17	0.28
Total Expenditures	1.82	1.44	0.38
<b>Net</b>	<b>1.82</b>	<b>1.44</b>	<b>0.38</b>

Overall, favourable net expenditure variance as of Q4-YTD.

Favourable variance primarily driven by lower newsletters and publications vs. budget.

**Integrity Commissioner & Lobbyist Registrar**

## Operating Results (\$M):

<b>(\$M)</b>	<b>Budget</b>	<b>Actual</b>	<b>Variance</b>
Revenues	0	0	0
Labour	0.34	0.35	(0.01)
Other Expenditures	0.18	0.09	0.09
Total Expenditures	0.52	0.43	0.08
<b>Net</b>	<b>0.52</b>	<b>0.43</b>	<b>0.08</b>

Overall, favourable net expenditure variance as Q4-YTD is largely in line with the budget for 2020.

**Internal Audit**

## Operating Results (\$M):

<b>(\$M)</b>	<b>Budget</b>	<b>Actual</b>	<b>Variance</b>
Revenues	0	0	0
Labour	0.84	0.80	0.04
Other Expenditures	0.11	0.08	0.03
Total Expenditures	0.95	0.88	0.07
<b>Net</b>	<b>0.95</b>	<b>0.88</b>	<b>0.06</b>

Overall, favourable net expenditure variance as Q4-YTD is largely in line with the budget for 2020.

**City Manager**

## Operating Results (\$M):

<b>(\$M)</b>	<b>Budget</b>	<b>Actual</b>	<b>Variance</b>
Revenues	0	0	0
Labour	0.53	0.97	(0.43)
Other Expenditures	0.11	0.09	0.02
Total Expenditures	0.64	1.06	(0.42)
<b>Net</b>	<b>0.64</b>	<b>1.06</b>	<b>(0.42)</b>

Overall, unfavourable net expenditure variance at Q4-YTD, mainly driven by higher labour costs.



## Committee of the Whole (2) Report

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**DATE:** Wednesday, May 12, 2021

**WARD(S):** ALL

**TITLE:** 2021 PROPERTY TAX SALE REGISTRATION – ALL WARDS

**FROM:**

Michael Coroneos, Deputy City Manager, Corporate Services, City Treasurer and Chief Financial Officer

**ACTION:** DECISION

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**Purpose**

To provide Council with information relating to properties that have tax arrears in excess of three years and therefore are eligible to come under the authority of the property tax sale legislation of the *Municipal Act*.

**Report Highlights**

- Owners of these properties and all interested parties (mortgagees or lien holders) will be notified by registered mail of their property being eligible for registration of a tax arrears certificate, as required by Provincial legislation.
- The property tax sale registration process provides an effective tool in the collection of outstanding property taxes since any unpaid taxes become the responsibility of the City.

**Recommendation**

1. That staff continue to contact and/or meet with the property owner(s) in an effort to negotiate acceptable payment arrangements.

**Background**

The tax sale process is commenced under the authority of Part XI of the *Municipal Act, R.S.O 2001, as amended* for properties in all classes that have tax arrears in excess of three years. Staff utilize the tax sale process as part of an ongoing collection effort.

For the most part, the City receives satisfactory payment plans or full payment on most property tax accounts with arrears through various collection efforts including, but not limited to, letters and contact by telephone. When these collection practices are no longer effective, the next step is to identify properties as eligible for registration of a tax arrears certificate. This is the first step in the tax sale process. The owners of these particular properties and all/any interested parties (mortgagees or lien holders) will be notified by registered mail of the initiation of this process.

Once a tax arrears certificate is registered on title, the property owner has one year to pay the tax account in full. Failing that, the owner, the spouse, a mortgagee or a tenant occupying the land may enter into an extension agreement with the City. An extension agreement allows additional time for payment of the property tax arrears. The terms of the agreement must be satisfactory to and signed off by the City Treasurer and/or his designate.

### **Previous Reports/Authority**

N/A

### **Analysis and Options**

If payment in full or a satisfactory extension agreement is not processed during the one (1) year period, the City is in a position to proceed with a tax sale to recover outstanding property taxes, late payment charges and costs incurred relating to the tax sale process. Council will be informed if any of the listed properties reach that point.

### **Financial Impact**

The property tax sale registration process provides an effective tool in the collection of outstanding property taxes since any unpaid taxes become the responsibility of the City. The City must still meet the financial levy obligations to the Region of York and the Province of Ontario for education purposes.

### **Broader Regional Impacts/Considerations**

N/A

### **Conclusion**

Finance staff will continue to contact and/or meet with the property owner(s) in an effort to negotiate acceptable payment arrangements. Council will be provided with the confidential list of properties under separate cover.

**For more information**, please contact:

Dean Ferraro, Director of Financial Services/Deputy Treasurer at ext. 8272

Maureen Zabiuk, Manager, Property Tax & Assessment at ext. 8268

**Attachment**

1. Confidential memo (Mayor and members of Council only)

**Prepared by**

Maureen Zabiuk, A.I.M.A., CMRP

Manager, Property Tax & Assessment

Ext. 8268

**Approved by**



Michael Coroneos  
Deputy City Manager,  
Corporate Services, Chief Financial  
Officer & City Treasurer

**Reviewed by**



Jim Harnum, City Manager





## Committee of the Whole (2) Report

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**DATE:** Wednesday, May 12, 2021

**WARD:** 3

**TITLE: VELMAR CENTRE PROPERTY LIMITED  
OFFICIAL PLAN AMENDMENT FILE OP.19.003  
ZONING BY-LAW AMENDMENT FILE Z.19.008  
SITE DEVELOPMENT FILE DA.19.042  
4101 RUTHERFORD ROAD  
VICINTY OF RUTHERFORD ROAD AND VELMAR DRIVE**

**FROM:**

Jim Harnum, City Manager

**ACTION:** DECISION

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**Purpose**

To seek approval from the Committee of the Whole for Official Plan and Zoning By-law Amendment and Site Development Files OP.19.003, Z.19.008 and DA.19.042 for the subject lands shown on Attachment 2. The Owner proposes to amend the site-specific height and density requirements of the “Low-Rise Mixed-Use” designation in Vaughan Official Plan 2010, and to rezone the subject lands from “C3 Local Commercial Zone” to “RA2 Apartment Residential Zone” to permit a 3 to 6-storey building with 135 apartment units and at-grade commercial uses, as shown on Attachments 3 to 7.

**Report Highlights**

- The Owner proposes to develop the subject lands with a mixed-use building containing 135 residential dwelling units, at-grade commercial uses, and underground parking.
- A \$622,000 contribution towards community benefits is required in accordance with Section 37 of the *Planning Act*.
- The Development Planning Department supports the development as it is consistent with and conforms to Provincial Policy and the York Region Official Plan, meets the general intent of Vaughan Official Plan 2010, and is compatible with the surrounding existing and planned land uses.

Item 4  
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## **Recommendations**

1. THAT York Region be advised that Vaughan Council recommends Official Plan Amendment File OP.19.003 (Velmar Centre Property Limited) BE APPROVED, to amend the site-specific “Low-Rise Mixed-Use” designation in Vaughan Official Plan 2010 to increase the maximum building height from 4-storeys to 6-storeys and the maximum Floor Space Index from 1.5 times the area of the lot to 2.72 times the area of the lot, for the Subject Lands shown on Attachment 2;
2. THAT Official Plan Amendment File OP.19.003 be forwarded to York Region for Approval and inclusion into Volume 2 of Vaughan Official Plan 2010, being the incorporation of a new Section in Chapter 13 “Site Specific Policies” and identified as an “Area Subject to a Site Specific Plan” on Schedule 14-C of Vaughan Official Plan 2010;
3. THAT Zoning By-law Amendment File Z.19.008 (Velmar Centre Property Limited) BE APPROVED, to amend Zoning By-law 1-88, to rezone the Subject Lands shown on Attachment 2 from “C3 Local Commercial Zone” subject to site-specific Exception 9(814) to “RA2 Apartment Residential Zone”, together with the site-specific zoning exceptions identified in Table 1 of this report;
4. THAT the implementing Zoning By-law Amendment include a contribution pursuant to Section 37 of the *Planning Act* for the payment of \$622,000 towards site furniture, a shade structure and outdoor fitness equipment at Velmar Downs Park, and the development of the South Humber Trail. The contribution will be implemented through a Section 37 Density Bonus Agreement between the Owner and the City of Vaughan to be executed prior to the enactment of the implementing Zoning By-law Amendment;
5. THAT the Mayor and the City Clerk be authorized to execute the Section 37 Agreement, pursuant to Section 37 of the *Planning Act*, for the implementation of the community benefits, identified in Recommendation 4;
6. THAT the Owner be permitted to apply for a Minor Variance Application(s) to the Vaughan Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law for the Subject Lands comes into effect, to permit minor adjustments to the implementing Zoning By-law;
7. THAT Site Development File DA.19.042 (Velmar Centre Property Limited) BE DRAFT APPROVED AND SUBJECT TO CONDITIONS identified in Attachment 1, to the satisfaction of the Development Planning Department, to permit an

11,301 m<sup>2</sup> mixed-use building ranging in height from 3 to 6-storeys with 135 residential dwelling units, 496 m<sup>2</sup> of ground floor commercial area, and three levels of underground parking as shown on Attachments 3 to 7; and

8. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

“IT IS HEREBY RESOLVED THAT Site Development Application DA.19.042 be allocated servicing capacity from the York Sewage Servicing / Water Supply System for a total of 135 residential units (298 persons equivalent). The allocation of said capacity may be redistributed (at the discretion of the City) in accordance with the City’s Servicing Capacity Allocation Policy if the development does not proceed to registration and/or building permit issuance within 36 months.”

## **Background**

The subject lands (Subject Lands) are municipally known as 4101 Rutherford Road, located on the southwest corner of Rutherford Road and Velmar Drive, and are developed with a one-storey commercial building. The Subject Lands and surrounding land uses are shown on Attachment 2.

### ***Official Plan Amendment, Zoning By-law Amendment and Site Development Applications have been submitted to permit the proposed development***

Velmar Centre Property Limited (the ‘Owner’) has submitted the following applications (the ‘Applications’) for the Subject Lands to permit a 11,301 m<sup>2</sup> mixed-use building ranging in height from 3-storeys to 6-storeys with 135 residential apartment units, 496 m<sup>2</sup> of ground floor commercial area and three levels of underground parking and (the ‘Development’), as shown on Attachments 3 to 7:

1. Official Plan Amendment File OP.19.003 (Velmar Centre Property Limited) to amend the site-specific height (storeys) and density (Floor Space Index) requirements of the “Low-Rise Mixed-Use” designation in Vaughan Official Plan 2010 from 4-storeys to 6-storeys and from 1.5 times the area of the lot to 2.72 times the area of the lot, respectively.
2. Zoning By-law Amendment File Z.19.008 (Velmar Centre Property Limited) to amend Zoning By-law 1-88, to rezone the Subject Lands from “C3 Local Commercial Zone” subject to site-specific Exception 9(814) to “RA2 Apartment Residential Zone” in the manner shown on Attachment 3, together with the site-specific zoning exceptions identified in Table 1 of this report.

3. Site Development File DA.19.042 (Velmar Centre Property Limited) to permit the Development.

***Public Notice was provided in accordance with the Planning Act and Council's Notification Protocol***

The City, on August 23, 2019, mailed a Notice of Public Meeting (the 'Notice') to an extended notification area of all property owners within 650 m of the Subject Lands, as shown on Attachment 2. The Notice was also sent to the Carrying Place, Greater Woodbridge, National Estates, Pinewood Estates and Vellore Woods Ratepayers' Associations, and those individuals that had requested notice or provided a written submission regarding the Applications to the City. A copy of the Notice was also posted on the City's website at [www.vaughan.ca](http://www.vaughan.ca) and notice signs were installed on the Subject Lands along Rutherford Road and Velmar Drive, in accordance with the City's Notice Signs Procedures and Protocols.

Vaughan Council, on October 2, 2019, ratified the recommendation of the Committee of the Whole to receive the Public Meeting report of September 17, 2019, and to forward a comprehensive technical report to a future Committee of the Whole meeting. Vaughan Council also resolved to hold Community Meetings with City Staff, and with the Local and Regional Councillors.

The following Community Meetings were held after the Public Meeting:

1. October 8, 2019, at Vaughan City Hall with Planning Staff and the Local Councillor with approximately 20 residents and members from the Weston Downs Ratepayers Association ('WDRA').
2. November 21, 2019, at the Vellore Village Community Centre to present the proposal for the Subject Lands and receive additional comments from the community. Attendees included City Staff, the Local Councillor, Regional Councillors, a moderator, the Owner's consultants, and approximately 250 residents.
3. March 23, 2021, via a remote meeting, with City staff and representatives from the WDRA to receive comments regarding the revised submission.
4. March 30, 2021, via a remote meeting, with City staff, the Owner, the Owner's planning consultant and architect, and representatives from the WDRA to receive comments regarding the revised submission.

5. April 23, 2021, via a remote meeting, with City staff, the Local Councillor, and representatives from the WDRA to discuss the design of the revised submission.

The following is a summary of the comments provided in-person and in writing at the Public Meeting and Community Meetings regarding the original proposal ('Original Proposal') shown on Attachments 8 to 10 and the Development shown on Attachments 3 to 7. The comments are organized by theme, as follows:

#### Privacy, Shadow, View and Noise

- Shadows from the Development will negatively impact adjacent properties and Velmar Downs Park
- The Development will negatively impact privacy on adjacent properties due to the location of balconies
- Noise pollution is already an issue in the community that will be worsened by the development

#### Access, Traffic and Parking

- Traffic infiltration and congestion is already an issue in the community and along Weston Road and Rutherford Road
- Access and egress from individual properties (driveways) on Velmar Drive is problematic which will be worsened development on the Subject Lands
- The increase traffic generated by the Original Proposal and the Development will have implications on emergency vehicles
- The proposed access/egress on Velmar Drive is inadequate and would be better suited on a regional road
- Pedestrian and accessibility safety must be satisfactorily addressed
- The extension of Pine Valley Drive should be considered and approved
- The proposed parking is inadequate and may overflow onto the neighbourhood streets

#### Density, Built Form and Building Design

- The proposed density is too high for the area. The neighbourhood consists of only single detached dwellings
- The Original Proposal is out of scale and will change the character of the area
- There are better suited areas for apartment type dwellings in the City that have already been identified
- The Original Proposal and Development is overcrowded and too many units are proposed

- The Original Proposal will add to the community and provide additional choice and affordable units
- The Development does not meet the City's Urban Design Guidelines for the Weston Downs Neighbourhood (Planning Block 38)
- Building materials for the Development should maintain the character of the Weston Downs Neighbourhood

#### Other

- The Original Proposal will negatively impact Velmar Downs Park in a community already inadequately serviced for parks
- The Original Proposal should not extend onto the park property
- The existing commercial plaza serves a community need with convenient access to retail. The Original Proposal and Development will reduce convenient access to retail in the neighbourhood
- Approval of the Original Proposal will set a negative precedent for other properties in the community
- The Original Proposal and Development will affect property values in the area
- The Original Proposal will affect capacity on existing schools

The above comments are addressed throughout this report.

On May 5, 2021 a notice of this Committee of the Whole meeting was sent to all individuals who made a deputation before the Committee or submitted written correspondence to the City regarding the Applications.

#### ***The Owner submitted a revised development concept for the Applications on August 28, 2020, and revised building elevations on March 26, 2021***

The Development shown on Attachments 3 to 7 reflects changes made to the Applications by the Owner and submitted to the Development Planning Department on August 28, 2020 and March 26, 2021. The major changes to the Development from the Original Proposal shown on Attachments 8 to 10, and presented at the September 17, 2019 Public Meeting and subsequent Community Meetings, are as follows:

- The total gross floor area ('GFA') has been reduced from 13,035 m<sup>2</sup> to 11,301 m<sup>2</sup>
- The Floor Space Index ('FSI') has been reduced from 3.14 to 2.72 times the area of the lot
- The building height facing Velmar Drive has been reduced to 3-storeys (11.2 m), and will contain 5 units with pedestrian entrances from Velmar Drive
- The building height facing Rutherford Road has been reduced from 7-storeys (24 m) to 6-storeys (20.2 m), and maintains ground floor commercial uses

- The building height facing Velmar Downs Park has been reduced from 7-storeys (24 m) to 6-storeys (20.2 m), with amenity space at grade facing the park
- The total number of dwelling units has been reduced from 139 units to 135 units, and consists of four (4) one-bedroom units, 95 one-bedroom-plus-den units, 21 two-bedroom units, 10 two-bedroom-plus-den units and five (5) three-bedroom units
- The total parking provided has increased from 260 to 274 spaces
- The building's orientation has been adjusted 90 degrees by rotating the "C" shape building, that faced east towards Velmar Drive (Attachment 8) that now faces to the south, while maintaining the driveway in the same location
- Vehicular access to the Development remains in the previously proposed location at the south end of the Subject Lands. The driveway leads to an internal hard-surface courtyard, where at-grade short-term parking spaces would be available
- The proposed roof-top amenity space has been relocated to the ground floor level and the mechanical penthouse is smaller and faces Rutherford Road
- The balconies facing Velmar Drive have been recessed
- The materials and colour palette of the building have been revised to appropriately integrate into the existing character of the neighbourhood
- The architectural design has been revised to integrate with the existing low-rise residential lots located east of the Subject Lands
- Additional changes to the building elevations and architectural design were submitted by the Owner on March 26, 2021 with the following changes:
  - Removal of stairs along the Velmar Drive front entrances
  - A darker brick colour for the 6-storey component
  - Punched out grey metal window frames for the 3 and 6-storey component
  - Replacing glass balconies with grey aluminum balconies for the 3-storey component

### **Previous Reports/Authority**

The following is a link to a previous report regarding the Subject Lands:

[September 17, 2019, Committee of the Whole \(Public Hearing\) Item 5, Report No. 26](#)

### **Analysis and Options**

#### ***The Applications are consistent with the Provincial Policy Statement, 2020***

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "shall be consistent" with the Provincial Policy Statement, 2020 ('PPS'). The PPS provides policy direction on matters of provincial interest related to land use planning and

development. Key policy objectives include: building strong, healthy communities; the wise use and management of resources; and protecting public health and safety.

The PPS recognizes that local context and character is important. The Development is consistent with the following policies of the PPS:

- Section 1.1.1 - accommodating a market-based range and mix of residential types, and promoting land use planning, growth management and intensification to minimize land consumption and servicing costs
- Section 1.1.2 - sufficient land shall be made available through intensification and redevelopment
- Section 1.1.3.1 - Settlement Areas shall be the focus of growth and development
- Section 1.1.3.2 - land use patterns in Settlement Areas shall be based on densities and a mix of land uses which: efficiently use land and resources; appropriately and efficiently use infrastructure and public service facilities; and are supportive of transit and active transportation
- Section 1.1.3.3 - promoting opportunities for a range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas
- Sections 1.1.3.4 and 1.4.3 f) - establishing development standards for residential intensification to facilitate a compact form
- Section 1.4.3 b) - permitting and facilitating all types of residential intensification and all housing options to meet the social, health, economic and well-being of current and future residents
- Sections 1.6.6.1 and 1.6.6.2 - promoting intensification and redevelopment within settlement areas to optimize the use of municipal services
- Section 1.7.1 b) - encouraging residential uses to respond to dynamic market-based needs

The Subject Lands are located within a Settlement Area as defined by the PPS, and within the Urban Boundary on Schedule 1 - Urban Structure of Vaughan Official Plan 2010 ('VOP 2010'). The Development will contribute to providing growth within a defined Settlement Area (Section 1.1.3) with appropriate development standards to accommodate a compact building form (Section 1.1.3.4). The Development provides an appropriate level of intensification and redevelopment, would minimize land consumption, and would contribute to providing a range and mix of housing types (apartment units) for various needs in the neighbourhood for future and current residents (Sections 1.1.1, 1.1.3.3, 1.4.3 b) and 1.7.1 b)).



The Subject Lands are appropriately located for intensification as they can accommodate growth and are served by existing infrastructure (Sections 1.1.3.3). The form of intensification of the Development takes into consideration existing building stock in proximity to the Subject Lands, with an appropriate transition in massing, density, and height from Velmar Drive (Section 1.1.3.3). The Development is located adjacent to Velmar Downs Park to the west and south, Rutherford Road to the north, and Velmar Drive to the east, thereby providing an appropriate separation from the existing low-rise single detached dwellings located in proximity to the Subject Lands. The Development will utilize existing municipal water and sanitary servicing connections located on Velmar Drive (Sections 1.1.3.2, 1.6.6.1 and 1.6.6.2).

On this basis, the Development is consistent with the PPS.

***The Development conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, as amended***

The Provincial Growth Plan: A Place to Grow - Growth Plan for the Greater Golden Horseshoe, 2019, as amended ('Growth Plan') is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form, and housing. The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe, including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. Vaughan Council's planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan.

The Growth Plan's emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of existing infrastructure and public service facilities, and less on continuously expanding the Urban Boundary.

The Development is consistent with the policy framework of the Growth Plan, specifically with the following policies:

- Sections 1.2.1 and 2.2.1(4) - support the achievement of Complete Communities that are:
  - designed to support healthy and active living
  - meet people's needs for daily living throughout an entire lifetime
  - support a range and mix of uses and housing options to serve all sizes, incomes, and ages of households
  - provide for a more compact built form

- Section 2.2.1(2)(a) and (d) - the majority of growth and development will be directed to Settlement Areas that have a delineated built boundary and have existing or planned municipal water and wastewater systems
- Section 2.2.1(2)(c) - within Settlement Areas, growth will be focused in locations with existing or planned transit and areas with existing public service facilities
- Section 2.2.2(2) - meeting the required minimum intensification target identified in the York Region Official Plan 2010 (YROP 2010)
- Section 2.2.6.3 - to support the achievement of Complete Communities, as defined by the Growth Plan, to encourage multi-unit residential developments with a mix of unit sizes
- Section 3.2.6 - optimize and improve efficiency within existing water and wastewater systems, and utilize existing systems to serve growth in a manner that supports the minimum intensification targets of the Growth Plan

The Subject Lands are located within a Settlement Area, as defined by the Growth Plan, and located within the “Urban Boundary” and the Growth Plan’s “Built Boundary” as identified on Schedule 1A - Urban Area of VOP 2010 (Section 2.2.1(2)). Rutherford Road is identified as a “Regional Transit Priority Network” by YROP 2010, and the Subject Lands abut a York Region Transit (‘YRT’) bus stop for Route 85 (Rutherford), with scheduled departures every 30 minutes, including weekends. The Subject Lands are in proximity to existing public facilities including Velmar Downs Park, La Rocca Square, Anthony Locilento Park, and the Vellore Village Community Centre (Section 2.2.1(2)(c)).

The Growth Plan generally encourages intensification throughout Settlement Areas and supports the development of Complete Communities, which may take on different shapes and forms appropriate to their context. The Development supports the achievement of Complete Communities, as defined by the Growth Plan, by adding multi-unit residential and commercial units to the community (Sections 1.2.1 and 2.2.2.1), with an appropriate built form transition to existing dwellings. The mix of uses and variations to residential unit size will support opportunities to serve all sizes, incomes, and ages of households (Sections 2.2.1(4) and 2.2.6.3).

Population targets established in municipal official plans as of July 1, 2017 will continue to apply to all planning matters in accordance with the Growth Plan (Section 2.2.2(2)). Section 5.3.1 of YROP 2010 requires a minimum of 40% of all residential development to occur within the built-up area, as defined by the “Built Boundary” in the Growth Plan. The Development will contribute to the minimum 40% intensification target within the built-up area.

The Development conforms to the goals and objectives of the Growth Plan, contributes to York Region's intensification target, will make more efficient use of the Subject Lands, and will optimize municipal water and wastewater infrastructure (Sections 2.2.2 and 3.2.6). On this basis, the Development conforms to the Growth Plan.

***The Development conforms to the York Region Official Plan 2010***

YROP 2010 guides economic, environmental and community building decisions across York Region. The Subject Lands are designated "Urban Area" by YROP 2010, which permits a wide range of residential, commercial, industrial, and institutional uses. The Development conforms to the following policies of YROP 2010:

- Section 5.0 - intensification within the Urban Area will accommodate a significant portion of planned growth in York Region
- Section 5.3 - encouraging a minimum 40% of residential development to occur within the built-up area, as defined by the Growth Plan
- Section 5.3.3 - "local infill" as a municipal intensification strategy to meet York Region intensification targets to 2031
- Section 7.2.24 - to provide preferential treatment for transit vehicles on Regional streets designated as a "Regional Transit Priority Network", including the construction of high-occupancy vehicle lanes, dedicated transit lanes, transit signal priority and other transit priority measures within the right-of-way

The Subject Lands are located within a designated "Urban Area" and "Built-up Area", intended to accommodate growth in York Region (Sections 5.0 and 5.3). The Development can be considered as "local infill", with modest intensification above the maximum permitted height and density identified in YOP 2010 in the form of a mixed-use building ranging in height from 3 to 6-storeys (Section 5.3.3). The Subject Lands abut Rutherford Road, a "Regional Transit Priority Network" on Map 11 -Transit Network of YROP 2010, intended to accommodate existing and proposed transit. Rutherford Road is also served by YRT Route 85 (Section 7.2.24), with a YRT bus station abutting the Subject Lands. On this basis, the Development conforms to YROP 2010.

York Region has no objections to the Applications, subject to their comments in the Regional Implications section of this report, and the Conditions of Approval included in Attachment 1.

***The Development Planning Department supports the Amendments to Vaughan Official Plan 2010 to permit the Development***

VOP 2010 sets out the municipality's general planning goals and policies that guide future land use. The Subject Lands are identified as a "Community Area" on Schedule

1 - Urban Structure of VOP 2010 and are designated “Low-Rise Mixed-Use” on Schedule 13 - Land Use of VOP 2010, with a maximum permitted building height of 4-storeys and a maximum FSI of 1.5 times the area of the lot.

The Owner is proposing to amend the following site-specific maximum height and density requirements for the Subject Lands in VOP 2010 to permit the Development:

- Increase the maximum permitted building height from 4-storeys to 6-storeys
- Increase the maximum permitted FSI from 1.5 times the area of the lot to 2.72 times the area of the lot

The Development Planning Department can support the proposed amendments to VOP 2010 for the following reasons:

The Development meets the intent of the “Community Area” Policies in VOP 2010

Community Areas are considered stable areas not intended to experience significant physical change; however, incremental change is expected as part of a maturing neighbourhood. The Development maintains the intent of the “Community Area” policies in VOP 2010, specifically the following:

- Sections 2.2.3.2, 9.1.2.1 (a) and 9.1.2.2 - new development shall respect and reinforce the scale, height, massing, character, and form of the planned function of the local immediate area
- Section 2.2.3.3 - limited intensification is permitted in Community Areas, subject to development being sensitive and compatible with the character, form, and planned function of the surrounding context

The Development provides for a limited form of intensification with an appropriate transition in scale, height and massing to the existing low-rise residential development located east of the Subject Lands. The Subject Lands abut Velmar Downs Park to the west and south, and Rutherford Road to the north, and provides an appropriate separation distance between the Development and the existing low-rise residential lots to the north (40 m), west (70 m) and south (144 m). To mitigate visual and shadow impact on adjacent properties, the 6-storey portion of the Development is primarily located along Rutherford Road and the west property line.

The massing along Velmar Drive is reduced to 3-storeys (11.2 m) in height and is setback 3 m from the property line along Velmar Drive. Existing mature boulevard trees along Velmar Drive are proposed to be retained, with additional deciduous tree plantings along the boulevard to further mitigate visual impact and promote privacy. The

Development respects and reinforces the criteria established in Section 9.1.2.2 of VOP 2010, and is compatible with, but not identical to, the surrounding neighbourhood.

The Subject Lands and surrounding neighbourhood are not located within an “Established Large-Lot Neighbourhood” identified on Schedule 1B - Areas Subject to Policy 9.1.2.3 - Vaughan’s Established Large-Lot Neighbourhoods of VOP 2010. Accordingly, Section 9.1.2.3 of VOP 2010 does not apply to the Subject Lands.

The Development meets the intent of the “Low-Rise Mixed-Use” designation in VOP 2010

The “Low-Rise Mixed-Use” designation generally applies to existing low-rise commercial lots abutting arterial or collector streets and located within a Community Area. These lots are intended to be redeveloped through limited intensification with low-rise mixed-use buildings, subject to the redevelopment being appropriately integrated into adjacent areas, in accordance with Section 2.2.3.3 of VOP 2010.

The Development maintains the intent and permitted uses of the “Low-Rise Mixed-Use” designation in VOP 2010, specifically the following:

- Section 9.2.2.2 (a) and (b) - “Low-Rise Mixed-Use” areas are intended to be developed with a mix of residential and small-scale retail uses intended to serve the local population
- Section 9.2.2.2 (e) - sites designated “Low-Rise Mixed-Use” and located within a Community Area, and on a Collector Street, are limited to a maximum of 500 m<sup>2</sup> of retail GFA

The Development represents an appropriately scaled mixed-use building with multi-unit residential and commercial units. The proposed building height and density of 6-storeys (20.2 m) and 2.72 FSI, respectively, reflects an appropriate and modest form of intensification. The Development respects and reinforces the scale of existing development by providing a transition in height to 3-storeys (11.2 m) along Velmar Drive; one-storey lower than the maximum permitted building height of 4-storeys on the Subject Lands.

Four (4) commercial units fronting onto Rutherford Road with a total GFA of 496 m<sup>2</sup> are proposed to replace the existing commercial units located on the Subject Lands and are intended to serve the needs of the local population. The proposed commercial GFA of 496 m<sup>2</sup> meets the criteria in Section 9.2.2.2 (e) of VOP 2010, as the Subject Lands are located on Velmar Drive, a Collector Street identified on Schedule 9 - Future Transportation Network of VOP 2010.

The Development meets the intent of the “Low-Rise Building” criteria in VOP 2010  
Section 9.2.3.4 of VOP 2010 identifies development criteria for a Low-Rise Building. Section 9.2.3.4(a) defines a “Low-Rise Building” as generally 5-storeys in height. A building over 5-storeys in height is generally defined as a “Mid-Rise Building” in VOP 2010.

The Development provides for a mixed-use building ranging in height from 3 to 6-storeys and meets the intent of the following criteria for a Low-Rise Building in Section 9.2.3.4 of VOP 2010, as follows:

- The Development provides for appropriate privacy and sunlight conditions, and does not abut any lots with a residential dwelling (Section 9.2.3.4 (b))
- Surface parking and driveways are located interior to the Subject Lands or in an underground parking garage (Section 9.2.3.4 (c))
- The rooftop of the Development will consist of green roofs, as shown on Attachment 4 (Section 9.2.3.4 (d))

The “Mid-Rise Building” criteria in VOP 2010 is identical to the requirements of the “Low-Rise Building” criteria, with the exception of a pedestrian-scaled podium being required for any building over 6-storeys in height (Section 9.2.3.5 (b)). The Development is not over 6-storeys in height and a podium is not required. The 6-storey portion of the Development is located on the north and west side of the Subject Lands. On this basis, the Development meets the intent of a “Low-Rise Building” in accordance with VOP 2010.

***The Owner is required to enter into a Section 37 Bonusing Agreement for the proposed increase in density and building height in exchange for community benefits***

Vaughan Council has the authority under Section 37(1) of the *Planning Act* (as it read September 17, 2020), through a By-law enacted under Section 34 of the *Planning Act*, to authorize an increase to the building height and density of a development above what is otherwise permitted in the official plan, in return for the provision of community benefits.

To determine the Section 37 contribution, the Owner, on December 15, 2020, submitted an appraisal report prepared by D. Bottero and Associated Limited, dated December 14, 2020. The appraisal report identified the uplift value of the Development on the Subject Lands to be \$3,110,000 as of the effective date of October 23, 2020. The Real Estate Department reviewed and accepted the conclusions of the appraisal report.

Based on the policies of VOP 2010 and the City's Guidelines for the Implementation of Section 37 Benefits, the Owner and the City agreed to a monetary contribution of \$622,000. This contribution will be included in the implementing Zoning By-law and secured through a Section 37 Density Bonusing Agreement executed between the Owner and the City prior to the enactment of the Zoning By-law, to the satisfaction of the City. The contribution will be directed towards the following community benefits, to be finalized prior to the execution of the Density Bonusing Agreement:

- site furniture, a shade structure and outdoor fitness equipment at Velmar Downs Park, and
- South Humber Trail development and associated facilities

The Owner will be required to pay the Section 37 Bonusing Agreement Surcharge Fee in accordance with the "Tariff of Fees By-law for Planning Applications", in effect at the time of the execution of the Agreement to prepare the Section 37 Agreement. Conditions to this effect are included in the Recommendations section of this report.

***The Urban Design Guidelines for Infill Development do not apply to the Subject Lands***

Vaughan Council on October 19, 2016, approved the Urban Design Guidelines for Infill Development in Established Low-Rise Residential Neighbourhoods (the 'Guidelines'), to clarify VOP 2010 policy as it applies to low-rise neighbourhoods. The guidelines are applied to new developments for detached, semi-detached and townhouse units located in a stable Community Area. In accordance with Map 1 of the Guidelines, the Subject Lands are located within a Community Area, but are designated "Low-Rise Mixed-Use" by VOP 2010 and are intended to be built with a mixed-use building ranging in height from 3 to 6-storeys. Therefore, the Guidelines do not apply to the Subject Lands.

***Amendments to Zoning By-law 1-88 are required to permit the Development***

The Subject Lands are Zoned "C3 Local Commercial Zone" by Zoning By-law 1-88 and subject to site-specific Exception 9(814), which does not permit residential development. To permit the Development, the Owner is proposing to rezone the Subject Lands to "RA2 Apartment Residential Zone" in the manner shown on Attachment 3, together with the following site-specific zoning exceptions:

Table 1:

	<b>Zoning By-law 1-88 Standard</b>	<b>RA2 Apartment Residential Zone Requirement</b>	<b>Proposed Exceptions to the RA2 Apartment Residential Zone Requirement</b>
a.	Permitted Uses	<ul style="list-style-type: none"> <li>• Apartment Dwelling</li> <li>• Day Nursery</li> </ul>	Permit the following uses: <ul style="list-style-type: none"> <li>• Apartment Dwelling with a maximum of 135 units</li> <li>• Outdoor Patio, with a maximum GFA of 38 m<sup>2</sup>, and subject to Section 5.1.6</li> <li>• The following uses, with a maximum total GFA of 496 m<sup>2</sup> and located on the ground floor only:               <ul style="list-style-type: none"> <li>- Bank or Financial Institution</li> <li>- Business or Professional Office</li> <li>- Day Nursery</li> <li>- Eating Establishment, Convenience and Take-out</li> <li>- Personal Service Shop</li> <li>- Pharmacy</li> <li>- Photography Studio</li> <li>- Retail Store</li> <li>- Service or Repair Shop, excluding the repair of machinery and boilers, and</li> <li>- Club or Health Centre</li> </ul> </li> </ul>
b.	Minimum Lot Area	80 m <sup>2</sup> / unit	30.7 m <sup>2</sup> / unit (Lot Area = 4,156 m <sup>2</sup> / 135 units)



	<b>Zoning By-law 1-88 Standard</b>	<b>RA2 Apartment Residential Zone Requirement</b>	<b>Proposed Exceptions to the RA2 Apartment Residential Zone Requirement</b>
c.	Minimum Parking Space Dimension	2.7 m x 6 m	2.6 m x 6 m
d.	Minimum Number of Parking Spaces	<p>Residential, Apartment Dwelling - 135 units @ 1.5 spaces/unit = 203 spaces</p> <p>Residential, Visitor Parking - 135 units @ 0.25 spaces/unit = 34 spaces</p> <p>Total Residential Parking = 237 spaces, inclusive of 8 barrier-free spaces</p> <p>Non-residential Uses:</p> <ul style="list-style-type: none"> <li>- Bank or Financial Institution, Personal Service Shop, Pharmacy, Service or Repair Shop and Retail Store - 6 spaces / 100 m<sup>2</sup></li> <li>- Business or Professional Office - 3.5 spaces / 100 m<sup>2</sup></li> <li>- Day Nursery - 1.5 spaces / employee</li> <li>- Eating Establishment, Take-out, and Convenience - 1 space / 4 persons</li> <li>- Club or Health Centre - 11 spaces / 100 m<sup>2</sup></li> </ul> <p>As the specific uses and minimum parking ratio for each commercial unit cannot be determined, the required non-residential parking with the highest parking ratio (a Health Centre) has been applied:</p>	<p>Residential, Apartment Dwelling - 1.401 spaces/unit @ 135 units = 190 spaces</p> <p>Residential, Visitor Parking - 0.20 spaces/unit @ 135 units = 27 spaces</p> <p>Total Residential Parking = 218 spaces, inclusive of 10 barrier-free spaces</p> <p>Non-residential Uses - 496 m<sup>2</sup> + 38 m<sup>2</sup> Patio @ 10.5 spaces / 100 m<sup>2</sup> = 57 spaces</p> <p>Total Parking Proposed = 274 spaces</p>

	<b>Zoning By-law 1-88 Standard</b>	<b>RA2 Apartment Residential Zone Requirement</b>	<b>Proposed Exceptions to the RA2 Apartment Residential Zone Requirement</b>
		<p>496 m<sup>2</sup> @ 11 spaces / 100m<sup>2</sup> = 55 parking spaces</p> <p>38 m<sup>2</sup> outdoor patio @ 20 spaces / 100 m<sup>2</sup> = 8 spaces</p> <p>Total Parking Required = 300 spaces</p>	
e.	Minimum Amenity Area	<p>One Bedroom Unit - 99 units @ 20 m<sup>2</sup> /unit = 1,980 m<sup>2</sup></p> <p>Two Bedroom Unit - 31 units @ 55 m<sup>2</sup> /unit = 1,705 m<sup>2</sup></p> <p>Three Bedroom Unit - 5 units @ 90 m<sup>2</sup> / unit = 450m<sup>2</sup></p> <p>Total Amenity Area = 4,135m<sup>2</sup></p>	<p>135 units @ 17 m<sup>2</sup> / unit</p> <p>Total Amenity Area = 2,295m<sup>2</sup></p>
f.	Minimum Building Setbacks	<ul style="list-style-type: none"> <li>• Front Yard - 7.5 m</li> <li>• Interior Side Yard - 10.47 m (the measurement of half the building height)</li> <li>• Exterior Side Yard - 7.5 m</li> <li>• Rear Yard - 7.5 m</li> <li>• Sight Triangle - 3 m</li> </ul>	<ul style="list-style-type: none"> <li>• Front Yard (Rutherford Road) - 3 m at the ground floor and 0.70 m for portions of the building above the ground floor</li> <li>• Interior (West) Side Yard - 2.65 m</li> <li>• Exterior Side Yard (Velmar Drive) - 3 m</li> <li>• Rear (South) Yard - 5 m</li> <li>• Sight Triangle - 0 m</li> </ul>

	<b>Zoning By-law 1-88 Standard</b>	<b>RA2 Apartment Residential Zone Requirement</b>	<b>Proposed Exceptions to the RA2 Apartment Residential Zone Requirement</b>
g.	Minimum Setback to Structures Below Grade (Underground Parking Garage)	1.8 m for all lot lines	0.6 m for all lot lines
h.	Permitted Exterior Side Yard Encroachment for Unenclosed and Uncovered Porches	1.8 m	2.4 m
i.	Location of Loading Space	Shall not be permitted between a building a street	Permit a Loading Space to be permitted between a building and a street, with a setback of 35 m from the Exterior Lot Line (Velmar Drive)
j.	Minimum Landscape Strip Width abutting a Street Line	6 m	<ul style="list-style-type: none"> <li>• 3 m - Rutherford Road</li> <li>• 5 m - Velmar Drive</li> </ul> <p>A ventilation shaft and/or a hydro transformer may be permitted to be located within the landscape strip</p>
k.	Maximum Driveway Width	7.5 m	8 m

The Development Planning Department supports the above noted site-specific zoning exceptions for the following reasons:

- The proposed uses conform to the permitted uses in the “Low-Rise Mixed-Use” designation of VOP 2010
- The proposed parking supply is supported by a Traffic Impact and Parking Study (‘Parking Study’) prepared by GHD Consulting Engineers, dated February 10, 2021. The Development Engineering Department supports the conclusions of the

Parking Study, as explained further in the Development Engineering section of this report

- The proposed minimum amenity area is appropriate given the proximity of parks and open space areas to the Subject Lands, particularly Velmar Downs Park
- The proposed lot area per unit, location of loading area, setbacks and encroachments provide for an appropriate urban built form with an active streetscape frontage. The Subject Lands also abut Velmar Downs Park and Rutherford Road, allowing for an appropriately scaled mixed-use building while mitigating visual, shadow and privacy impacts on lots in proximity to the Subject Lands
- The proposed exceptions to the required landscape strip width, driveway width and minimum parking space dimension are minor in nature and maintain the intent of Zoning By-law 1-88

The Development Planning Department can support the zoning exceptions in Table 1 as they would facilitate an appropriate and compatible built form on the Subject Lands. The implementing Zoning By-law will also include the following site-specific zoning exceptions:

- a maximum building height of 20.2 m, whereas the maximum building height permission in the “RA2 Apartment Residential Zone” is 44 m
- 108 Long-term Residential and 14 Short-term Residential bicycle parking spaces, whereas there is no requirement for bicycle parking in the “RA2 Apartment Residential Zone”

Should the Applications be approved, the implementing Zoning By-law will be brought forward to Vaughan Council for approval upon final approval of Official Plan Amendment File OP.19.003 by York Region.

***The Planning Act permits Vaughan Council to pass a resolution to permit the Owner to apply for a Minor Variance application, if required, within 2 years of a Zoning By-law coming into full force and effect***

Section 45 (1.3) of the *Planning Act* restricts a landowner from applying for a Minor Variance Application to the Committee of Adjustment within two years of the day on which a Zoning By-law was amended. The *Planning Act* also permits Council to pass a resolution to allow an Owner to apply for a Minor Variance application(s) within 2 years of the passing of the zoning by-law amendment. Should Council approve Zoning By-law Amendment File Z.19.008, the Development Planning Department has included a Recommendation to permit the Owner to apply for Minor Variance application(s), if

required, in advance of the two-year moratorium in order to address minor zoning deficiencies that may arise through the finalization and construction of the Development.

***The Development Planning Department supports the Development, subject to conditions***

**Site Design**

The Site Plan shown on Attachment 3 consists of an 11,301 m<sup>2</sup> mixed-use building ranging in height from 3 to 6-storeys, with 135 residential dwelling units and 496 m<sup>2</sup> of commercial GFA over four (4) ground floor units fronting Rutherford Road. The 3-storey component of the building fronts onto Velmar Drive and provides for an appropriate transition to the existing detached dwellings located east of the Subject Lands.

Access to the Development will be via the existing access from Velmar Drive located on the southeast corner of the Subject Lands. A drop-off and turnaround area with three (3) surface parking spaces are located interior to the Development, with the remaining 271 spaces located in three levels of underground parking. The ramp to the underground parking garage is located behind the 3-storey component of the building to mitigate visual impact on the Velmar Drive and Rutherford Road streetscape. An interior loading area with roll-up door for garbage collection and moving is located on the southwest corner of the Subject Lands and is setback 35 m from Velmar Drive. Bicycle parking is located interior to the Development, on the northwest and northeast corners of the Subject Lands, and along Rutherford Road adjacent to the commercial units.

Two (2) Pedestrian connections with access to the commercial units are located along Rutherford Road. At-grade pedestrian connections are provided on the ground floor for the residential units fronting Velmar Drive. A 38 m<sup>2</sup> outdoor patio is proposed on the northeast corner of the Subject Lands and must comply with Section 5.1.6 of Zoning By-law 1-88 respecting parking, noise, lighting, and enclosure requirements. A 91 m<sup>2</sup> ground floor outdoor amenity area is proposed on the west side of the Subject Lands fronting Velmar Downs Park. No roof-top amenity space is proposed for the Development.

**Landscape Design**

The Landscape Plan shown on Attachment 4 proposes a planting design that consists of a mix of deciduous and coniferous trees, shrubs, perennials, and grasses. In addition, three (3) new deciduous street trees (Red Oak), with the preservation of the existing trees, are proposed to be planted along the Velmar Drive boulevard. The existing street trees within the Rutherford Road right-of-way will also be preserved and integrated into the proposed new streetscape. Green roofs are proposed on the three-storey component (487 m<sup>2</sup>) and the west side six-storey component of the building (670 m<sup>2</sup>).

Decorative and plank unit pavers are proposed within the amenity area and along the Rutherford Road and Velmar Drive boulevards. A portion of the interior vehicle turnaround area also consists of decorative unit pavers. The Owner is required to prepare a detailed landscape design rationale report including O&M (Operation and Maintenance) requirements to justify the proposed decorative unit pavers located within the sight triangle, as shown on Attachment 4, to the satisfaction of the City and York Region. In addition, an encroachment permit between the Owner and York Region may be required upon finalizing the proposed design of the sight triangle.

A 1.2 m high feature wall is proposed on the north side of the driveway entrance. The existing masonry walls and pillars located along Rutherford Road and the sight triangle will be temporarily removed and replaced *in-situ*. A 1.25 m high decorative metal fence is proposed along the south and west property lines.

#### Building Elevations

The Building Elevations shown on Attachments 5 and 6 consist of beige and brown brick, grey limestone masonry and glass windows with punched out aluminum frames. The façade of the rooftop mechanical equipment consists of dark grey architectural metal panels and beige brick. A dark grey roll-up door is proposed on the interior east elevation for the loading area. The north elevation fronting onto Rutherford Road includes front entrances to the four (4) commercial units.

Balconies consist of grey aluminum (3-storey component) and glass with gray aluminum framing (6-storey portion). The east elevation facing Velmar Drive consists of recessed balconies and at-grade front entrances for the ground-related units. The north, west and south elevations consist of recessed balconies inset from the building facade except for the corner units, which consist of projected balconies. The Development Planning Department, Urban Design Division, recommends inset balconies for the corner units to conform to the City-wide Urban Design Guidelines, as shown on Attachments 5 to 7. The final building elevations shall be approved by the Development Planning Department. Conditions to this effect are included in Attachment 1.

#### Shadow Impacts

The Owner submitted a Sun/Shadow Study prepared by KFA Architects and Planners and dated August 19, 2020 ('Shadow Study'). The Shadow Study consists of shadow tests conducted for March 21, June 21, September 21, and December 21 using one-hour intervals from 9:18 am to 6:18 pm. The proposed building maintains over five (5) hours of consecutive sunlight for all seasons on the east side of Velmar Drive and Velmar Downs Park, in accordance with the City-Wide Urban Design Guidelines. The

Development has minimal shadow impact on adjacent properties and Velmar Downs Park.

### Lighting

Illumination values for the Development must be measured at 0 lux along the property lines. The Development Planning Department also recommends using light standards with a 3000K colour temperature to match City standards. The final lighting plan must be approved by the Development Planning Department prior to the execution of the Site Plan Agreement.

The Development Planning Department is satisfied with the Development. The final site plan, building elevation plans, lighting plan, landscape plan and landscape cost estimate must be approved prior to the execution of the Site Plan Agreement. A condition to this effect is included in Attachment 1.

### ***A Tree Protection Agreement is required***

The Owner has submitted an Arborist Report and Tree Preservation Plan prepared by SBK Landscape Architecture and dated August 28, 2020. Based on the City's Replacement Tree Requirements outlined in the City's Tree Protection Protocol, the following replacement tree calculations are required on the Subject Lands:

- The removal of 15 private trees, requiring a cash-in-lieu contribution of \$8,250 at \$550 per tree (15 x \$550 = \$8,250)
- The removal of eight (8) City-owned trees within the existing sight triangle and Velmar Downs Park. Section 4.2 of the City's Tree Protection Protocol identifies a tree valuation formula for the removal of public trees. The Parks, Forestry and Horticulture Operations Department has assessed the value of the eight (8) City-owned trees for removal at \$14,371.78 based on tree caliper
- Total cash-in-lieu contribution = \$22,621.78 (\$8,250 + \$14,371.78)

The Owner shall enter into a Tree Protection Agreement with the City prior to finalizing the Site Plan Agreement in accordance with the City's Tree By-law 052-2018. Upon finalization of the landscape plan, the Owner shall quantify the value of tree replacements using the Urban Design Tree Replacement Valuation outlined in the City's Tree Protection Protocol. The Owner shall not remove trees without written approval by the City. A condition to this effect is included in Attachment 1.

***The Policy Planning and Environmental Sustainability Department has no objection to the approval of the Applications, subject to Conditions of Approval***

There are no natural heritage features on the Subject Lands and therefore, the Policy Planning and Environmental Sustainability Department has no concerns respecting the Applications. However, all applications, regardless of their location, are required to abide by the *Endangered Species Act (2007)* regulated by the Ministry of Natural Resources and Forestry ('MNRF'). The Owner is required to complete an information request form and submit it to the MNRF for confirmation of any potential Species at Risk on the Subject Lands. A condition to this effect is included in Attachment 1.

***The Development meets the Gold Sustainability Threshold Score***

The Owner has submitted a completed Sustainability Scoring Tool dated February 3, 2021, in support of the Development. The Sustainability Scoring Tool demonstrates an Overall Application Score of 64 and an Overall Community Score of 77, meeting the Gold Sustainability Threshold Score with the following highlights:

- 75% of the building roof area designed as a "Green Roof"
- 75% of sidewalks having shade within 10 years of the Development
- Short and long-term bicycle parking spaces for the residential and commercial uses
- Bird safe design strategies for over 85% of the exterior glazing of the building

***There are no Cultural Heritage concerns for the Development***

The Cultural Heritage Division of the Development Planning Department has no concerns with the Development, subject to standard archaeological clauses in the Site Plan Agreement. A condition to this effect is included in Attachment 1.

***A Condominium Application is required should the Applications be approved***

Should the Applications be approved, the Owner is required to submit a Draft Plan of (Standard) Condominium application for review by the Development Planning Department and approval by Council. The Draft Plan of (Standard) Condominium application would establish the proposed condominium tenure of the Development and secure future warning clauses and condominium conditions.

***The Development Engineering Department has no objection to the Development, subject to conditions***

The Development Engineering ('DE') Department has provided the following comments:

Traffic Considerations

The Owner has submitted a Traffic Impact and Parking Study in support of the Development prepared by GHD Consulting Engineers, dated February 10, 2021 ('Traffic Study'). At the request of the City, GHD Consulting Engineers reviewed the "Weston



Downs Community Traffic Study” prepared by Hatch for the City of Vaughan in April 2016 (the ‘Hatch Study’). The conclusions and recommendation contained within the Hatch Study were considered in the context of the existing and future traffic operations of the Weston Downs Community, and to confirm the findings and recommendations of the Traffic Study.

The Traffic Study concludes the Development can be supported from a traffic operations perspective as the anticipated traffic to be generated can be accommodated by the existing road network. According to the findings of the Traffic Study, the Development will generate approximately 82 two-way vehicle trips during the morning peak hour, and 103 two-way vehicle trips during the evening peak hour. This represents an additional 38 two-way trips in the morning and 44 two-way trips in the evening when compared to the traffic data for the existing commercial plaza on the Subject Lands. The additional traffic is expected to disperse primarily in easterly and westerly directions on Rutherford Road.

According to the Traffic Study, most traffic movements at the intersection of Rutherford Road and Velmar Drive operate acceptably, except for the northbound left turn that is operating with constraint. To help improve existing intersection operations, an advanced westbound left-turn traffic signal and extensions to the northbound and westbound left turning lanes will be considered at the Rutherford Road and Velmar Drive intersection, subject to the review and approval of York Region.

The Development includes a single driveway access to Velmar Drive on the southbound approach. The southbound queuing for the Development is not expected to impact the operations of the existing road network. Comments from area residents identified concerns regarding the northbound queueing at the Rutherford Road and Velmar Drive intersection, particularly regarding potential impacts to existing driveways located on Velmar Drive.

To further assess the queuing situation, the Traffic Study included a gap survey of queuing vehicles to identify if there are sufficient gaps at the intersection of Velmar Drive and Rutherford Road, the proposed access to the Development, and the existing residential driveways. The following are findings from the Traffic Study regarding queuing:

- At the intersection of Rutherford Road and Velmar Drive, based on the filed observations during both the morning and evening peak period, northbound movement queues can dissipate at each traffic signal’s green phase. Therefore,

a sufficient gap would be available for the existing residential traffic and future traffic to join the northbound queue with minimal delay.

- The Development adds less than five (5) seconds of delay to traffic movements of all intersections identified in the Traffic Study. This additional delay provides a magnitude similar to the as-of-right VOP 2010 permissions for a 4-storey mixed-use building with a maximum FSI of 1.5.

According to the Traffic Study, traffic volumes generated by the Development are a small component of the total traffic passing through the intersection during peak hours, and therefore impact from the Development is a minor factor in the intersection operations and determination of improvements. In addition, the Development is not expected to generate a significant impact on the existing northbound queuing at the Velmar Drive and Rutherford Road intersection. Accordingly, traffic from the Development is expected to have a modest impact on the adjacent roadway intersections. The DE Department supports the recommendations and findings of the Traffic Study.

#### Transportation Demand Management

To ensure future transit improvements are taken advantage of and single occupancy vehicle use is minimized as greatly as possible within the Development, Transportation Demand Management ('TDM') will play an important role. The Owner is proposing the following TDM measures:

- Integrate pedestrian connections from the Development to the municipal sidewalk
- Include short and long-term bicycle parking for both residential and commercial uses
- Lower parking supplies to reduce automobile dependence
- A future monitoring program and communication strategy to distribute PRESTO cards
- Unbundled vehicle parking sales with the purchase of a unit
- Potential membership with Smart Commute

The Owner is required to complete a final TDM Plan to the satisfaction of the DE Department and York Region. A condition to this effect is included in Attachment 1.

#### Parking

The Traffic Study concludes that the proposed parking supply of 274 spaces is sufficient for the Development, as the proposed parking rates are based on the "Review of the

City of Vaughan's Parking Standard" completed by IBI Group for the City in March 2010 ('IBI Report'). The proposed parking supply exceeds the IBI Report requirements by 64 parking spaces. In addition, TDM measures will be implemented in accordance with the recommendations of the Traffic Study. On this basis, the DE Department has no objections to the proposed parking supply of 274 spaces.

#### Municipal Water and Sanitary Servicing

The Owner has submitted a Functional Servicing and Stormwater Management Report in support of the Development prepared by Schaeffers Consulting Engineers, dated June 2020 ('Servicing Report').

The Subject Lands are located within York Region Pressure District 6. Water servicing will connect to the existing watermain on Velmar Drive through an existing stub. The Servicing Report demonstrates the existing watermain can provide adequate flow and pressure to support the Development. A hydrant flow test on the existing watermain on Velmar Drive was provided with the Servicing Report to the satisfaction of the DE Department.

The Subject Lands are connected to an existing sanitary sewer running south on Velmar Drive. The Owner proposes to relocate the sanitary connection from the existing manhole south of the current connection through a control maintenance hole at the property line. A Sanitary Sewer Analysis prepared by Schaeffers Consulting Engineers, dated April 2020 identified several segments in the downstream sanitary sewer system as potentially surcharging under existing conditions. Two additional segments, on Blackburn Boulevard and Aberdeen Avenue, were also identified as potentially surcharging as a direct result of the additional sanitary flows related to the Development. However, the Development does not significantly impact the downstream network and there are no operational concerns with the downstream sanitary system, except for one sanitary sewer segment on Blackburn Boulevard, as identified in the Sanitary Sewer Analysis.

The Infrastructure Planning and Corporate Asset Management ('IPCAM') Department requires a one-time financial contribution towards the downstream improvement to the second sanitary sewer segment south of Velmar Drive on Blackburn Boulevard. The one-time financial contribution represents the equivalent cost of replacing the existing sanitary sewer pipe with a larger sanitary sewer pipe as identified in the Sanitary Sewer Analysis and confirmed by the City's sanitary sewer model. The Owner shall provide a cost estimate for the above noted sanitary sewer improvement for review and approval by the IPCAM Department. In addition, the Servicing Report for the Development shall

conform to the conclusions and recommendations of the City's Interim Servicing Strategy Study. Conditions to this effect are included in Attachment 1.

#### Sewage and Water Allocation

Vaughan Council on December 15, 2020, endorsed its Allocation of Servicing Capacity Annual Distribution and Allocation of Servicing Capacity Policy. Accordingly, servicing capacity to Site Plan Development File DA.19.042 is available and unrestricted. A Condition to this effect is included in the Recommendation section of this report.

#### Stormwater Management

The Owner proposes to maintain the existing municipal storm sewer connection on Velmar Drive. The existing control maintenance hole is proposed to be removed and relocated on the Subject Lands. The Servicing Report demonstrates that the post-development flows will be controlled to the allowable release rate by using an underground storage tank and orifice tube.

#### Dewatering

The Owner has submitted a Hydrogeological Assessment prepared by Forward Engineering, dated May 6, 2019 ('Hydrogeological Assessment') and a Temporary Construction Dewatering Addendum prepared by Insitu Contractors, dated July 17, 2020 ('Dewatering Addendum'). The Hydrogeological Assessment and Dewatering Addendum provides recommendations for permanent groundwater discharge and construction dewatering discharge, respectively, for the Development.

Prior to the execution of the Site Plan Agreement, the Owner is required to complete an application for any temporary and permanent dewatering system that is required for the Development and enter into an agreement and/or permit to discharge groundwater as required by the City. A condition to this effect is included in Attachment 1.

#### Noise Assessment

The Owner has submitted a Noise Feasibility Study prepared by RWDI, dated October 25, 2018 ('Noise Study'). The Noise Study recommends several noise control measures to mitigate noise effects from both transportation and stationary sources to meet sound level targets in accordance with the Ministry of Environment, Conservation, and Parks ('MECP') "Environmental Noise Guidelines NPC-300" ('NPC-300'). The recommendations include mandatory air conditioners, suitable building materials, and rooftop acoustic screens for the mechanical units.

Noise associated with the Development is expected to meet NPC-300 limits. Traffic noise related to the Development will be insignificant in relation to the traffic noise on Rutherford Road immediately adjacent to the Development.

Prior to the execution of the Site Plan Agreement, the DE Department must approve the final Noise Study and the detailed design of any noise attenuation features. In addition, site-specific warning clauses will be included in the implementing Site Plan Agreement. Conditions to this effect are included in Attachment 1.

#### Environmental Engineering

The Environmental Engineering division of the DE Department has reviewed the following Environmental Site Assessment ('ESA') documentation:

- Martech Group Inc. report titled "Phase One Environmental Site Assessment, 4101 Rutherford Road, Vaughan, Ontario" dated September 2020
- Martech Group Inc. report titled "Phase Two Environmental Site Assessment, 4101 Rutherford Road, Vaughan, Ontario" dated November 2020
- Martech Group Inc Letter of Reliance for Phase One ESA dated November 19, 2020
- Martech Group Inc Letter of Reliance for Phase Two ESA dated November 19, 2020 and
- MECP Notice of Receipt of Record of Site Condition (Confirmation No. 44665857) dated November 19, 2020

The findings of the Phase One and Phase Two ESAs identified no contaminants of concern in soil or groundwater on the Subject Lands, and no further investigations were recommended. The Owner is required to obtain a MECP Record of Site Condition ('RSC') filed on the Environmental Site Registry due to the change to a more sensitive land use. A copy of the filed RSC must be submitted to the City prior to the execution of the Site Plan Agreement. A Condition to this effect is included in Attachment 1.

#### Development Agreement

The Owner is required to enter into a development agreement with the City for the installation of any proposed service connections and agree to pay for design and construction of any improvements to the municipal infrastructure regarding the site servicing assessment, should it be determined that upgrades are required to the infrastructure to support this Development. The Agreement shall be registered to the lands to which it applies to and to the satisfaction of the City. Conditions to this effect is included in Attachment 1.

Prior to the execution of the Site Plan Agreement, the DE Department must approve the final site servicing and grading plan, erosion control plan, Servicing Report, Noise Study, Hydrogeological Assessment and Traffic Study. The Owner must also enter into a development agreement with the City to the satisfaction of the DE Department. Conditions to this effect are included in Attachment 1.

***Cash-in-Lieu of the dedication of parkland is required for the Development***

The Owner is required to pay to the City by way of certified cheque, cash-in-lieu of the dedication of the parkland equivalent to 1 ha per 500 units or at a fixed rate, prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City's Cash-in-lieu of Parkland Dedication Policy.

The Owner shall submit an appraisal of the Subject Lands, in accordance with Section 42 of the *Planning Act*, prepared by an accredited appraiser for approval by the Vaughan Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment. Standard conditions to this effect are included in the Site Plan Agreement.

***Development Charges are Applicable to the Development***

The Owner shall pay to the City applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, Region of York, York Region District School Board and York Catholic District School Board. Standard conditions to this effect would be included in the Site Plan Agreement.

***The Environmental Services Department, Solid Waste Management Division has no objection to the Development***

The Site Plan shown on Attachment 3 identifies an enclosed garbage and recycling area located within the westerly portion of the interior of the building. Two (2) garbage and recycling rooms are proposed to separately serve the residential and commercial components of the Development. Garbage and recycling will be picked up privately via the loading area and roll-up door located on the southwest portion of the building.

The Environmental Services Department, Solid Waste Management Division has no objections to the proposed waste management plan for the Development. The Site Plan Agreement will include a standard clause requiring private waste collection services for the Development.

***The Parks Infrastructure Planning and Development Department has no objection to the Development, subject to conditions of approval***

The Subject Lands are located adjacent to Velmar Downs Park to the south and west. The Development will require a temporary encroachment into Velmar Downs Park to facilitate the construction of the building and associated underground parking.

The Parks Infrastructure Planning and Development Department will require the Owner to enter into an Encroachment Agreement with the City and will include details regarding, but not limited to, the following: specifications of the construction encroachment; impacts on existing vegetation; temporary hoarding; shoring plans; and photo documentation of existing conditions. The Encroachment Agreement will require the provision of financial securities for the restoration of the Velmar Downs Park. A Condition to this effect is included in Attachment 1 of this report.

***The Toronto and Region Conservation Authority has no objection to the Development***

The Subject Lands are located within a Source Water Protection vulnerable area referred to as a Wellhead Protection Area ('WHPA-Q'). The Owner submitted a Water Balance Brief prepared by Schaeffers Consulting Engineering, dated August 29, 2019. The Toronto and Region Conservation Authority, in consultation with the DE Department, agrees with the conclusions of the Water Balance Brief and has no objections to the Development.

***Canada Post has no objection to the Development, subject to Conditions of Approval***

The Development includes an internal centralized mail room for the residential and commercial component of the building. Canada Post has no objection to the Development subject to conditions of approval included in Attachment 1.

***The School Boards have no objection to the Development***

The York Region District School Board and York District Catholic School Board have no objection to or any conditions of approval for the Applications and will not require a new school for the Development. No comments were received from the Conseil Scolaire de District Catholique CentreSub.

***Other external agencies and various utilities have no objection to the Development***

The Owner is required to satisfy all requirements of Alectra Utilities, Enbridge Gas, Bell Canada, and Hydro One for the Development. A condition to this effect is included in Attachment 1.

**Financial Impact**

There are no requirements for new funding associated with this report.

## **Broader Regional Impacts/Considerations**

The York Region Community Planning and Development Services Department has no objections to Official Plan Amendment ('OPA') File OP.19.003. The Owner did not request exemption from Regional approval and York Region has not exempted OPA File OP.19.003 from York Region approval. Should the Applications be approved, Official Plan Amendment File OP.19.003 will be forwarded to York Region for final approval. A Condition to this effect is included in the Recommendation section of this report.

The Subject Lands are located adjacent to Rutherford Road, an arterial road under the jurisdiction of York Region with a planned right-of-way width of 43 m. The Owner is required to convey land along the full frontage of Rutherford Road, as shown on Attachment 3, for road widening purposes. The existing 10 m by 10 m sight triangle located on the northeast corner of the Subject Lands is proposed to be treated with unit pavers, as shown on Attachment 4. The Owner is required to justify the use of unit pavers within the sight triangle. An encroachment permit between the Owner and York Region may be required upon finalizing the proposed design of the sight triangle.

The Traffic Study recommends traffic signal optimization, an advanced westbound left-turn signal, and extensions to the northbound and westbound left turning lanes at the intersection of Rutherford Road and Velmar Drive. These measures would allow the intersection to operate with reserve capacity and acceptable delays. Any signal optimization and advanced left-turn signals must be approved by York Region. In addition, York Region requires the following measures to their satisfaction prior to the execution of the Site Plan Agreement:

- The Owner shall provide a preliminary engineering drawing and cost estimate for the intersection of Rutherford Road and Velmar Drive showing the improvements to accommodate left turn queues
- Implement all TDM measures identified in the Traffic Study

The Owner must satisfy all comments from York Region prior to the execution of the Site Plan Agreement. A condition to this effect is included in Attachment 1.

## **Conclusion**

The Applications have been reviewed in consideration of the policies of the PPS, Growth Plan, YROP 2010, VOP 2010, the requirements of Zoning By-law 1-88, comments from City Departments, external public agencies, and the area context.



The Development Planning Department is satisfied that the proposed amendments to VOP 2010 and Zoning By-law 1-88 to permit the Development is consistent with the PPS, conforms to the Growth Plan and YROP 2010, and is appropriate for the development of the Subject Lands. The Development is considered appropriate and compatible with existing and planned surrounding land uses. Accordingly, the Development Planning Department can support approval of the Applications, subject to the recommendations in this report and Conditions of Approval in Attachment 1.

**For more information**, please contact: Mark Antoine, Senior Planner, Development Planning Department, at ext. 8212.

### **Attachments**

1. Conditions of Approval - Site Development File DA.19.042
2. Context and Location Map
3. Site Plan and Proposed Zoning
4. Landscape Plan
5. North and East Building Elevations
6. South and West Building Elevations
7. Perspective Rendering
8. September 17, 2019 Public Meeting - Proposed Site Plan
9. September 17, 2019 Public Meeting - North and East Building Elevations
10. September 17, 2019 Public Meeting - West and South Building Elevations

### **Prepared by**

Mark Antoine, Senior Planner, ext.8212

Carmela Marrelli, Senior Manager of Development Planning ext. 8791

Bill Kiru, Acting Director of Development Planning, ext. 8633

### **Approved by**



Mauro Peverini, Chief Planning Official

### **Reviewed by**



Jim Harnum, City Manager



**Attachment 1 – Conditions of Approval**  
**Site Development File DA.19.042 (Velmar Centre Property Limited)**

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1. THAT prior to the execution of the Site Plan Agreement:
  - a) The Development Planning Department shall approve the final site plan, building elevations, landscape plan, landscape details, landscape cost estimate, signage details, lighting plan, tree protection plan and Arborist Report. The final building elevations shall consist of inset balconies.
  - b) The Owner shall submit a detailed Landscape Design Rationale including Operation and Maintenance requirements to justify the proposed decorative unit pavers located within the sight triangle, to the satisfaction of the Development Planning Department and York Region.
  - c) The Development Engineering Department shall approve the final site servicing and grading plan, erosion control plan, Functional Servicing and Stormwater Management Report, Noise Study, Hydrogeological Assessment, and Traffic Study.
  - d) The Development Engineering Department, in consultation with York Region, shall approve the final Transportation Demand Management Plan.
  - e) The Owner shall enter into a Development Agreement through the Development Engineering Department for the installation of any proposed service connections, and agree to pay for the design and construction of any improvements to the municipal infrastructure should it be determined that upgrades are required. The Agreement shall be registered on title.
  - f) The Owner shall provide the City a one-time contribution towards the cost of replacing one (1) sanitary sewer segment on Blackburn Boulevard (83.3 m of 450 mm-dia. sanitary sewer at 0.02% with an 825 mm-dia. sanitary sewer) as identified in Schaeffers Consulting Engineer's Sanitary Sewer Analysis, dated April 2020, to the satisfaction of the Infrastructure Planning and Corporate Asset Management Department.
  - g) The final Functional Servicing Report for the Development shall conform to the conclusions and recommendations of the City's Interim Servicing Strategy Study, to the satisfaction of the Infrastructure Planning and Corporate Asset Management Department.
  - h) The Owner shall make an application for any temporary and permanent dewatering system that is required for the Development and enter into an agreement and/or permit to discharge groundwater as required by the City.
  - i) The Owner shall pay the Development Engineering Site Plan fee pursuant to the Fees and Charges By-law, as amended.

**Attachment 1 – Conditions of Approval**  
**Site Development File DA.19.042 (Velmar Centre Property Limited)**

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- j) The Owner shall enter into a Tree Protection Agreement with the City in accordance with Council enacted Tree By-law 52-2018 and the City's Tree Protection Protocol. The Owner shall inform the Forestry Operations Division once tree protection measures have been installed for inspection and approval according to City specifications.
- k) The Owner shall enter into an Encroachment Agreement with the Parks Infrastructure Planning and Development Department to permit a temporary encroachment into Velmar Downs Park to facilitate the construction of the building and associated underground parking. The Encroachment Agreement shall include, but not be limited to the following:
- Plans, designs, details and specifications on the construction of encroachments to the City's satisfaction
  - Details on any impacts and/or removals/transplantation/replacement of City trees including certified arborist report(s) on existing vegetation
  - Construction Access and temporary parking/staging areas
  - Details on temporary hoarding and signage
  - Shoring system include plans, designs and details
  - Provision of financial securities for shoring including restoration of City Lands' and other relevant matters including provision of release of securities upon completion of works to the City's satisfaction
  - Details of liability and insurance coverage
  - Other matters pertaining to implementation and execution of work
  - Documentation including as-builts and photo documentation of existing conditions
  - Warranty requirements for a period of 13 months after substantial completion.
- l) The Owner shall satisfy all requirements from Alectra Utilities Corporation, Enbridge Gas Inc., Bell Canada and Hydro One.
- m) The Owner shall satisfy all requirements of Canada Post, including confirmation of, and access to, a rear-loaded centralized mail room to service the residential and commercial portions of the building.
- n) The Owner shall satisfy all requirements of York Region.
- o) The Owner shall obtain a MECP Record of Site Condition ('RSC') filed on the Environmental Site Registry due to the change to a more sensitive land use. A copy of the filed RSC must be submitted to the City.

**Attachment 1 – Conditions of Approval**  
**Site Development File DA.19.042 (Velmar Centre Property Limited)**

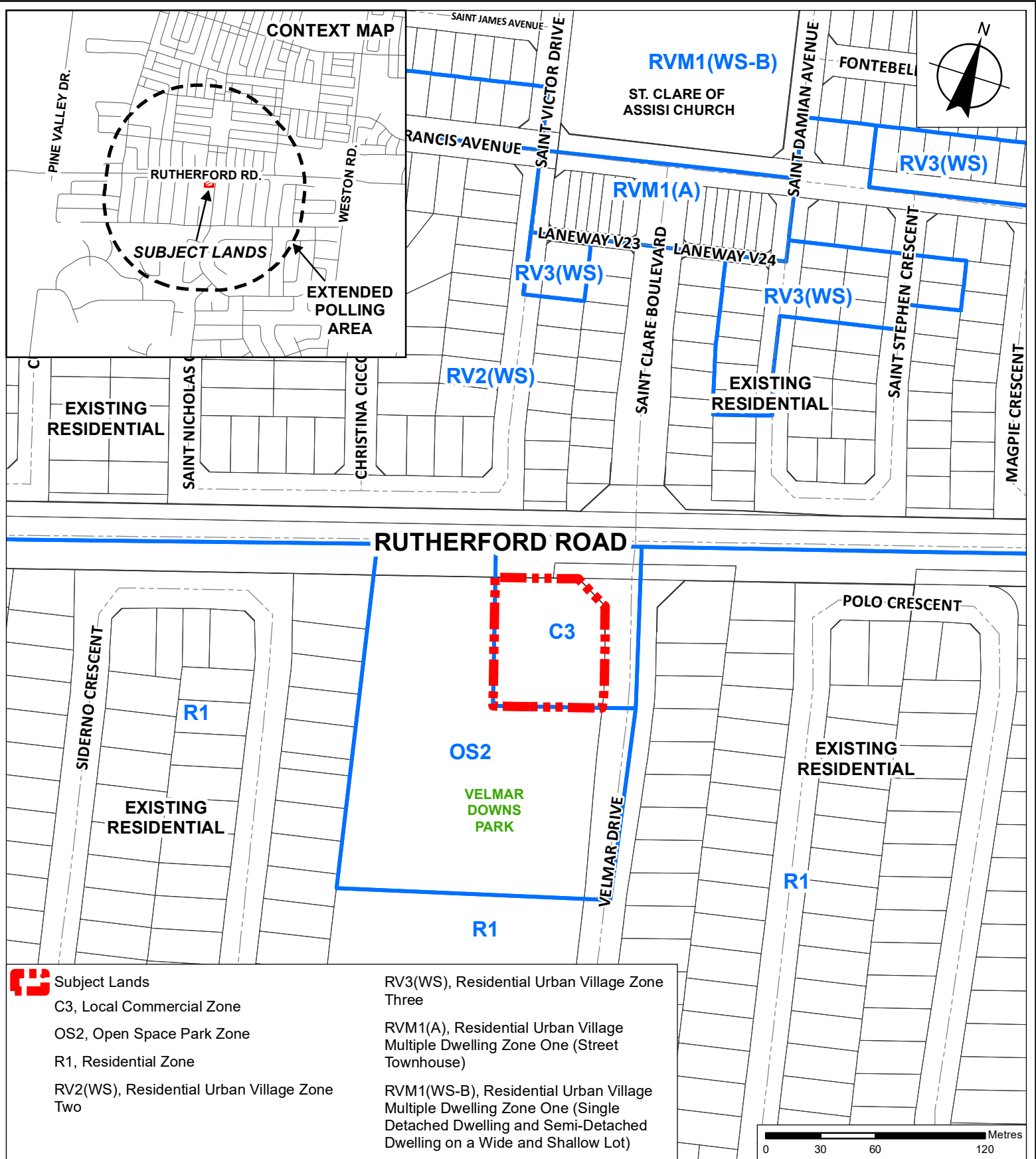
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2. THAT the Site Plan Agreement shall include the following provisions and/or warning clauses, to the satisfaction of the City:
- a) “The Owner shall agree to implement the recommendations of the final detailed Noise Study into the design and construction of the building on the Subject Lands, and include all necessary warning statements on all agreements of purchase and sale or lease of individual units.”
  - b) “Prior to occupancy of each unit, a noise consultant shall certify that the building plans are in accordance with the noise control features recommended by the final detailed Noise Study. Where mitigation measures such as wall, window and/or oversized forced air mechanical systems are required, these features shall be certified by a Professional Engineer at the City’s request. The Engineer’s certificate must refer to the final Detailed Noise Impact Study and be submitted to the City’s Chief Building Official and the Director of Development Engineering.”
  - c) The Owner shall agree in the Site Plan Agreement to include the necessary warning clauses in agreements of Offer of Purchase and Sale, lease/rental agreements and condominium declarations including but not limited to the following:
    - “Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the individual dwelling units, sound levels from increasing road traffic may on occasion interfere with some activities of the dwelling occupants as the sound level may exceed the Ministry of Environment and Climate Change’s environmental noise guidelines NPC-300.”
  - d) “Prior to occupancy of each dwelling unit, the Owner shall submit to the City satisfactory evidence that the appropriate warning clauses have been included in the Offer of Purchase and Sale, lease/rental agreements and condominium declarations.”
  - e) “The Owner shall agree to notify both the Ministry of Tourism, Culture and Sport and the City of Vaughan Development Planning Department immediately in the event that:
    - i) archaeological resources are found on the property during grading or construction activities, to which the Owner must cease all grading or construction activities; and
    - ii) where human remains are encountered during grading or construction activities, the Owner must cease all grading or construction activities. The Owner shall contact York Region Police,

**Attachment 1 – Conditions of Approval**  
**Site Development File DA.19.042 (Velmar Centre Property Limited)**

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- iii) the Regional Coroner and the Registrar of the Cemeteries Regulation Unit of the Ministry of Consumer and Business Services.”
- f) The Owner shall abide by the requirements of the *Endangered Species Act* (2007) and the *Migratory Birds Convention Act* (1994) prior to the removal of any tree. The Owner shall complete an information request form and submit it to the Ministry of Natural Resources and Forestry for confirmation of any potential Species at Risk on the Subject Lands



## Context and Location Map

**LOCATION:** Part of Lot 15,  
Concession 6; 4101 Rutherford Road

**APPLICANT:**  
Velmar Centre Property Limited



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## Attachment

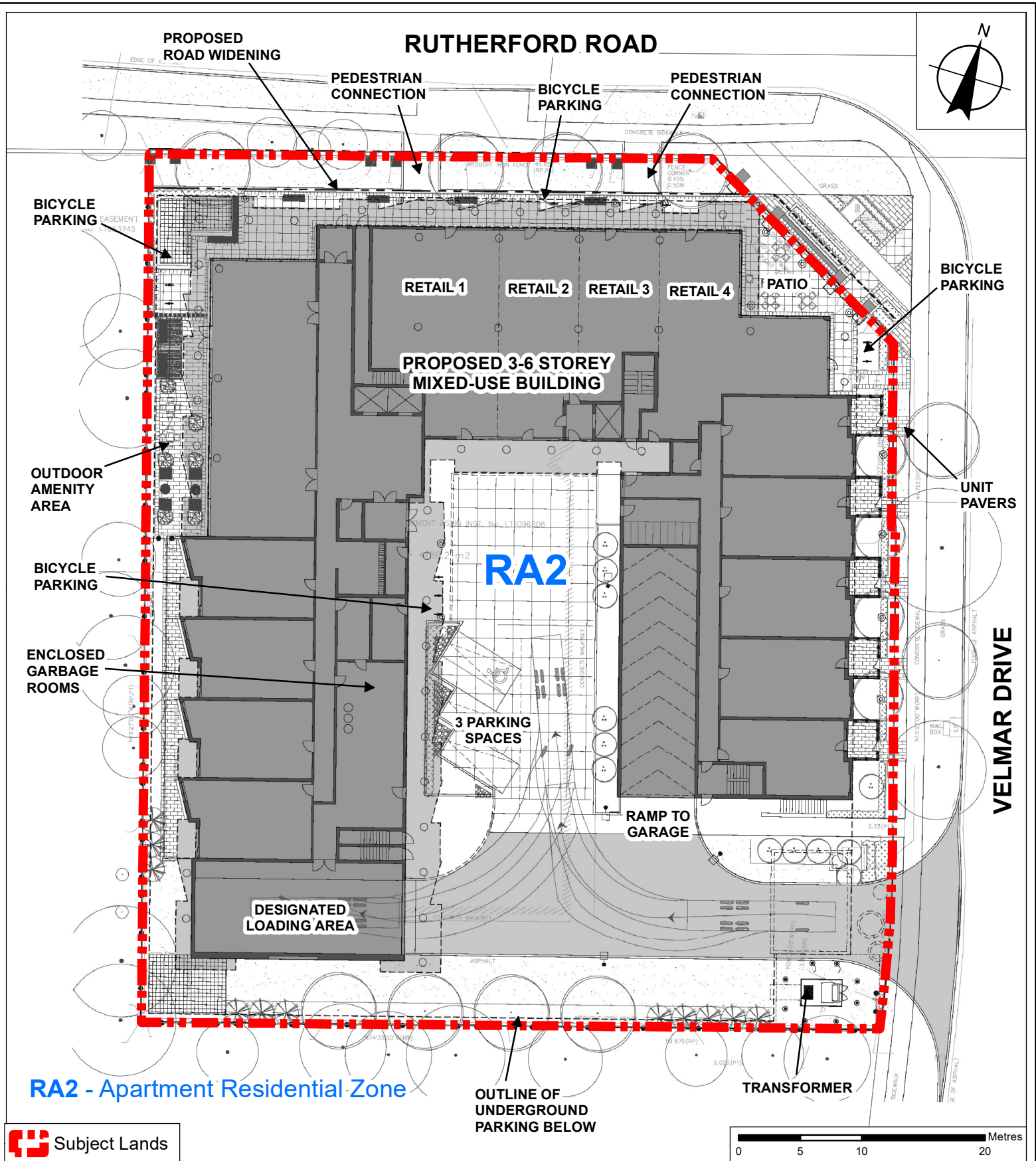
**FILES:** OP.19.003,  
Z.19.008 and DA.19.042

**DATE:**  
May 12, 2021

2







## Site Plan and Proposed Zoning

**LOCATION:** Part of Lot 15,  
Concession 6; 4101 Rutherford Road

**APPLICANT:**  
Velmar Centre Property Limited



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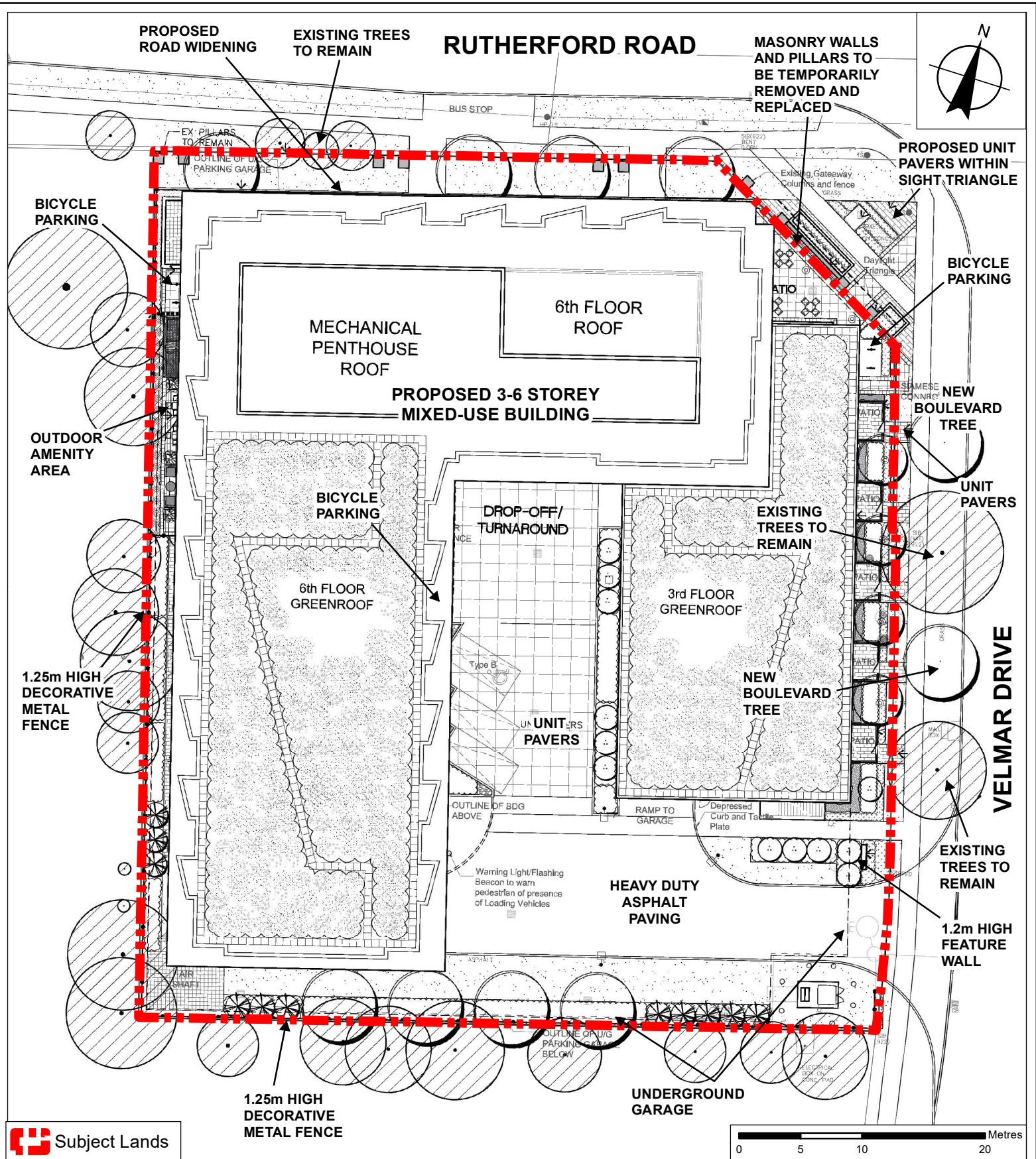
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**FILES:** OP.19.003,  
Z.19.008 and DA.19.042

**DATE:**  
May 12, 2021

3





## Landscape Plan

**LOCATION:** Part of Lot 15,  
Concession 6; 4101 Rutherford Road

**APPLICANT:**  
Velmar Centre Property Limited



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## Attachment

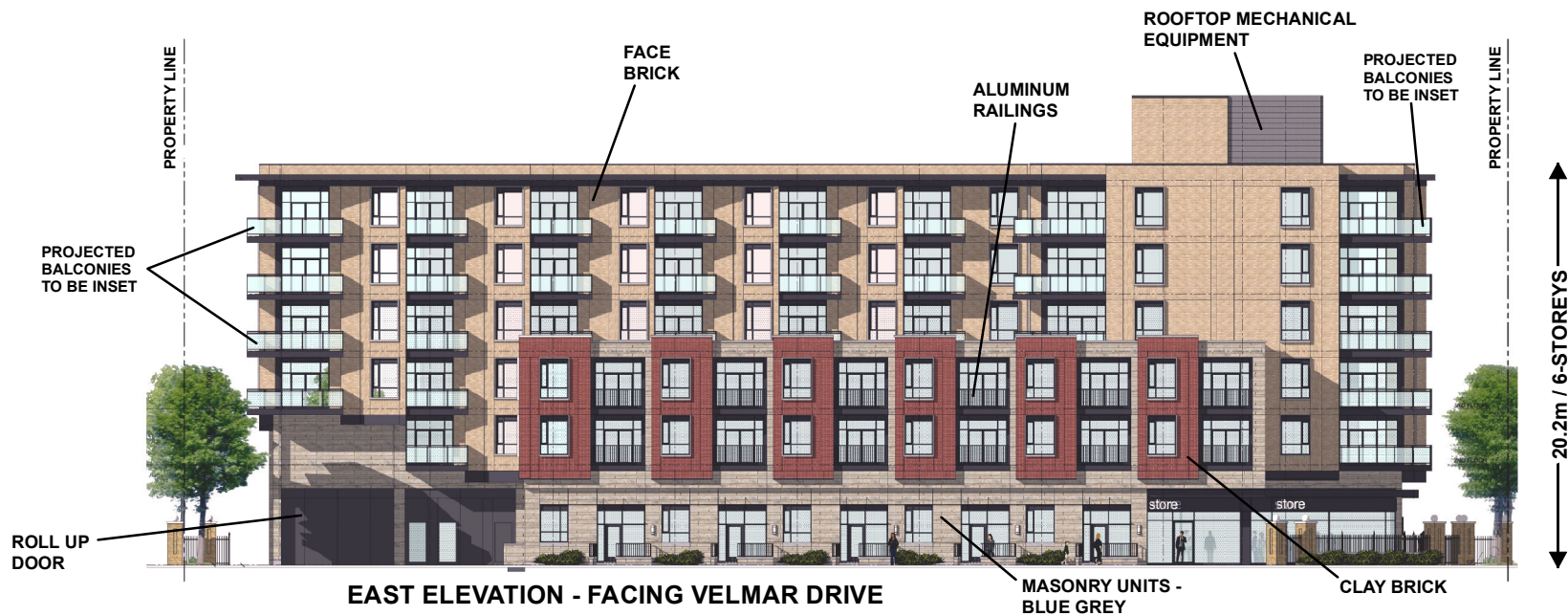
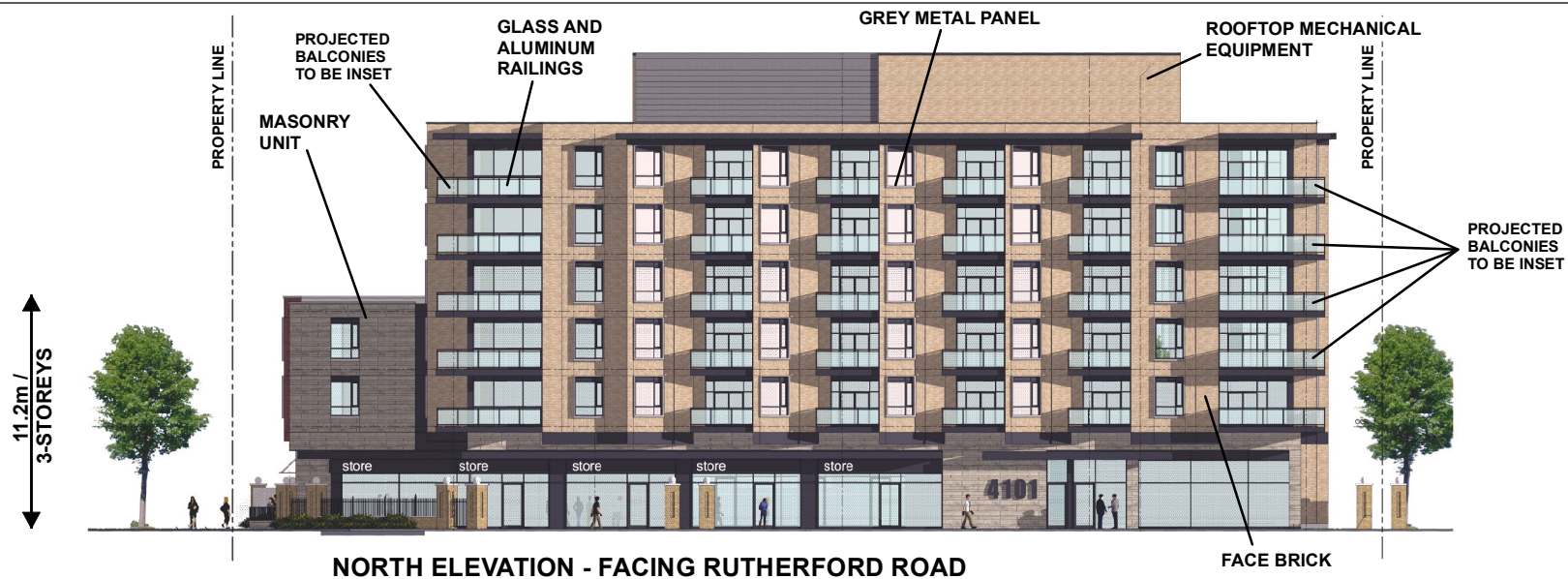
**FILES:** OP.19.003,  
Z.19.008 and DA.19.042

**DATE:**  
May 12, 2021

4







## North and East Building Elevations

**LOCATION:**  
Part of Lot 15, Concession 6;  
4101 Rutherford Road

**APPLICANT:**  
Velmar Centre Property Limited



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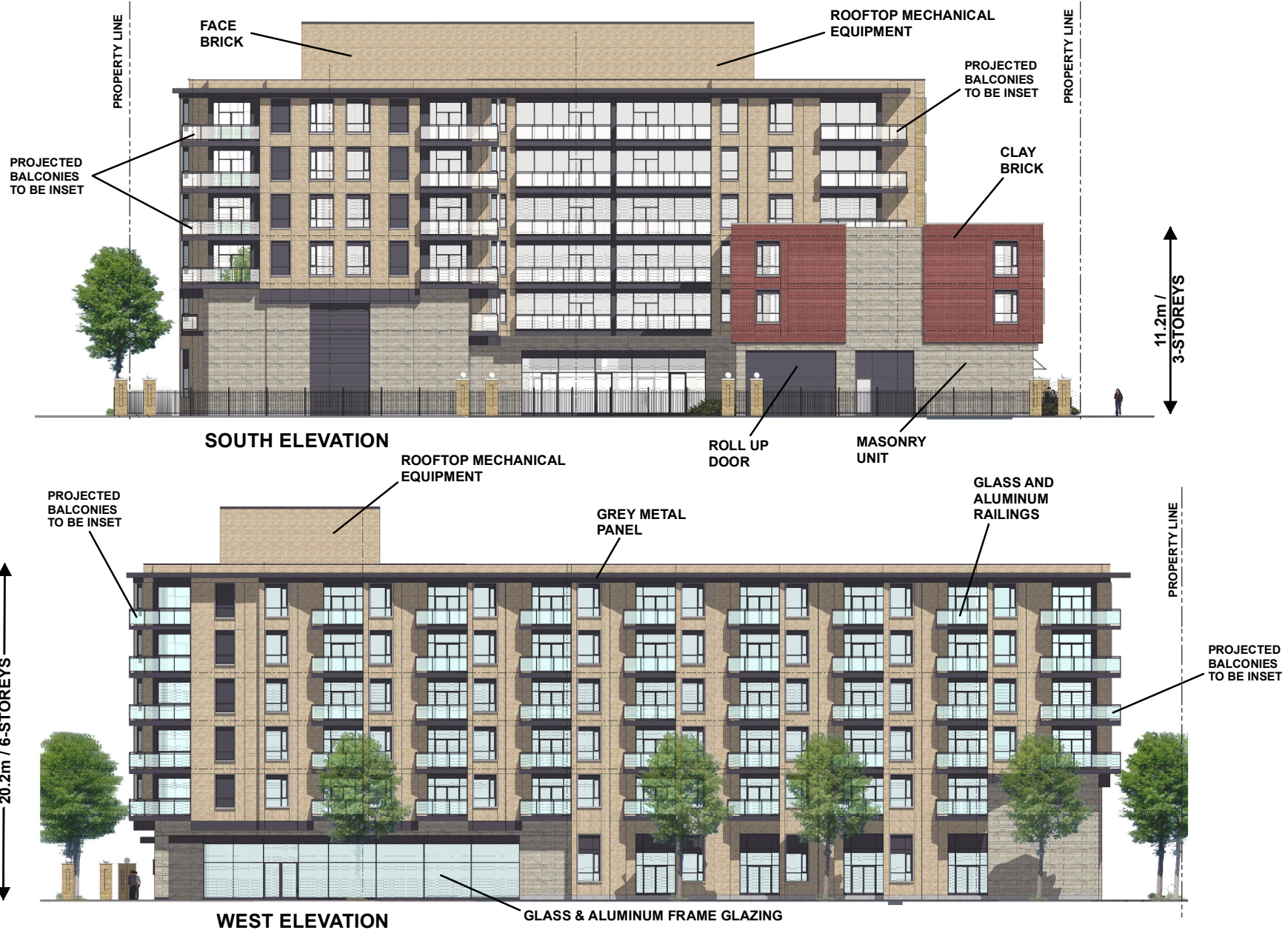
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FILES: OP.19.003,  
Z.19.008 and DA.19.042

**DATE:**  
May 12, 2021

5







## South and West Building Elevations

### LOCATION:

Part of Lot 15, Concession 6;  
4101 Rutherford Road

### APPLICANT:

Velmar Centre Property Limited



## Attachment

FILES: OP.19.003,  
Z.19.008 and DA.19.042

### DATE:

May 12, 2021







VIEW LOOKING WEST

RUTHERFORD ROAD

## Perspective Rendering

### LOCATION:

Part of Lot 15, Concession 6;  
4101 Rutherford Road

### APPLICANT:

Velmar Centre Property Limited



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## Attachment

FILES: OP.19.003,  
Z.19.008 and DA.19.042

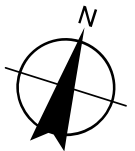
DATE:  
May 12, 2021

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# RUTHERFORD ROAD



OUTLINE OF FLOOR ABOVE

OUTLINE OF PARKING GARAGE BELOW

COMMERCIAL SPACE AT GROUND FLOOR

PROPOSED 7-STOREY RESIDENTIAL APARTMENT

ENTRY COURT

RA2

AMENITY AREA

RAMP

VELMAR DRIVE

GARBAGE LOADING AREA

TO BE RE ZONED FROM C3 LOCAL COMMERCIAL ZONE TO RA2 APARTMENT RESIDENTIAL ZONE

OUTLINE OF FLOOR ABOVE

RAMP TO UNDERGROUND PARKING

 Subject Lands

0 5 10 20 Metres

## September 17, 2019 Public Meeting - Proposed Site Plan

LOCATION: Part of Lot 15, Concession 6; 4101 Rutherford Road

APPLICANT: Velmar Centre Property Limited



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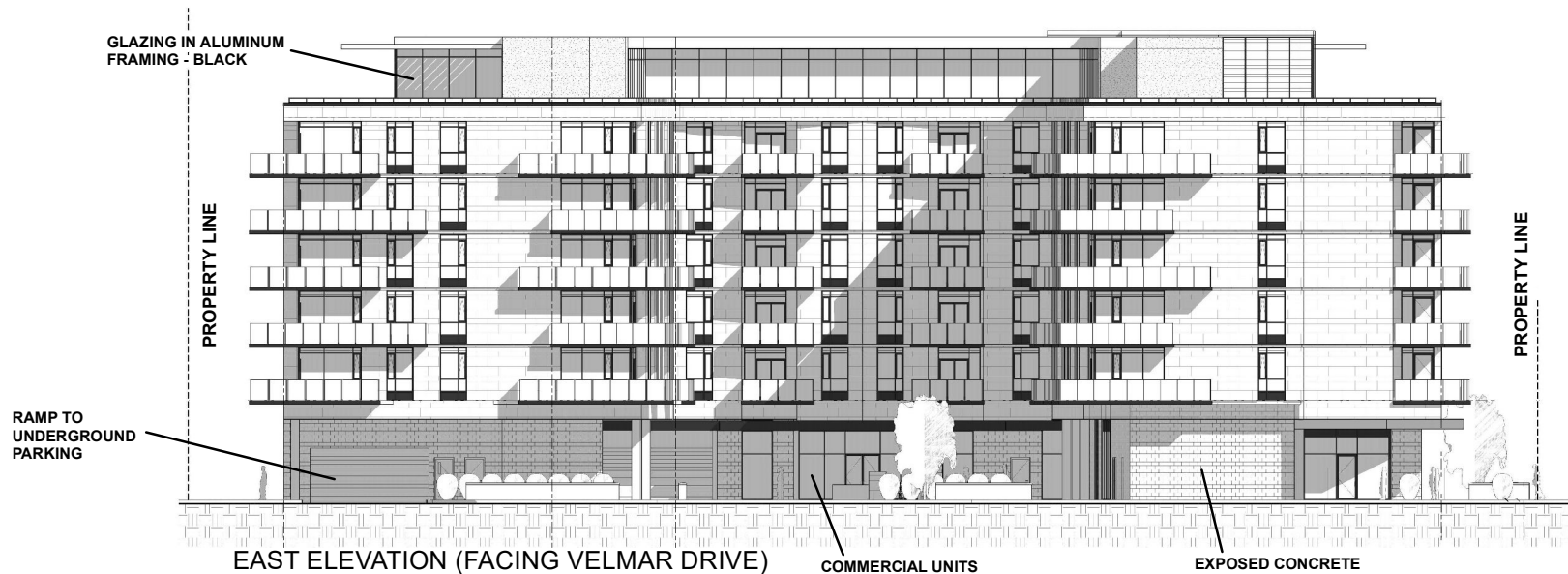
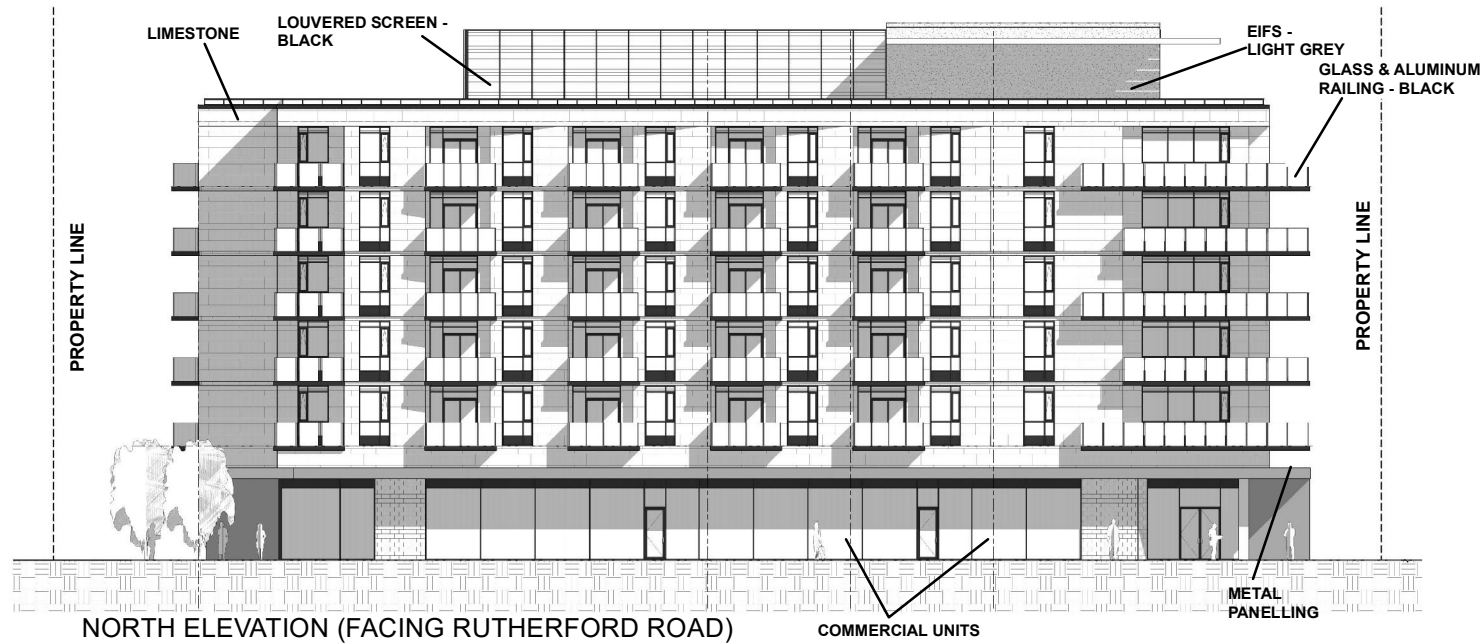
## Attachment

FILES: OP.19.003, Z.19.008 and DA.19.042

DATE: May 12, 2021

8





## September 17, 2019 Public Meeting - North and East Building Elevations

### LOCATION:

Part of Lot 15, Concession 6; 4101 Rutherford Road

**APPLICANT:** Velmar Centre Property Limited



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## Attachment

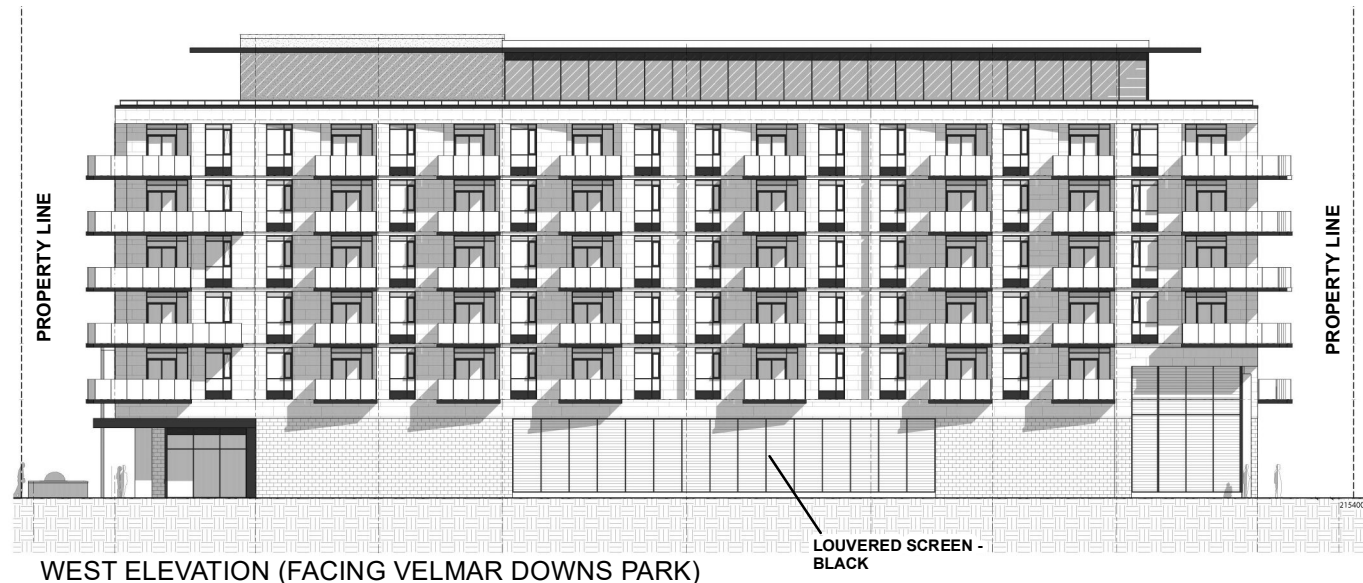
FILES: OP.19.003,  
Z.19.008 and DA.19.042

### DATE:

May 12, 2021

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## September 17, 2019 Public Meeting - West and South Building Elevations

### LOCATION:

Part of Lot 15, Concession 6; 4101 Rutherford Road

**APPLICANT:** Velmar Centre Property Limited



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## Attachment

**FILES:** OP.19.003,  
Z.19.008 and DA.19.042

**DATE:**  
May 12, 2021

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## Committee of the Whole (2) Report

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**DATE:** Wednesday, May 12, 2021

**WARD:** 2

**TITLE:** 919819 ONTARIO LTD. AND 1891445 ONTARIO LTD.  
OFFICIAL PLAN AMENDMENT FILE OP.18.008  
ZONING BY-LAW AMENDMENT FILE Z.18.013  
5217 AND 5225 HIGHWAY 7 AND 26 AND 32 HAWMAN AVENUE  
VICINITY OF HIGHWAY 7 AND KIPLING AVENUE

**FROM:**

Jim Harnum, City Manager

**ACTION:** DECISION

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**Purpose**

To seek approval from the Committee of the Whole for Official Plan and Zoning By-law Amendment applications for the subject lands shown on Attachment 1. The Owner proposes to redesignate and rezone the north portion of the subject lands (lands north of the new property line) from “Low-Rise Residential” to “Mid-Rise Residential” and from “R2 Residential Zone” to “RA3 Apartment Residential Zone” with the Holding Symbol “(H)” respectively, to permit a 12-storey apartment building containing 166 residential dwelling units having a Floor Space Index of 4.1, as shown on Attachments 2 to 5.

### **Report Highlights**

- The Owner is proposing to amend the Official Plan and Zoning By-law for the north portion of the subject lands north of the new property line to permit a 12-storey apartment building containing 166 residential dwelling units having a Floor Space Index of 4.1 times the area of the subject lands, as shown on Attachment 2 to 5
- The Owner proposes to increase the permitted building height and density in return for a monetary contribution of \$578,000.00 to secure community benefits as determined by the City pursuant to Section 37 of the *Planning Act*, the policies of Vaughan Official Plan 2010 and the City's Guidelines for the implementation of Section 37
- The Development Planning Department supports the approval of the applications as they are consistent with the Provincial Policy Statement 2020, conform to a Place to Grow: the Growth Plan for the Greater Golden Horseshoe 2019, as amended, the York Region Official Plan 2010, and is compatible with the existing and planned land uses in the surrounding area along this portion of Highway 7

### **Recommendations**

1. THAT Official Plan Amendment File OP.18.008 (919819 Ontario Ltd. and 1891445 Ontario Ltd.) BE APPROVED, to amend City of Vaughan Official Plan 2010 Volume 1, for the Subject Lands shown on Attachment 1 as follows:
  - a) To redesignate the north portion of the subject lands north of the new property line from "Low-Rise Residential" to "Mid-Rise Residential" to permit a 12-storey residential apartment building with 166 residential dwelling units and a Floor Space Index of 4.1 times the area of the of the lands north of the new property line, as shown an Attachment 2;
2. THAT Zoning By-law Amendment File Z.18.013 (919819 Ontario Ltd. and 1891445 Ontario Ltd.) BE APPROVED, to amend Zoning By-law 1-88 to rezone the lands north of the new property line from "R2 Residential Zone" to "RA3(H) Apartment Residential Zone" with the Holding Symbol "(H)" in the manner shown on Attachment 2, together with the site-specific zoning exceptions identified in Table 1 of this report;
3. THAT the implementing Zoning By-law include the provision for a monetary contribution of \$578,000.00 pursuant to Section 37 of the *Planning Act*, towards the following potential community benefits, which are to be finalized and

implemented through a Section 37 Density Bonusing Agreement executed between the Owner and the City of Vaughan in return for an increase in the maximum permitted building height and density for the development to the satisfaction of the City:

- Kipling Avenue Parkette - improvements to site furnishing and play court upgrades, and including a pollinator garden
  - Woodbridge Library - improvements to include new entrance addition and interior work;
4. THAT prior to the enactment of the implementing Zoning By-law the Owner shall enter into and execute a Section 37 Bonusing Agreement with the City of Vaughan to secure the contribution(s) identified in this report and pay to the City the Section 37 Agreement surcharge fee in accordance with the in-effect Tariff of Fees for Planning Applications;
5. THAT the Holding Symbol “(H)” shall not be removed from the portion of the subject lands proposed to be rezoned “RA3(H) Residential Apartment Zone” with the “(H)” Holding Symbol or any portion thereof, until the following conditions have been satisfied:
- a) That Vaughan Council has identified and allocated water and sanitary servicing capacity to the subject lands;
  - b) That Vaughan Council shall approve a Site Development Application for the proposed development;
  - c) The Owner shall be required to submit the necessary planning applications to permit and secure an appropriate access location from Kipling Avenue to the satisfaction of the City and York Region;
  - d) The Owner shall pay a financial contribution in the amount of \$178,450.00, representing the Owner’s proportionate share of the required sanitary sewer improvements downstream of the subject lands, unless alternative arrangements are made, at the Owner’s cost and to the satisfaction of the City; and
  - e) The Owner shall enter into a Servicing/Development Agreement(s) with the City to facilitate the contribution amount required for the sanitary sewer upgrades, and to satisfy all conditions, financial or otherwise for the

construction of the municipal services including, but not limited to roads, water, wastewater, storm and any land conveyances, as required for the Subject Lands, to the satisfaction of the Development Engineering Department;

6. That the Owner be permitted to apply for a Minor Variance Application(s) to the Vaughan Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law for the Subject Lands comes into effect, to permit minor adjustments to the implementing Zoning By-law. The Owner shall also apply for a Consent application to create the lot for the development, as required, to the satisfaction of the City; and
7. THAT Council authorize the Development Engineering Department to enter into the necessary Servicing/Development Agreement(s) to the satisfaction of the Development Engineering Department.

## **Background**

The subject lands ('Subject Lands') are municipally known as 5217 and 5225 Highway 7, and 26 and 32 Hawman Avenue and are located east of Kipling Avenue. The Subject Lands and surrounding land uses are shown on Attachment 1.

### ***The original development proposal has been revised based on comments received at the Public Meeting***

919819 Ontario Ltd. and 1891445 Ontario Ltd. (the 'Owner') submitted Official Plan and Zoning By-law Amendment applications on April 6, 2018, seeking to amend Vaughan Official Plan 2010 ('VOP 2010') by redesignating the Subject Lands from "Low-Rise Residential" to "High-Rise Residential" and to amend Zoning By-law 1-88 to rezone the Subject Lands from "R2 Residential Zone" to "RA3 Residential Apartment Zone."

The Original proposal included a 16-storey apartment building oriented towards Highway 7 and a 4-storey townhouse component towards Hawman Avenue, with a total of 178 residential dwelling units, a Floor Space Index ('FSI') of 3.8 times the area of the Subject Lands, and a 636 m<sup>2</sup> privately owned public open space, and served by 181 parking spaces. A right-in/right-out access from Highway 7 and a full movement access from Hawman Avenue were also proposed.

The Owner on February 23, 2021, submitted a revised proposal in response to comments expressed at the Public Meeting and by the City. The revised development is for a mid-rise residential apartment building on the northerly portion of the lands with a maximum building height of 12-storeys (38 m in height) containing 166 residential

dwelling units, an FSI of 4.1 times the area of the portion of the Subject Lands to be redesignated “High-Rise Residential” and 186 parking spaces, as shown on Attachment 2. The proposed apartment building is oriented towards the Highway 7 frontage, with a right-in/right-out access from Highway 7 and a temporary full movement access from Hawman Avenue until the Owner secures a future full movement access from Kipling Avenue.

***Public Notice was provided in accordance with the Planning Act and Council’s Notification Protocol***

The City on May 10, 2019, circulated a Notice of Public Meeting (the ‘Notice’) for the original Official Plan and Zoning By-law Amendment Applications to all property owners within an expanded notification area (see Attachment 1), to the West Woodbridge Homeowners’ Association and the Village of Woodbridge Ratepayer’s Association. A copy of the Notice was also posted on the City’s website at [www.vaughan.ca](http://www.vaughan.ca) and Notice Signs were installed on the Subject Lands along Highway 7 and Hawman Avenue in accordance with the City’s Notice Signs Procedures and Protocols.

A Committee of the Whole (Public Meeting) was held on June 4, 2019 to receive comments from the public and the Committee of the Whole on the original proposal. Vaughan Council on June 12, 2019, ratified the recommendations of the Committee of the Whole to receive the Public Meeting report of June 4, 2019, and to forward a comprehensive technical report to a future Committee of the Whole meeting. The following deputations and written communications were received by the Committee of the Whole at the Public Meeting:

**Deputations**

- Mr. Kregg Fordyce, KFA Architects & Planning, Spadina Avenue, Toronto, representing the Owner
- Ms. Teresa Pagliaroli, Hawman Avenue, Woodbridge
- Ms. Rosina D’Alimonte, Hawman Avenue, Woodbridge, and written submission, dated June 4, 2019
- Ms. Janice Cooper, Hawman Avenue, Woodbridge
- Ms. Margaret Le Coche, Hawman Avenue, Woodbridge, and written submission, dated June 4, 2019
- Mr. Joseph Tusa, Hawman Avenue, Woodbridge, and written submission, dated May 13, 2019
- Mr. Adriano Volpentesta, America Avenue, Woodbridge
- Marisa and Stefan DiCecca, Hawman Avenue, Woodbridge
- Ms. Sylvia Sajdyk, Hawman Avenue, Woodbridge
- Mr. Ron Moro, Tasha Court, Woodbridge

- Mr. D. Bulat, Veneto Drive, Woodbridge
- Mr. Nick Pinto, West Woodbridge Homeowners Association, Mapes Avenue, Woodbridge, and included a written submission
- Mr. Michael Horner, McKenzie Street, Woodbridge

#### Written Submissions

- Mr. Paul Cucci, Hawman Avenue, Woodbridge, dated May 22, 2019
- Ms. Audrey Black, Hawman Avenue, Woodbridge
- Rose and Steve Tersigni, Graceview Court, Woodbridge, dated June 3, 2019
- Giampaolo and Linda Vascott, Angelina Avenue, Woodbridge, dated June 4, 2019
- Ms. Ninetta Massarelli-Cucci, Hawman Avenue, Woodbridge, dated June 4, 2019
- Resident, dated June 4, 2019

The following is a summary of the comments made at the Public Meeting and provided in the written correspondence received to date. The comments have been organized by theme and responses to the comments are provided in the relevant sections of this report:

#### Traffic and Access

- the development will increase traffic in the area and adversely impact the Kipling Avenue intersection
- Highway 7 is already congested in this area and the traffic study should consider all new and proposed development in the area and should include a record of vehicle accidents for the Highway 7 and Kipling Avenue intersection
- the access proposed for Hawman Avenue is not appropriate and will adversely impact the stability of the neighbourhood
- Access must be confined to Highway 7

#### Density and Height

- the proposed 16-storey building and 4-storey townhouses are not compatible and are too high and dense for the site and the area
- the current “Low-Rise Residential” Official Plan designation should be maintained
- the development should be sympathetic to neighbouring properties
- this is not a recognized intensification area
- the sun shadow study should be reviewed by qualified staff
- do not support townhouse and a public open space on Hawman Avenue
- A high-rise development will adversely impact neighbouring properties (i.e. decrease in property value and adverse impact from noise, shadow, and wind)

### Other

- the impact of noise and to the structural stability of abutting homes during construction
- there are no commercial uses to serve the area
- a noise report is required
- the impact of the proposed development on existing trees and hedges along the abutting properties
- crane air rights during construction

The Development Planning Department on April 30, 2021, mailed a non-statutory courtesy notice of this Committee of the Whole meeting to all individuals who made a deputation at the Committee of the Whole or submitted written and email correspondence to the City regarding the applications.

### ***Revised Official Plan and Zoning By-law Amendment Applications have been submitted to permit the development***

The Owner has submitted the following revised applications (the 'Applications') for the north portion of the Subject Lands, north of the new property line, to permit a 12-storey (38 m in height and excluding the mechanical level) apartment building containing 166 residential dwelling units, an FSI of 4.1 times the area of the lands to be redesignated "Mid-Rise Residential" and 186 parking spaces with a right-in/right-out access from Highway 7 and a temporary full movement access from Hawman Avenue (the 'Development'), as shown on Attachments 2 to 5:

1. Official Plan Amendment File OP.18.008 to amend VOP 2010 to redesignate the north portion of the Subject Lands (i.e. all lands located north of the proposed new property line as shown on Attachment 2) from "Low-Rise Residential" to "Mid-Rise Residential" and to permit the Development, as shown on Attachments 2 to 5.
2. Zoning By-law Amendment File Z.18.013 to amend Zoning By-law 1-88, specifically to rezone the north portion of the Subject Lands ( i.e. all lands north of the proposed new property line as shown on Attachment 2) from "R2 Residential Zone" to "RA3 Residential Apartment Zone" to permit the Development, together with the site-specific zoning exceptions identified in Table 1 of this report.

### **Previous Reports/Authority**

The following is a link to the Public Meeting report regarding the Applications:

[June 4, 2019 Committee of the Whole \(Public Hearing, Item 1\)](#)

## **Analysis and Options**

### ***The Applications are consistent with the Provincial Policy Statement, 2020***

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario “shall be consistent” with the Provincial Policy Statement, 2020 (the ‘PPS’). The PPS provides policy direction on matters of provincial interest related to land use planning and development. The PPS is applied province-wide and provides direction to support strong and healthy communities, enhancing the quality of life, a strong economy and a protecting public health and safety.

The PPS recognizes that local context and character is important. Policies are outcome oriented, and some policies provide flexibility in their implementation provided that Provincial interests are upheld. The *Planning Act* requires that Vaughan Council’s planning decisions be consistent with the PPS. The Development is consistent with the following policies of the PPS:

- Section 1.1.3 - settlement areas being the focus of development based on densities and land uses which efficiently use land resources, and are transit supportive, where transit is planned, existing or may be developed
- 1.1.3.3 - promote opportunities for transit-supportive development accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated considering the existing area
- Section 1.4.1 and 1.4.3 - to provide for an appropriate range of housing options and densities to meet projected market-based and affordable needs of current and future residents
- Section 1.4.3 b) permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of residents including special needs requirements
- Section 1.4.3 d) promote densities for new housing which efficiently uses land resources infrastructure and public service facilities, and supports the use of active transportation and transit in areas where it exists or is to be developed
- Section 1.4.3 f) - establishing development standards for residential intensification to facilitate compact form

The Subject Lands are located within a Settlement Area on a Regional Intensification Corridor being Highway 7. The Applications propose an intensified built form at a density that is transit supportive and that would contribute to providing growth within a defined Settlement Area with appropriate standards to accommodate a compact



building form. The Development would also contribute to providing an additional housing options (apartment units) into the community. On this basis, the Applications are consistent with the PPS.

***The Applications conform to A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019, as amended***

A Place to Grow, the Growth Plan for the Greater Golden Horseshoe 2019, as amended, (the 'Growth Plan') is intended to guide decision making on the development of land by encouraging a compact built-form, transit supportive communities, diverse land uses, and a range of mix of housing types. The Growth Plan encourages the concentration of population and employment growth within the settlement areas and promotes the development of complete communities that offer a mix of housing types, access to local amenities and connections to municipal water and wastewater systems.

Section 2.2.1 Managing Growth, directs growth to settlement areas focused in built-up areas and locations with existing or planned transit to achieve complete communities that provide a diverse range and mix of housing options, that meet people's needs for daily living throughout an entire lifetime, can accommodate the needs of all household sizes, ages and incomes, and to improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes.

Section 2.2.6.3 states to support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes and types to accommodate a diverse range of household sizes and incomes.

The Growth Plan promotes redevelopment through intensification generally throughout the built-up area and specifically recognizes the need for more efficient utilization of lands.

The Applications conform to the Growth Plan as they propose to utilize a compact building form within a built-up area, utilize the Subject Lands more efficiently, is in close proximity to existing and planned transit facilities and adds to the range and mix of housing types and unit sizes in the area, which is important in achieving a complete community.

***The Applications conform to the York Region Official Plan 2010***

The York Region Official Plan 2010 ('YROP') designate the Subject Lands "Urban Area" on Map 1- Regional Structure by the YROP, which permits a range of residential, industrial, commercial, and institutional uses. The YROP encourages intensification

within the Urban Area and throughout York Region and encourages a mix and range of housing types, lot sizes, unit sizes, functions, tenures, and levels of affordability including rental units within each community.

Sections 5.0 Building Cities and Complete Communities states that “intensification” within the Urban Area will accommodate a significant portion of planned growth in the Region and more specifically Section 5.3 Intensification, requires that intensification occur in strategic locations in built-up areas to maximize efficiencies in infrastructure delivery, human services provision and transit ridership in accordance with York Region’s intensification framework.

Section 5.4.30, states (in part) that the boundaries of the Regional Corridors be designated by the local municipality, based on reasonable and direct walking distances between the Regional Corridor street frontage and adjacent lands, contiguous parcels that are appropriate locations for intensification and compatibility with and transition to adjacent and/or adjoining lands.

The Development is located on a Regional Corridor within a built-up area and contributes to achieving the growth and intensification strategies of York Region by proposing higher density on a Regional Corridor within a built-up area that support existing and planned transit facilities. The Development is located on the Highway 7 corridor consisting of similar existing and planned built forms with direct access to the Highway 7 transit facilities. It also adds a housing option (apartment units) in the neighbourhood, which is important in achieving a complete community.

The Region of York Community Planning and Development Services (‘York Region’) have indicated they have no objection to the Applications, and that the details respecting, appropriate density, height, and compatibility be addressed by the municipality.

***An Amendment to Vaughan Official Plan 2010 is required to permit the Development***

The Subject Lands are designated “Low-Rise Residential” by VOP 2010 and are located within a Stable Community Area that fronts onto a Regional Intensification Corridor (Highway 7), as identified on Schedule 1 - Urban Structure of Volume 1 of VOP 2010.

The “Low-Rise Residential” land use designation does not permit the Development and therefore, an Official Plan Amendment is required to redesignate the north portion of the Subject Lands (i.e. lands north of the new property line as shown on Attachment 2) to “Mid-Rise Residential.”

a) Vaughan Official Plan Amendment 2010 Urban Structure

VOP 2010, Schedule 1 - Urban Structure, directs and guides the future growth in Vaughan by identifying the planned Urban Structure of the City of Vaughan, which achieves the following objectives (in part):

- maintains the stability of Community Areas for a variety of Low-Rise Residential purposes, including related parks, community, institutional and retail uses
- establishes a hierarchy of Intensification Areas that range in height and intensity including Regional Intensification Corridors

The Subject Lands represent an assembly of 4 lots located within a Stable Community Area, and front onto Highway 7 (a Regional Intensification Corridor). The Development proposal includes two distinct areas as defined by the new property line shown on Attachment 2. The north portion of the Subject Lands are proposed to be designated to “Mid-Rise Residential” to permit the Development. The south portion of the Subject Lands include the balance of the properties municipally known as 26 and 32 Hawman Avenue and will remain designated “Low Rise Residential.”

Community Areas

Community Areas are considered Stable Areas not intended to experience significant physical change; however incremental change is expected as part of the maturing neighbourhood that would not alter the general character of the established neighbourhood. Development immediately adjacent to stable Community Areas shall ensure appropriate transition in scale, intensity and use and shall mitigate adverse noise and traffic impacts.

The revised Applications seek to redesignate the north portion of the Subject Lands to “Mid-Rise Residential” at the new property line shown on Attachment 2. The remainder of the lands south of the new property line fronting onto Hawman Avenue will continue to be designated as “Low Rise Residential.”

VOP 2010 states that in order to provide appropriate privacy and day-light conditions for any adjacent buildings, Mid-Rise buildings on a lot that abut the rear yard of a lot with a detached house, semi-detached house or townhouse shall generally be setback a

minimum of 7.5 m from the property line and shall be contained within a 45-degree angular plane measured from the property line.

The proposed building has been designed to respect and lessen the impact to the residential neighbourhood to the south. The building transitions from 3-storeys abutting the residential properties to the south to 12-storeys towards Highway 7. It is also setback 23.6 m and contained within the 45-degree angular plane for the majority of the rear lot line to the south of the new property line. The exception being a small portion of the rear lot line abutting 20 Hawman Avenue, which is setback a minimum of 8.2 m from the rear lot line. This setback meets the minimum 7.5 m setback for mid-rise buildings identified in VOP 2010. However, based on the Sun/Shadow Study submitted in support of the Applications, acceptable privacy and daylight/sunlight conditions would continue to be provided.

The Development is also setback approximately 9.35 m (inclusive of a 3.35 m landscape strip with privacy fencing and a 6 m wide driveway) from the east lot line abutting an existing residential property to the east. to 9.35 m to minimize the sun/shadow impacts to the properties to the east.

The current design accommodates the building services such as garbage, loading and amenity facilities along the west property line towards the existing Petro Canada service station, and the proposed temporary access driveway onto Hawman Avenue has been removed to lessen potential noise impact on the adjacent residential properties.

In consideration of the above, the Development conforms to the community area policies of VOP 2010. The proposed building has been designed with increased setbacks to the south and east to ensure the 45-degree angular plane is being maintained for the majority of the Development and to minimize sun/shadow and noise impact to the adjacent properties. The 12-storey portion of the building is located closer to Highway 7, away from the southern lot line and is also stepped back from the 5<sup>th</sup>-storey along the western lot line to be more in keeping with the City-wide Urban Design Guidelines.

***A Consent Application is required to create the new lots***

The Owner will be required to create the new lot (shown on Attachment 2) for the Development through a Consent application, as required, to the satisfaction of the City. The consent policies of VOP 2010 permit a consent to sever lands for the creation of new lots provided the remnant lot(s) comply to the Zoning By-law. The remnant lots fronting onto Hawman Avenue would be smaller in size than the current lots on Hawman Avenue, however they would comply with the minimum lot frontage and area requirements of the "R2 Residential Zone" of Zoning By-law 1-88. The remnant lots

also provide potential developable area to accommodate residential dwellings consistent with those in the immediate area. A Condition to this effect has been included as a requirement for the removal of the “(H)” Holding Symbol on the Subject Lands.

***Access to the Development will be from driveways connecting to Highway 7 and Kipling Avenue***

The Owner originally proposed a temporary access onto Hawman Avenue, which has been deleted from the Development. Access to the Development is now proposed from a right-in right-out driveway from Highway 7 and a full movement access driveway from Kipling Avenue. The Owner shall be required to submit the necessary planning applications to permit and secure an appropriate access location from Kipling Avenue to the satisfaction of the City and York Region. A Condition to this effect has been included as a requirement for the removal of the “(H)” Holding Symbol on the Subject Lands.

**Regional Intensification Corridor**

The north portion of the Subject Lands shown on Attachment 2 that are proposed to be designated to “Mid-Rise Residential” front onto Highway 7, which is identified as a Regional Intensification Corridor by VOP 2010 Schedule 1 Urban Structure, which together with the Vaughan Metropolitan Centre, Primary Centres, Local Centres and Primary Intensification Corridors make up Vaughan’s main Intensification Areas and the primary locations for accommodating residential intensification. Intensification areas have been established to make efficient use of underutilized sites with high level of existing or planned transit and will be developed with a mix of uses and appropriate densities to support transit use and promote walking and cycling.

VOP 2010, Sections 2.2.5.9 and 2.2.5.11 state that certain streets in Vaughan, and the lands fronting onto them, have been identified as intensification corridors to link intensification areas and for accommodating transit. These streets are recognized as either Primary Intensification Corridors or Regional Intensification Corridors.

VOP 2010 states that Regional Intensification Corridors are Regional Roads which have been identified for major higher-order transit investments, such as Viva Rapid Transit on Highway 7, and that development fronting on to these roads will serve to support the transit investments. Regional Intensification Corridors are intended to link Regional Centres in Vaughan and beyond and are linear places of significant activity accommodating mixed-use intensification and transit. These corridors along with the Vaughan Metropolitan Centre will be the major focus for intensification on the lands

adjacent to major transit routes at densities and in a form supportive of the adjacent higher order transit.

The Development is located on a Regional Corridor within a built-up area and contributes to achieving the growth and intensification policies of VOP 2010 by proposing a higher density and a housing option with varying unit types and sizes to support transit investments, and contributes to the diversity and mix of housing supply in the community.

***The surrounding land uses along the Highway 7 Corridor are characterized by a Mid-Rise built form***

This portion of the Highway 7 Corridor has been experiencing intensification in the form of a mid-rise mixed-use built form characterized with building heights ranging from 4 to 12-storeys and densities (FSI) ranging from 1.71 to 4.9 times the area of the lot. In addition to buildings that have been constructed, additional development is proposed or has been planned in proximity to the Subject Lands, as shown on Attachment 6, as follows:

- On Southwest Corner of Kipling Avenue and Highway 7: An existing 12-storey mixed-use building (38.4 m in height) with 71 residential units and ground floor commercial, and an FSI of 3 times the area of the lot. This development was approved by the former Ontario Municipal Board (OMB). Abutting this development to the west is an existing 4-storey stacked townhouse development with 170 dwelling units and an FSI of 1.71 times the area of the lot, also approved by the OMB
- On the northwest corner of Highway 7 and Lansdowne Avenue (File OP.19.007): A proposed 12-storey mixed-use apartment building (42.4 m in height) with 74 residential dwelling units and ground floor commercial uses and an FSI of approximately 4.9 times the lot area
- Northeast corner of Highway 7 and Lansdown Avenue (File OP.13.005): An approved 10-storey (32 m in height) residential building with an FSI of 3.5 times the area of the lot
- On McKenzie Street next to the Canadian Pacific Railway (File OP.20.023): A proposed 3-storey, six-unit back-to-back stacked townhouse development
- On December 11, 2017 Council adopted Official Plan Amendment OPA 20 ('OPA'20') which redesignated the properties with frontage on the north side of Highway 7, between Kipling Avenue and Lansdowne Avenue, as shown on Attachment 6, to "Mid-Rise Mixed Use" with permissions for a maximum building height of 12-storeys and an FSI of 4.0 times the area of the lot

The Development Planning Department can support the proposed Development as it is consistent and compatible with the building heights and densities of other existing and/or proposed mid-rise buildings and those planned for the northeast quadrant of Highway 7 and Kipling Avenue, across from the Subject Lands.

***The Owner is required to enter into a Section 37 Bonusing Agreement for the proposed increase in building height and density in exchange for community benefits***

Vaughan Council has the authority under Section 37(1) of the *Planning Act*, in a By-law enacted under Section 34 of the *Planning Act*, to authorize an increase to the building height and/or density of development above what is otherwise permitted in return for the provision of community benefit.

To determine the uplift value and the Section 37 contribution the Owner retained D. Bottero and Associates Limited to provide an appraisal report for the uplift value of the Subject Lands resulting from the increased building height and density. The Owner on March 18, 2021, submitted the appraisal report to the City for review and approval. The appraisal report identifies the uplift value of the Subject Lands as of the effective date of January 19, 2021 to be \$ 2,890,000.00. The Infrastructure Development Department, Real Estate Department has reviewed and accepted the appraisal report.

Based on the policies in VOP 2010 and the City's Guidelines for the Implementation of Section 37 Benefits the Owner and the City have agreed to a monetary contribution of \$578,000.00. This contribution will be included in the implementing Zoning By-law and secured through a Section 37 Density Bonusing Agreement executed between the Owner and the City prior to the enactment of the Zoning By-law, to the satisfaction of the City. The contribution will be directed towards the following community benefits to be finalized prior to the execution of the Density Bonusing Agreement:

- Kipling Avenue Parkette - improvements to site furnishing and play court upgrades, and including a pollinator garden
- Woodbridge Library- improvements to include new entrance addition and interior work

The Owner will be required to pay the Section 37 Bonusing Agreement Surcharge Fee in accordance with the "Tariff of Fees By-law for Planning Applications", in effect at the time of the execution of the Agreement to prepare the Section 37 Agreement. Conditions to this effect are included in the Recommendations of this report.

***Amendments to Zoning By-law 1-88 are required to permit the Development***

The Subject Lands are zoned “R2 Residential Zone” by Zoning By-law 1-88, as shown on Attachment 1, and does not permit the proposed Development. The Owner is proposing to amend Zoning By-law 1-88, specifically to rezone the north portion of the Subject Lands fronting on to Highway 7 and a portion of the lands fronting on Hawman Avenue from “R2 Residential Zone” to “RA3 Apartment Residential Zone”, as shown on Attachment 2, together with the following site-specific exceptions to the “RA3 Apartment Residential Zone” standards:

Table 1:

	<b>Zoning By-law 1-88 Standard</b>	<b>RA3 Residential Zone Requirements</b>	<b>Proposed Exceptions to the RA3 Residential Zone Requirements</b>
a.	Minimum Front Yard	7.5 m	0 m portion of building above grade (to Highway 7 property line) 3 m setback to ground floor
b.	Minimum Front Yard Setback to an Underground Garage	1.8 m	0 m ( Highway 7)
c.	Minimum Lot Area / Unit	11,122 m <sup>2</sup> / 67 m <sup>2</sup>	4,266 m <sup>2</sup> / 25.7 m <sup>2</sup>
d.	Minimum Interior Side Yard Setback	19 m (half the height of the building)	0.5 m (west lot line )  9.3 m along the eastern lot line



	<b>Zoning By-law 1-88 Standard</b>	<b>RA3 Residential Zone Requirements</b>	<b>Proposed Exceptions to the RA3 Residential Zone Requirements</b>
e.	Minimum Amenity Area	<p>128 units (1 Bdrm. @ 20m<sup>2</sup> / unit = 2,560 m<sup>2</sup>)</p> <p>36 units (2 Bdrm. @ 55m<sup>2</sup> / unit = 1,980 m<sup>2</sup>)</p> <p>2 units (3 Bdrm. @ 90m<sup>2</sup> / unit = 180 m<sup>2</sup>)</p> <p>Total Amenity Area Required = 4,720 m<sup>2</sup></p>	<p>128 units (1 Bdrm. @ 15m<sup>2</sup> / unit = 1,920 m<sup>2</sup>)</p> <p>36 units (2 Bdrm. @ 50m<sup>2</sup> / unit = 1,800 m<sup>2</sup>)</p> <p>2 units (3 Bdrm. @ 74.5m<sup>2</sup> / unit = 149 m<sup>2</sup>)</p> <p>Total Amenity Area Proposed Area Proposed = 3,869 m<sup>2</sup></p>
f.	Minimum Parking Required	<p>166 units @ 1.5 spaces/unit = 249 spaces</p> <p>+ 166 units @ .25 spaces/unit for visitor parking = 42 spaces</p> <p>Total Parking Required = 291 spaces</p>	<p>166 units @ .93 spaces/unit = 155 spaces</p> <p>+ 166 units @ .185 visitor parking spaces/unit = 31 spaces</p> <p>Total Parking Proposed = 186 spaces</p>
g.	Minimum Landscape Strip abutting a Street line (Highway 7)	6 m	3 m

In addition to the Zoning exceptions identified in Table 1, the implementing By-law will also include the following site-specific zoning exceptions to implement the proposed Development, should the Applications be approved:

- A maximum building height of 38 m (not including the mechanical penthouse level)

- A maximum FSI of 4.1 times the north portion of the Subject Land to be zoned RA3(H) as shown on Attachment 2
- A minimum rear yard building setback of 8 m to 20 Hawman Avenue and 23.6 m to the new property line shown on Attachment 2
- Any exceptions to ensure the compliance with Zoning By-law 1-88 for 26 and 32 Hawman Avenue, as shown on Attachment 2

The Development Planning Department can support the zoning exceptions in Table 1 as they would facilitate a Development that is consistent with the existing and planned built form along this portion of the Highway 7 and are consistent with similar developments within the surrounding area.

The proposed parking supply is supported by a Transportation Study (the Study') prepared by NexTrans Consulting Engineers dated March 9, 2021. The Development Engineering Department supports the conclusions of the Study, as discussed in the Development Engineering Section of this report.

***The Planning Act enables municipalities to pass a resolution to permit the Owner to apply for a Minor Variance application, if required, within 2 years of a Zoning By-law coming into full force and effect***

Section 45 (1.3) of the *Planning Act* restricts a landowner from applying for a Minor Variance Application to the Committee of Adjustment within two years of the day on which a Zoning By-law was amended. The *Planning Act* also permits Council to pass a resolution to allow an Owner to apply for a Minor Variance Application(s) to permit minor adjustments to the implementing Zoning By-law prior to the two-year moratorium.

The Development Planning Department has included a Recommendation to permit the Owner to apply for Minor Variance Application(s), if required, to address refinements to the Development that may arise through the final design and construction process. A condition to this effect is included in the Recommendations of this report.

***Should the Applications be approved, a Site Development Application is required***

The Owner will be required to submit a Site Development application should the Applications be approved. The Site Development application must be approved by Council prior to the removal of the Holding Symbol "(H)" on the Subject Lands.

***The Owner has addressed the Vaughan Design Review Panel's comments***

The Design Review Panel (the 'Panel'), considered a development proposal for the Subject Lands on March 26, 2020. The Panel commented that the development did not prove itself to be context aware regarding massing, density, adjacencies, pedestrian

and vehicular connectivity and that it would be appropriate to assemble additional lots. The Panel also made comments about the suitability of the transition to the east, west and south, and suggested that transition be demonstrated as set out in the City-wide Urban Design Guidelines. The Panel also encouraged the lobby be located on Highway 7, the ground floor units to have a softer more residential frontage and emphasized the importance of landscaping and buffers. The Owner was also asked to investigate additional open space and as a result has provided additional amenity and buffering as shown on Attachment 2.

The Owner responded to the Panel's comments by modifying the Development to increase the east building setback from to 9.35 m to minimize the sun/ shadow impacts to the properties to the east.

The Owner has also stepped the building back along the west lot line from 2 m to 6 m from the 5th-storey and above to be more in keeping with the requirements outlined in the City-Wide Urban Design Guidelines.

The south building setback has been increased to 23 m to allow the opportunity for more at grade landscaping, a passive amenity area, and an additional buffer. The building design has also been stepped down to the south to 3-storeys to ensure the 45-degree angular plane is maintained and to minimize impact to the adjacent properties. The main lobby entrance has been relocated to the Highway 7 frontage and the ground floor units have been recessed to provide a softer landscape frontage.

The Development Planning Department is satisfied the Development satisfactorily responds to the Panel's comments, subject to the Recommendations in this report. The proposed Development is consistent with the existing built form and planned land use within the immediate area along Highway 7.

***The Development Engineering Department has no objection to the Applications, subject to the Recommendations of this report***

The Development Engineering ('DE') Department has no objection to the Applications, subject to the conditions in the Recommendations of this report and has provided the following comments:

Municipal Servicing

The Owner submitted a Functional Servicing and Stormwater Management Report (FSR), prepared by Lithos Group Inc., dated February 25, 2021 in support of the Applications. The FSR identifies the proposed water, sanitary, and stormwater servicing schemes. The DE Department has reviewed the Applications and has no

objection, subject to a Holding Symbol “(H)” being placed on the Subject Lands, in order to secure the necessary contribution amount required for the sanitary sewer upgrades. The Owner is required to pay the engineering complex fee for any future development application(s) to the satisfaction of the DE Department.

The following provides a summary of municipal services for the Development:

#### Lot Grading and Drainage

The northern part of the Subject Lands drains towards Highway 7, while the southern part drains towards Hawman Avenue. The Owner shall provide a detailed grading plan at the site plan stage confirming that the proposed grading meets current City criteria.

#### Water Supply

The Subject Lands lie within Pressure District 4 (PD4) of the York Water System and are proposed to be serviced via a connection to the existing municipal watermain on Highway 7. The diameter of the existing municipal watermain is smaller than the proposed service connection which is non-standard. Accordingly, the Consultant is required to analyze the possibility of connecting to York Region’s existing watermain along Highway 7, subject to York Region’s approval or alternatively connect to the existing municipal watermain along Hawman Avenue.

#### Sanitary Servicing

The Subject Lands are proposed to be serviced via a connection to the existing municipal sanitary sewer on Highway 7 flowing west to the municipal sanitary sewer on Kipling Avenue and ultimately to the municipal sanitary sewer on Hawman Avenue. Based on the provided analysis, the proposed Development will increase the capacity of existing sanitary sewer system to a surcharge state.

The City’s sanitary sewer model and City’s Focus Area Core Servicing Strategy (December 2017) identify surcharging in the sanitary sewer downstream of the proposed Development. Surcharging is not permitted per the City’s design criteria; however, the Development proposal may be adequately serviced in the interim with minimal surcharging. It is anticipated that local infrastructure improvements will be required in the future, therefore a financial contribution in the amount of \$178,450.00 is required.

Staff recommend a Holding Symbol “(H)” be included in the implementing Zoning By-law, with the removal of the Holding Symbol from the Subject lands being contingent upon the Owner satisfying the financial contribution. A condition to this effect is included in the Recommendations of this report.

### Stormwater Management

The Subject Lands are located within the Humber River watershed. Drainage from the proposed Development will be conveyed south to the existing municipal storm sewer on Hawman Avenue. A municipal easement may be required for the proposed storm sewer south of the Hawman Avenue property line. The peak flows up to and including 100 storm events will be controlled to the 5 year pre-development flows. Emergency overland flows will be conveyed via existing roads. The Owner shall provide a detailed Stormwater Management Report and a Site Servicing Plan at the site plan stage.

### Road Network

A Traffic Impact and Parking Study (the 'Transportation Study') was submitted in support of the Applications, prepared by NexTrans Consulting Engineers, dated March 9, 2021. The Subject Lands are currently occupied by three detached dwellings. The proposal is to redevelop the existing lands with 166 residential dwelling units with three levels of underground parking. Access to the Subject Lands is being proposed via a right-in/right-out access (RIRO) on Highway 7 and by full movement access from Kipling Avenue once its secured by the Owner.

The area residents have made comments regarding traffic impacts and traffic activity in the neighbourhood, particularly along Hawman Avenue. However, the traffic volumes generated by the proposed Development are anticipated to be a small component of the overall total traffic navigating the area during the peak hours. Therefore, the traffic volumes generated by the Development is a minor consideration in terms of traffic impacts and the need for improvements or mitigation measures for the area.

While some comments have been made about the existing conditions at the intersection of Highway 7 and Kipling Avenue, future operations at the intersection are expected to improve as a result of recommended adjustments to the signal timing. It is York Region and industry best-practice to seek and prioritize access from lower-order roadways to avoid unsafe and higher traffic impact scenarios when accessing higher-order roadways with significantly greater traffic and pedestrian volumes and travel speeds.

In the absence of a secondary full moves access there are anticipated to be safety and traffic operation impacts to Highway 7. The second full moves access from Kipling Avenue will be required as a condition of the removal of the Holding Symbol "(H)". The Kipling Avenue access should be supported by a traffic analysis and updated transportation memorandum to the satisfaction of the City and Regional Staff.

In addition, the Development is expected to have an acceptable impact on the adjacent roadway intersections. Given the intersection of Highway 7 and Kipling Avenue is under the jurisdiction of the Region of York, improvements to the intersection and the proposed RIRO access to Highway 7 requires review and approval by Regional Staff.

#### Parking

The Transportation Study concludes that the proposed 186 parking spaces (155 residential and 31 visitor parking spaces), is sufficient to support the Development. The proposed parking supply exceeds the number of spaces (181) required in the “Review City of Vaughan’s Parking Standard” study completed by the IBI Group and endorsed by Council. On this basis, the DE Department has no objection to the proposed parking supply.

#### Noise Attenuation

The Owner submitted a Noise Report, prepared by HGC Engineering, dated June 2020. The report concludes that the future traffic sound levels will exceed the Ministry of the Environment, Conservation and Parks (MECP) guidelines at all the façades of the proposed building. Accordingly, central air conditioning systems and upgraded building and window glazing are required on all building all façades. Warning clauses should be used to inform future residents of the road and rail traffic noise issues and of nearby commercial, institutional, and retail facilities. The DE Department concurs with the findings of the Noise Report. The Owner shall provide an updated Noise Report prior to site plan approval.

#### Environmental Site Assessment

Phase One and Two Environmental Site Assessment (ESA) reports, and a Ministry of the Environment, Conservation, and Parks (MECP) Record of Site Condition (RSC) were submitted and reviewed by the DE Department. The ESA findings did not identify any contaminants of concern in soil or groundwater and the RSC confirms that the lands are suitable for the proposed Development. The DE Department is satisfied with the submitted ESA documentation.

#### ***The Policy Planning and Environmental Sustainability Department has no objection to the Applications***

The Policy Planning and Environmental Sustainability Department has no objection to the Applications, however the Owner is advised that the City of Vaughan has Species at Risk within its jurisdiction protected under the *Endangered Species Act, 2007, S.O.2007* (the “Act”). It is the responsibility of the Owner to ensure the provisions of the Act are not contravened and the Owner comply with any Ministry of Environment, Conservation

and Parks ('MECP') regulations and guidelines to protect Species at Risk and their habitat.

***Staff recommend a Holding Symbol "(H)" to implement the Development.***

Staff recommend the implementing Zoning By-law include the addition of the Holding Symbol "(H)" on the north portion of the Subject Lands, as shown on Attachment 2, and identified in the Recommendation section of this report should the Applications be approved. The Holding Symbol "(H)" will ensure that matters including the Council approval of a Site Development Application, that the Owner submit the necessary planning applications to permit and secure a driveway access to Kipling Avenue, as well as the necessary engineering agreements and financial servicing obligations are addressed. The Holding Symbol "(H)" will not be removed and a Building Permit will not be issued, until all conditions to remove the Holding Symbol "(H)" are addressed to the satisfaction of the City and York Region.

***Canadian Pacific Railway has no objection to the proposed Development***

The Canadian Pacific Railway ('CP') has indicated that should the Development be approved that it follow the recommended CP guidelines to their satisfaction. This will be further reviewed during the Site Plan Development application process.

***The Development Planning Department, Urban Design and Cultural Services Staff have no Objection to the Development***

Urban Design and Cultural Services Staff have no objection to the Development as the Subject Lands are not within and Heritage District Centre nor are they listed on the City's Inventory of Significant Heritage Structures.

***The Transportation Services, Parks and Forestry Operations has no objection to the Development***

The Transportation Services, Parks and Forestry Operations Department ('Vaughan Forestry') has no objection to the Development but will require the Owner to enter into a Tree Protection Agreement (the 'PTA') with the Development Planning Department in accordance with the City of Vaughan Tree Protection Protocol and Tree By-law 052 2018. A total of 34 replacement trees are required to be replanted on the Subject Lands to the satisfaction of Vaughan Forestry. The terms of the PTA and the number of replacement trees will be further reviewed during the Site Plan Development application process.

***Cash-in-lieu of the dedication of Parkland is required for the Development***

At this time a Site Development Application has not been submitted, however the infrastructure Development Department, Real Estate Department advises the Owner

shall convey land/or pay to Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland at a rate of 1 ha. per 500 units or at a fixed unit rate, prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City's Cash-in-lieu of Parkland Policy at the Site Plan Stage, should the Applications be approved.

**Canada Post, Alectra Corporation, Rogers, Enbridge Distribution Inc., Bell Canada and the York Region Catholic District School and District School Boards have no objections to the Development**

The above noted utilities and school boards have no objection or conditions of approval to the Development.

**Financial Impact**

There are no financial requirements for new funding associated with this report.

**Broader Regional Impacts/Considerations**

The Region of York Community Planning and Development Services ('York Region') has advised they have no objection to the Applications that propose a mid-rise development located on the Highway 7 frontage, and that the details respecting, appropriate density, height, and compatibility be addressed by the municipality.

***The York Region Development Engineering Services has approved the proposed access design, subject to conditions***

The York Region Development Engineering Services ('YRDE') Department has advised they are satisfied with the permanent right-in/right-out ('RIRO') access to Highway 7 and the temporary access to Hawman Avenue with the understanding that this temporary access will remain until a new access connection is secured to Kipling Avenue. The temporary access to Hawman Avenue has since been deleted from the Development and an access will be secured via Kipling Avenue to the satisfaction of the City and York Region. The YRDE Department have provided the following conditions:

- The proposed RIRO shall meet the Region's design standards
- The proposed RIRO access may be subject to modifications, including but not limited to, extension of the existing median from the Highway 7 and/Kipling Avenue intersection to the east or restriction of U-turns at this intersection, if there are major operational and safety issues in the future
- The proposed RIRO access width and radii shall be reduced to a minimum to accommodate design vehicles
- The proposed Development shall have a full moves access either to Hawman Avenue or to Kipling Avenue at all time



- The Owner shall not initiate any action, suit, or any other proceeding against York Region before any court or tribunal as a result of these restrictions of access to and from the Subject Lands; including, but not limited to, any action for injurious affection.

## **Conclusion**

The Development Planning Department has reviewed the Applications in consideration of the Provincial Policies, Regional and City Official Plan policies, the requirements of Zoning Bylaw 1-88, the comments received from the City Departments and external public agencies and the surrounding area context.

The Development Planning Department is satisfied the proposed amendments to VOP 2010 and Zoning By-law 1-88 to redesignate and rezone the north portion of the Subject Lands as shown on Attachment 2 to permit a mid-rise residential apartment building is consistent with the policies of the PPS, conforms to the Growth Plan and the York Region Official Plan. is considered appropriate and compatible with the existing and planned development along Highway 7. On this basis, the Development Planning Department can support the approval of the Applications, subject to the Recommendations of this report.

**For more information**, please contact Eugene Fera Senior Planner, Extension 8003.

## **Attachments**

1. Context and Location Map
2. Conceptual Site Plan and Proposed Zoning
3. Conceptual Landscape Plan
4. Conceptual Building Elevations - North and South
5. Conceptual Building Elevations - East and West
6. Existing, Approved and Planned Developments along Highway 7 Corridor

## **Prepared by**

Eugene Fera, Senior Planner extension 8003

Carmela Marrelli, Senior Manager of Development Planning, extension 8791

Bill Kiru, Acting Director of Development Planning, extension 8633

**Approved by**

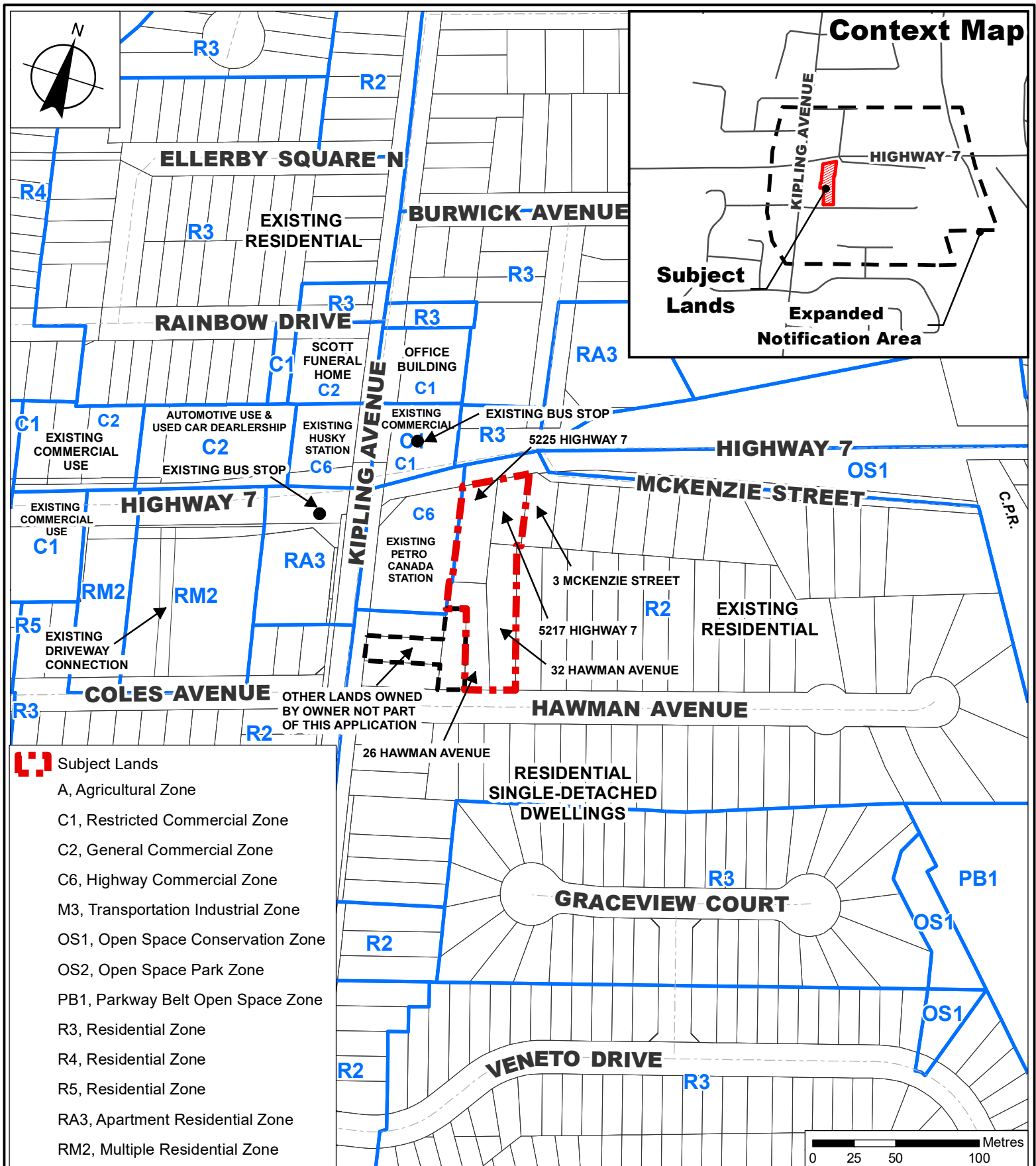
A handwritten signature in black ink, appearing to read "Mauro Peverini". The signature is fluid and cursive, with the first name "Mauro" being more prominent than the last name "Peverini".

Mauro Peverini, Chief Planning Official

**Reviewed by**

A handwritten signature in black ink, appearing to read "Jim Harnum". The signature is fluid and cursive, with the first name "Jim" being more prominent than the last name "Harnum".

Jim Harnum, City Manager



## Context and Location Map

**LOCATION:**  
Part Lot 5, Concession 7

**APPLICANT:**  
919819 Ontario Ltd. and 1891445 Ontario Ltd.



## Attachment

**FILES:**  
OP.18.008, Z.18.013

**DATE:**  
May 12, 2021

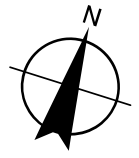
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**HIGHWAY 7**

**KIPLING AVENUE**

**RIGHT-IN  
RIGHT-OUT  
ACCESS**



1.8m  
PRIVACY  
FENCE

2 m  
SETBACK

0.5 m  
SETBACK

CONCRETE WALKWAY

PROPERTY LINE

NEW PROPERTY LINE

**RA3(H)  
(XXXX)**

**PROPOSED  
12-STOREY  
38m RESIDENTIAL  
BUILDING**

12TH FLOOR TERRACE  
11TH FLOOR TERRACE  
9TH FLOOR TERRACE  
8TH FLOOR TERRACE  
7TH FLOOR TERRACE  
3RD FLOOR TERRACE

5th FLOOR TERRACE

3RD FLOOR TERRACE  
2nd FLOOR TERRACE

TEMPORARY  
VISITOR  
PARKING

23.6 m  
SETBACK

AMENITY  
SPACE

AMENITY  
SPACE

NEW PROPERTY LINE

**TRANSFORMER**

**PORTION OF LANDS  
TO BE DESIGNATED  
TO MID-RISE  
RESIDENTIAL**

**EXISTING  
LOW DENSITY  
RESIDENTIAL TO  
BE MAINTAINED**

**R2**

20 HAWMAN  
AVENUE

26  
HAWMAN  
AVENUE

32 HAWMAN  
AVENUE

38 HAWMAN  
AVENUE

**HAWMAN AVENUE**

- Subject Lands
- Mid-Rise Residential Area
- R2, Residential Zone
- RA3, Apartment Residential Zone

0 5 10 20 Metres

## Conceptual Site Plan and Proposed Zoning

**LOCATION:**  
Part Lot 5, Concession 7

**APPLICANT:**  
919819 Ontario Ltd. and 1891445 Ontario Ltd.



## Attachment

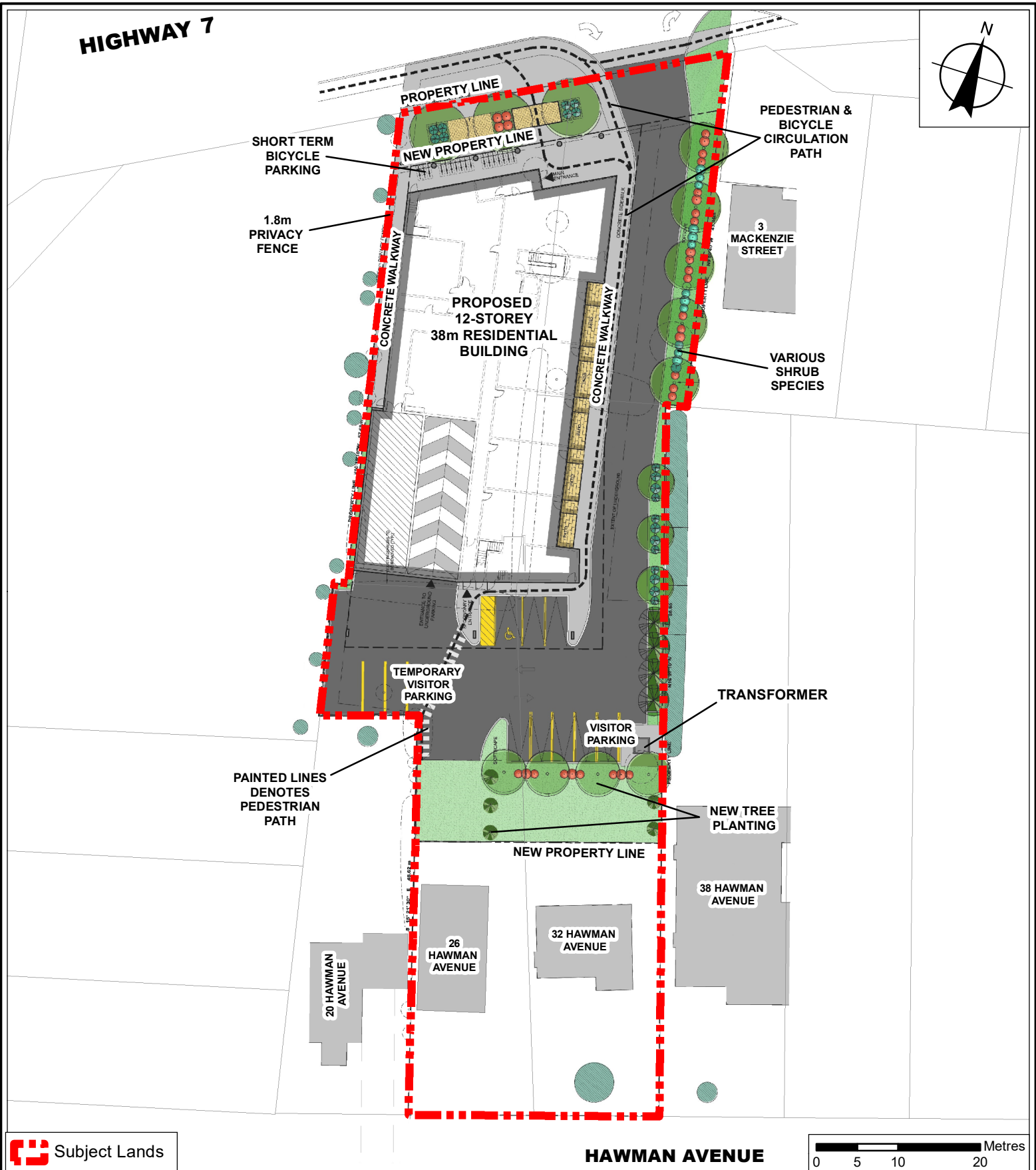
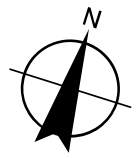
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**DATE:**  
May 12, 2021

**2**



**HIGHWAY 7**



Subject Lands

**HAWMAN AVENUE**

0 5 10 20 Metres

## Conceptual Landscape Plan

**LOCATION:**  
Part Lot 5, Concession 7

**APPLICANT:**  
919819 Ontario Ltd. and 1891445 Ontario Ltd.



## Attachment

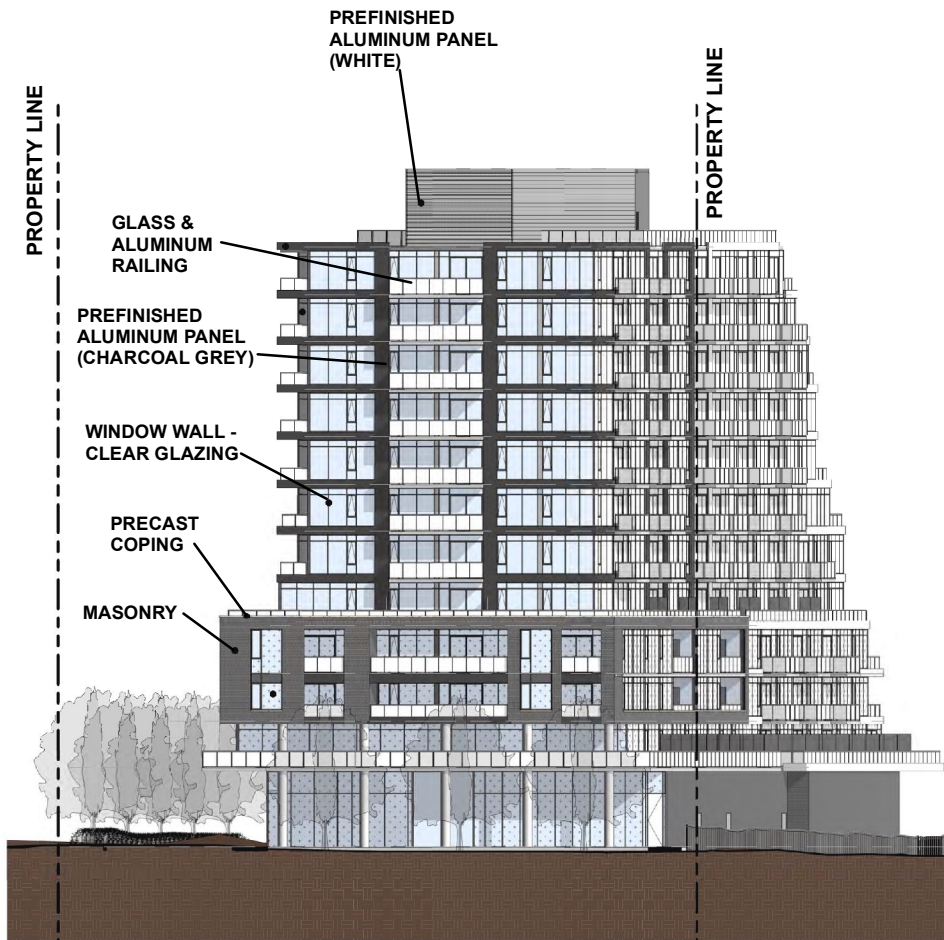
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May 12, 2021

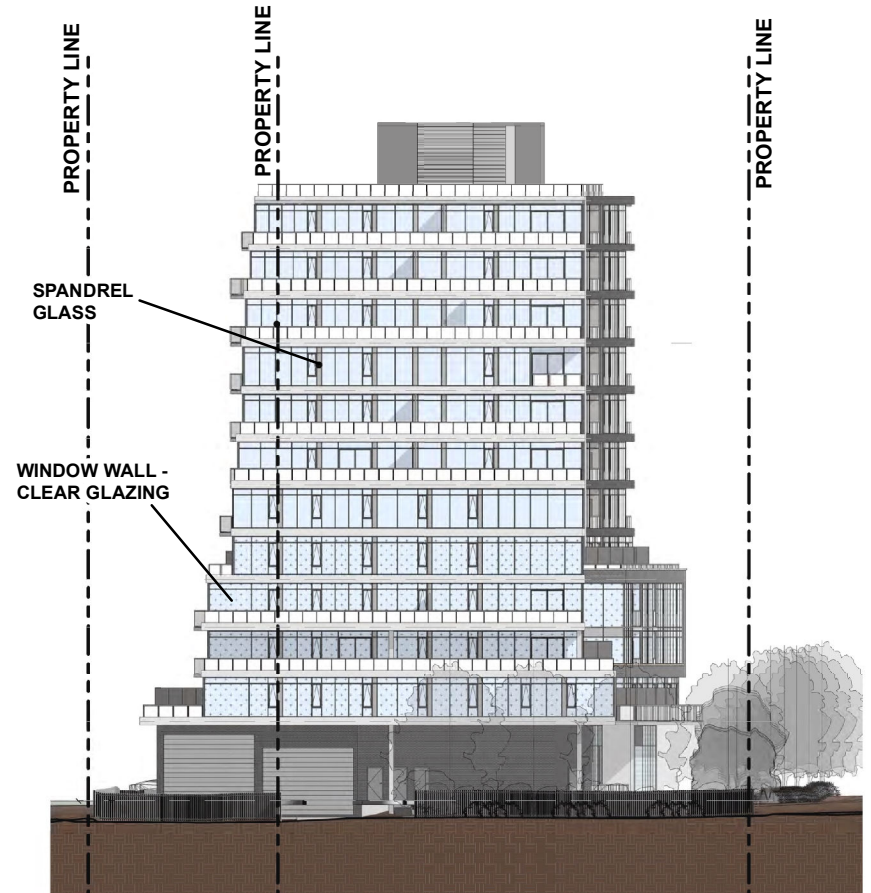
**3**







**NORTH ELEVATION - FACING REGIONAL ROAD 7**



**SOUTH ELEVATION - FACING HAWMAN AVENUE**

Not to Scale

## Conceptual Building Elevations - North and South

### LOCATION:

Part Lot 5, Concession 7

**APPLICANT:** 919819 Ontario Ltd. and 1891445 Ontario Ltd.



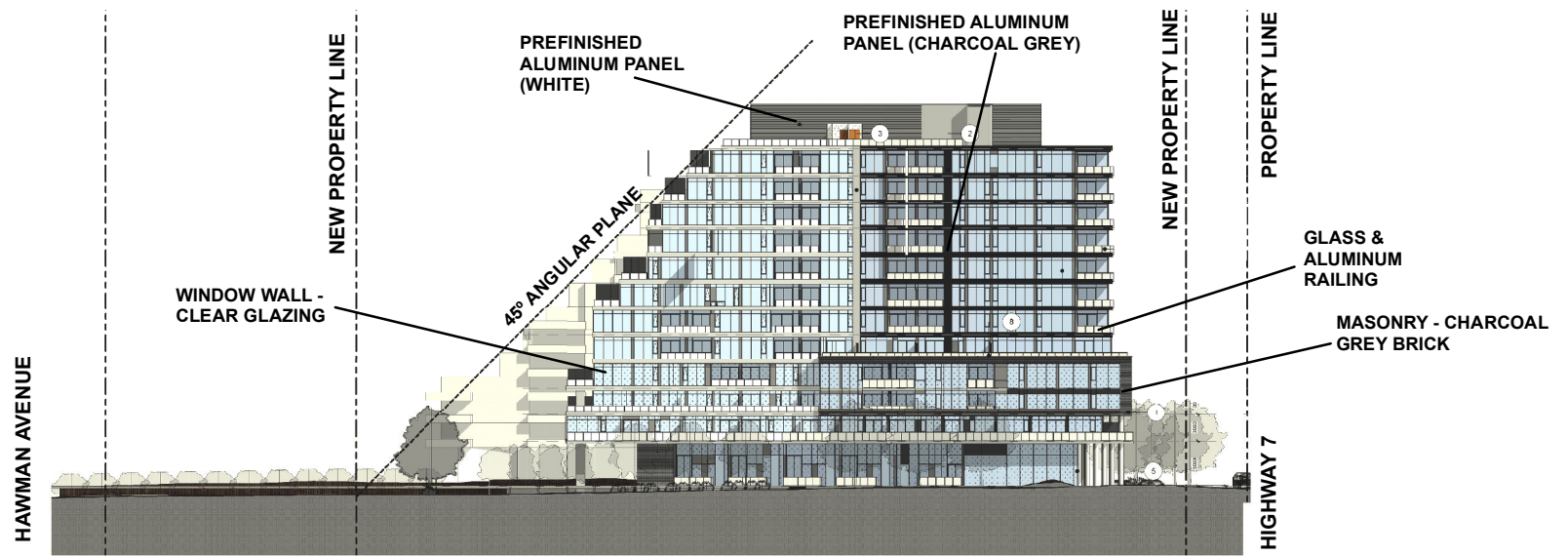
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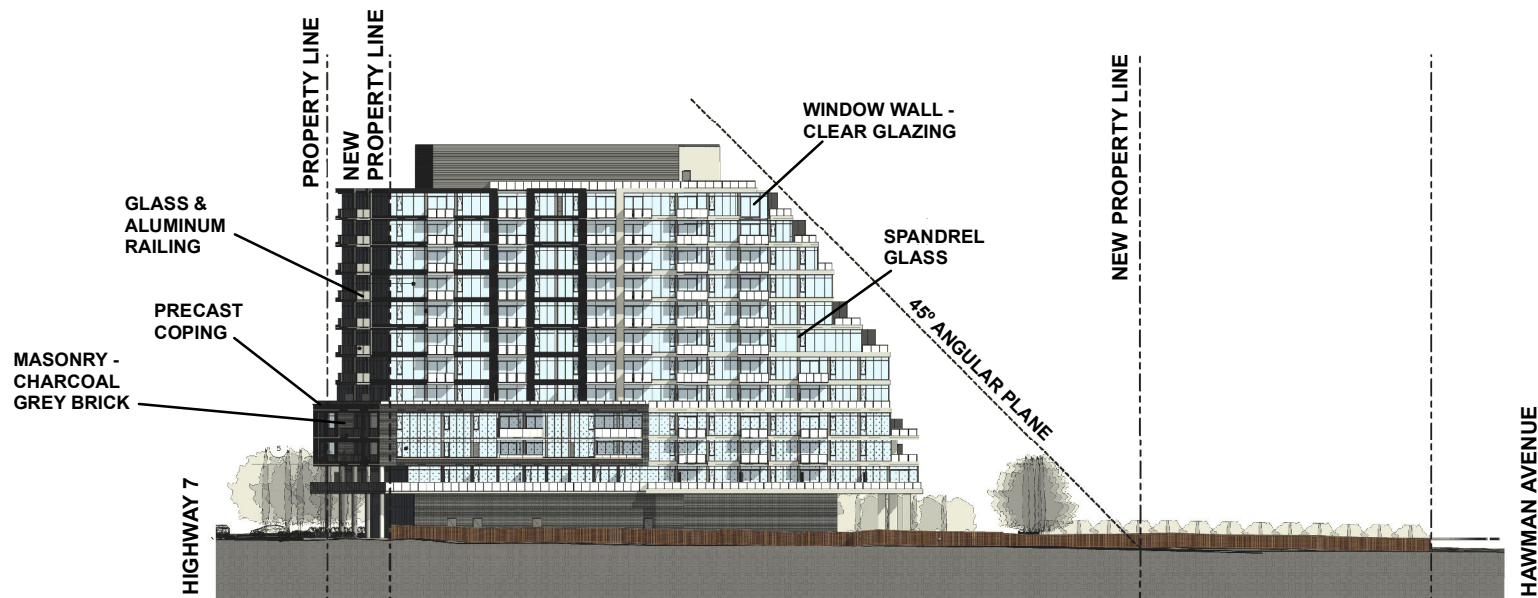
**DATE:**  
May 12, 2021

**4**





**EAST ELEVATION**



**WEST ELEVATION**

Not to Scale

## Conceptual Building Elevations - East and West

### LOCATION:

Part Lot 5, Concession 7

**APPLICANT:** 919819 Ontario Ltd. and 1891445 Ontario Ltd.



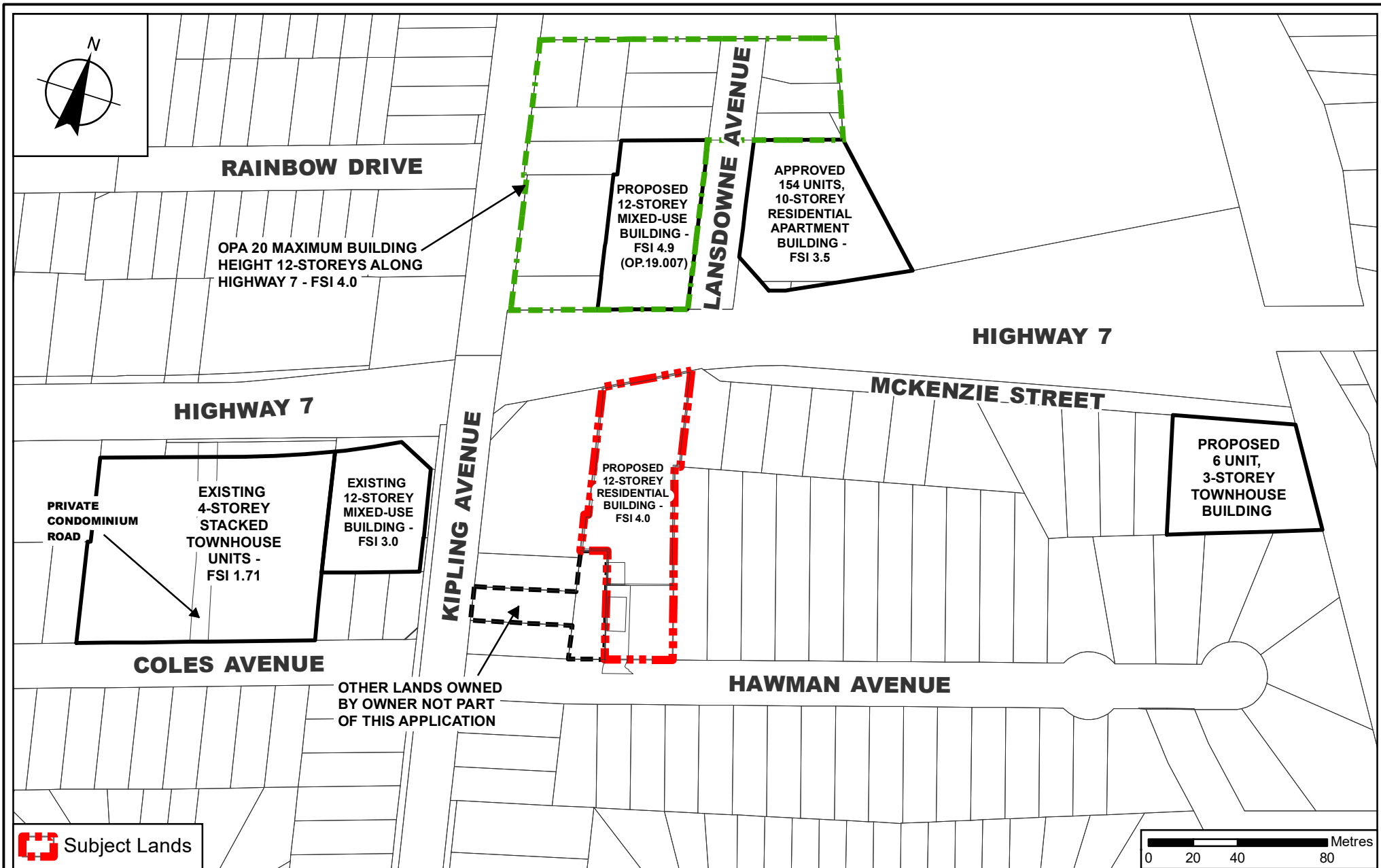
## Attachment

FILES:  
OP.18.008, Z.18.013

DATE:  
May 12, 2021

5





## Existing, Approved and Planned Developments along Highway 7 Corridor

**LOCATION:** Part of Lot 5, Concession 7  
**APPLICANT:**  
 919819 Ontario Ltd. and 1891445 Ontario Ltd.



## Attachment

**FILES:**  
 OP.18.008, Z.18.013

**DATE:**  
 May 12, 2021

**6**



## Committee of the Whole (2) Report

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**DATE:** Wednesday, May 12, 2021

**WARD(S):** ALL

**TITLE:** CLIMATEWISE BUILDING CHALLENGE

**FROM:**

Jim Harnum, City Manager

**ACTION:** DECISION

---

### **Purpose**

To seek Council support to formally recognize the City of Vaughan as a participant in the ClimateWise Building Challenge, a program of the York Region-based Windfall Ecology Centre. The ClimateWise Building Challenge aligns with the 2018-2022 Term of Council Service Excellence Strategic Plan, and the specific Term of Council priority action to improve energy efficiency in the business sector.

### **Report Highlights**

- The ClimateWise Building Challenge is a friendly competition that will benchmark comparable building types for select energy performance metrics.
- Participating in the Municipal Referral Group is the only new responsibility required of the City to contribute to the ClimateWise Building Challenge.
- The ClimateWise Building Challenge is a three-year program aiming to improve energy efficiency and reduce greenhouse gas (GHG) emissions in the business sector.

### **Recommendation**

1. THAT Council endorse City participation in the ClimateWise Building Challenge aligned with the specific action in the 2018-2022 Term of Council Service Excellence Strategic Plan to improve energy efficiency in the business sector.

### **Background**

The City of Vaughan was one of the Founding Members of the ClimateWise Business Network (CBN), which has a focus to improve energy efficiency and reduce greenhouse



gas (GHG) emissions in the business sector. The CBN has 15 business members in York Region and is part of the larger Green Economy Canada consortium that includes 300 business members.

Windfall Ecology Centre, which runs the CBN program, is a not-for-profit organization dedicated to building sustainable communities. The Centre's activities focus on empowering communities to create lasting wealth in a carbon constrained 21<sup>st</sup> century.

### **Previous Reports/Authority**

Not applicable.

### **Analysis and Options**

***The ClimateWise Building Challenge is a friendly competition that will benchmark comparable building types for select energy performance metrics***

The ClimateWise Building Challenge (or ClimateWise Challenge) is an awards and recognition program. It is a friendly competition that will benchmark comparable building types for select energy performance metrics. The initial launch of the ClimateWise Challenge will include building types from both the municipal and commercial sectors.

The ClimateWise Challenge will seek partnerships with other complementary initiatives such as the Mayors' Megawatt Challenge, Greening Health Care, and Greening Sacred Spaces, among others.

The ClimateWise Challenge is modelled after the Energy Star "Battle of the Buildings" competition, a successful U.S. Environmental Protection Agency (EPA) program. The EPA program first launched in 2010 and has been continuously run and updated since.

The ClimateWise Challenge will use the Energy Star Portfolio Manager (PM) as the reporting tool to document annual energy consumption of buildings. PM is supported by Natural Resources Canada and is the reporting and benchmarking tool used by the Ontario Government for the mandatory, province-wide, commercial Energy and Water Reporting & Benchmarking (EWRB) regulation.

***Design and implementation of the ClimateWise Challenge will be the sole responsibility of the Windfall Ecology Centre***

The ClimateWise Challenge, as an activity of the Windfall Ecology Centre through the CBN program, will be designed and delivered by the Windfall Ecology Centre. The City responsibility consists of three (3) components:



- Recording energy consumption for facilities, which is already a responsibility undertaken by the City to comply with the Broader Public Sector regulation (O. Reg. 507/18)
- Promoting the ClimateWise Challenge to the business community through normal channels used by the Economic and Cultural Development department
- Participating in a Municipal Referral Group, which is the only new responsibility required of the City to contribute to the ClimateWise Challenge

A Municipal Referral Group will be established and consist of appointed representatives from the nine (9) local governments and York Region. Members of the Municipal Referral Group are expected to participate in a manner of mutual respect and consideration, to learn new things, and to share their own knowledge. The Municipal Referral Group will work towards the vision of the ClimateWise Challenge program and provide support and guidance on the municipal sector program design and delivery, including the following:

- Municipal building assets to be included in the ClimateWise Challenge
- Recognition categories and criteria based upon energy performance metrics related to the Portfolio Manager tool
- Recognition categories and criteria not related to Portfolio Manager
- Co-ordination of building data input, verification, and standards
- Collaboration on identification of resources and tools to support municipal participation
- Feedback from municipal members to ensure the competition is aligned with and advances community and corporate energy plans and programs
- Feedback and input on education and outreach approaches such as webinars, resource packages, workshops, action plans and incentive programs to engage commercial participation in ClimateWise Challenge
- Support and feedback on communication activities to build awareness in the broader community
- Encouragement of local utility providers and related partners to broadly support the program implementation

Windfall Ecology Centre has secured funding for the program for 36 months from July 2020 to deliver the ClimateWise Challenge and specific responsibilities include:

- Three-year program design including strategies to engage commercial and MUSH (municipal, university, schools, hospitals) sectors

- Delivery of three (3) annual recognition events as part of the York Region Sustainability Awards (YRSA) event
- Delivery of annual educational and technical workshops respecting energy reductions strategies, use of the PM reporting tool and other technical matters
- Website development and management including registration page and support resources
- Preparation of Annual Reports

***The ClimateWise Challenge is an opportunity to implement a Key Activity in the Service Excellence Strategic Plan to improve energy efficiency in the business sector***

Improving energy efficiency in the business sector is a Key Activity in the Service Excellence Strategic Plan under the theme of “building the low carbon economy and a resilient City”. The Key Activity has been implemented largely through partnerships with the ClimateWise Business Network and Partners in Project Green.

**Financial Impact**

There are no financial impacts to the City beyond the regular operations of the three main departments (Facility Management, Economic and Cultural Development, and Policy Planning and Environmental Sustainability) that will contribute to the ClimateWise Challenge.

The ClimateWise Challenge is expecting in-kind contribution from the staff contributing to the Municipal Referral Group as well as in-kind hosting of event space as required. The CBN also hopes to build upon the current communications channels offered by the City to increase awareness of the ClimateWise Challenge.

**Broader Regional Impacts/Considerations**

In November 2020, the Federal government tabled the *Canadian Net-Zero Emissions Accountability Act* to legislate Canada’s goal of net zero greenhouse gas (GHG) emissions by 2050. Membership in the ClimateWise Building Challenge also contributes to the Green Economy Canada initiative and broader climate action targets.

**Conclusion**

The appropriate protocols and staff in the Facility Management and Economic and Cultural Development departments are already in place to document facility energy consumption and communicate the ClimateWise Building Challenge to the business sector. In addition, the Policy Planning and Environmental Sustainability department manages the partnership with the ClimateWise Business Network as one element in support of the Term of Council priority to build the low carbon economy and a resilient

City. Hence, the ClimateWise Building Challenge continues the City's partnership with the ClimateWise Business Network to implement a Key Activity in the Service Excellence Strategic Plan related to improving energy efficiency in the business sector.

**For more information**, please contact Tony Iacobelli, Manager of Environmental Sustainability, ext. 8630.

**Attachments**

None

**Prepared by**

Tony Iacobelli, Manager of Environmental Sustainability, ext. 8630

**Approved by**

A handwritten signature in black ink, appearing to read 'Mauro Peverini'.

Mauro Peverini, Chief Planning Official

**Reviewed by**

A handwritten signature in black ink, appearing to read 'Jim Harnum'.

Jim Harnum, City Manager



## Committee of the Whole (2) Report

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**DATE:** Wednesday, May 12, 2021

**WARD(S):** ALL

**TITLE: SOVEREIGNTY GARDEN PILOT PROGRAM UPDATE  
FILE 22.37**

**FROM:**

Jim Harnum, City Manager

**ACTION:** DECISION

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**Purpose**

To seek direction for staff to support the Sovereignty Garden Program by reposting promotional materials provided by York Region.

**Report Highlights**

- The Sovereignty Garden Program supports the City's urban agricultural and local food initiatives outlined in Green Directions Vaughan 2019 and aligns with other City initiatives to improve community well-being through the support of local food.
- The risk and legal ramifications review conducted by staff determined that a formal partnership between the City and Transformation Initiative is not recommended at this time, as they do not meet the City's liability standards and requirements.
- York Region is exploring becoming a promotional support partner by entering into a Memorandum of Understanding with Transformation Initiative.
- Support for the Sovereignty Garden Program can be achieved by reposting York Region's communications (e.g., social media) once a partnership is formalized between York Region and Transformation Initiative.

## **Recommendation**

1. That staff be directed to repost the promotional materials provided by York Region, subsequent to the Region entering into a Memorandum of Understanding with Transformation Initiative.

## **Background**

### ***Council directed Staff to review the risk and legal ramifications of the Sovereignty Garden Pilot Program***

Council on May 27, 2020, passed a Member's Resolution to endorse the Sovereignty Garden Pilot Program (the 'Pilot Program'), led by Transformation Initiative, in principle. The Member's Resolution also recommended that City staff work with Transformation Initiative to determine the scope and logistics of the Pilot Program, and report back to Mayor and Members of Council on staff's recommendation on whether to proceed with the Pilot Program. Transformation Initiative is a Canadian registered not-for profit agency which focuses efforts in Canada's five core sectors: Finance, Insurance, Energy, Resources and Agri-food.

The intent of the Pilot Program is to encourage Vaughan residents to grow fresh produce and donate part of their harvest to local food banks. The intent of the Pilot Program aligns with Green Directions Vaughan 2019 to promote the improvement of community well-being through growing and sharing local food. The implementation of City of Vaughan Official Plan 2010 policies section 7.4.1.5 also states to support community agriculture, including community gardens, and other community related opportunities for local food production. The actions in York Region's Agricultural System and Agri-Food Strategy are also reinforced.

On June 16, 2020, staff provided Council with a staff report outlining the benefits and alignments of the Pilot Program with other City initiatives to improve community well-being through the support of local food. However, it was identified that staff needed to further review the legal and risk ramifications of entering into a formal partnership with a third party such as Transformation Initiative. Council on June 29, 2020, approved a recommendation in principle to support the Pilot Program, subject to staff's ongoing review of legal and risk ramifications.

### ***Partnerships that support urban agriculture and local food initiatives***

The Food Bank of York Region has been identified as a partner receiving the fresh produce grown and donated by Vaughan residents. This initiative meets the mandate of the Food Bank of York Region which serves nine municipalities and aims to encourage

backyard growers to cultivate fruits and vegetables to donate the surplus towards those in need.

In addition, the York Region Food Council supports the donation of fresh food to local food banks as it implements local food system projects, builds capacity to influence change, and engages on local food and farming issues that are relevant in the community. They work closely with the local food banks and other food non-profit organizations and, therefore, can connect the City with these organizations and support the communications plan.

### **Previous Reports/Authority**

Previous reports considered by Council related to the Sovereignty Gardens Pilot Program can be found at the following links:

[Item 12, Report No. 25, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 29, 2020.](#)

[Committee of the Whole \(2\), May 20, 2020](#) - Member's Resolution for Sovereignty Garden Pilot Program.

[Item 7, Report No. 39, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 17, 2019.](#) - Green Directions Vaughan 2019 was approved by Council in December 2019.

### **Analysis and Options**

#### ***Findings from the due diligence review***

As directed by Council in 2020, City staff conducted due diligence to identify any legal and risk ramifications in partnering with Transformation Initiative. The City's Risk Management and Legal Services departments identified the need for a formal Agreement between the City and Transformation Initiative to describe the processes for the Pilot Program and set out the roles, responsibilities, and liabilities of each party. As Transformation Initiative requested the use of the City's logo for promotional purposes, the Agreement would also establish the parameters of such use and ensure that the City could maintain control of the use of its logo. A formal Agreement would also serve to indemnify the City for any operational aspects of the project undertaken by Transformation Initiative.

Through the due diligence review, it was determined that Transformation Initiative does not have adequate insurance to meet the City's standard requirements to enter into an

Agreement. The review also identified that entering into a formal Agreement with a third party was not advisable because there were no services being provided to the City. It was also noted by the Risk Management and Legal Services departments that the City does not have a formal policy to manage the use of the City's logo or enter into partnerships with outside organizations.

As a result of Transformation Initiative not meeting the recommended insurance requirements, City staff have been exploring other options to support the intent of the Pilot Program.

### ***York Region to support the Sovereignty Garden Program***

City staff have been exploring alternatives to support the intent of the Pilot Program and have been in communication with York Region staff, as they have also been approached by Transformation Initiative for support. Through our discussions, it was determined that York Region can enter into a Memorandum of Understanding with Transformation Initiative if Transformation Initiative obtains the proper insurance and meets logo use requirements. If Transformation Initiative meets these requirements, York Region can become a promotional support partner for the Sovereignty Garden Program. York Region would then work with Transformation Initiative on the messaging for the Sovereignty Garden Program, more specifically to develop a communications plan that would be delivered through the Region's corporate social media channels.

Should a partnership be secured by York Region and Transformation Initiative, the City would be able to support the intent of the Program by sharing York Region's social media posts through the City's corporate social media. In the past, the City has reposted regional urban agricultural and local food initiatives prepared by York Region, such as Canada's Agricultural Day and Local Food Week. Therefore, staff seek Council direction to share York Region's Sovereignty Garden Program in the annual Policy Planning and Environmental Sustainability communications plan and work with Corporate and Strategic Communications to share York Region's messaging via the City's social media platforms.

### **Financial Impact**

Staff will provide services in-kind to fulfill responsibilities associated with promotional support.

### **Broader Regional Impacts/Considerations**

As noted on the York Region web site in reference to "Food Access and Insecurity", food insecurity is an issue that affects households throughout York Region. An estimated 7 percent of York Region households experienced food insecurity between 2009 and 2014,



representing approximately 24,700 households. While local food programs are not the entire solution to food insecurity, they can make healthy, affordable food more accessible to York Region residents. The act of residents donating fresh food to local food banks can be used to demonstrate the impact of accessible fresh food and sustainable food systems. This initiative including the communications and marketing plan can be utilized by other municipalities within York Region to also support other communities.

As a member of the York Region Agriculture and Agri-Food Strategy Municipal Working Group, the City is mandated to implement action items in the Agriculture and Agri-Food Sector Strategy. City staff are working with York Region staff on this collaboration.

### **Conclusion**

As a result of the review of the risk and legal ramifications conducted, staff do not support a formal partnership between the City and Transformation Initiative as a third-party partner due the organization not meeting City liability standards and requirements. City staff do support the intent and messaging behind the Sovereignty Garden Pilot Program as the initiative supports actions and goals outlined in Green Directions Vaughan 2019, the Vaughan Official Plan 2010 policies, and the actions in York Region's Agriculture and Agri-Food Sector Strategy.

Subject to York Region entering into a Memorandum of Understanding with Transformation Initiative, City staff recommend that in-kind support from staff be approved to share York Region's social media posts. City staff will also review the need to develop a policy to manage the use of the City's logo or enter into partnerships with outside organizations.

**For more information**, please contact Ruth Rendon, Senior Environmental Planner at extension 8104.

### **Attachments**

None

### **Prepared by**

Monica Choy, Sustainability Coordinator, Policy Planning and Environmental Sustainability, ext. 8941

Ruth Rendon, Senior Environmental Planner, Policy Planning and Environmental Sustainability, ext. 8104

Tony Iacobelli, Manager of Environmental Sustainability, ext. 8630

**In consultation with**

Shannon Devane, Manager of Risk Management and Registration Services, Office of the City Clerk ext. 8167

**Approved by**

A handwritten signature in black ink, appearing to read "Mauro Peverini".

Mauro Peverini,  
Chief Planning Official

**Reviewed by**

A handwritten signature in black ink, appearing to read "Jim Harnum".

Jim Harnum, City Manager

## Committee of the Whole (2) Report

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**DATE:** Wednesday, May 12, 2021

**WARD(S):** ALL

**TITLE:** YORK REGION PRESENTATION ON PROPOSED 2051  
FORECAST AND LAND NEEDS ASSESSMENT

**FROM:**

Jim Harnum, City Manager

**ACTION:** FOR INFORMATION

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**Purpose**

To provide Committee of the Whole with the opportunity to receive a presentation from York Region staff on the March 18, 2021 report to York Region Council entitled "Proposed 2051 Forecast and Land Needs Assessment" [Attachment 1].

**Report Highlights**

- Regional Council considered the Proposed 2051 Forecast and Land Needs Assessment Staff Report on March 18, 2021, which will play a major role in shaping the development of the Region to 2051
- York Region staff will provide a presentation to Committee on the Proposed 2051 Forecast and Land Needs Assessment to inform and provide an opportunity for committee members to ask questions and seek clarifications
- City staff will be preparing a report on the proposed Forecast and Land Needs Assessment, scheduled for the June 8, 2021 Committee of the Whole, which will contain further analysis and provide an opportunity for the City to convey formal comments to Regional Council

**Recommendation**

1. That the presentation from York Region staff be received.

## **Background**

### ***York Region must plan for 2.02 million people and 990,000 jobs in the region by 2051***

The Provincial Growth Plan contains population and employment growth targets that every Greater Toronto and Hamilton Area single and upper-tier municipality, including York Region, must plan for to 2051. Through its Municipal Comprehensive Review, the Region is required to ensure enough lands are available to accommodate this growth through the allocation of population and employment to each of the local municipalities.

### ***The Region is required by the Province to evaluate whether more land is needed for this growth by undertaking a Land Needs Assessment***

The amount of land to accommodate this growth is determined by using a methodology called a Land Needs Assessment, at the time of the Municipal Comprehensive Review. The Land Needs Assessment, at its most basic, is a series of steps that establishes how much land will be needed by the Region to meet its growth targets. It uses Provincial policy inputs like the 50% minimum intensification target in the Growth Plan, together with a number of underlying demographic, economic, and market based assumptions to reach the amount of land required.

The Land Needs Assessment establishes whether there is a need for more land, and if so, how much. The location of lands is determined in accordance with criteria set out in the Growth Plan.

### ***York Region staff has prepared a proposed forecast for distributing growth to local municipalities***

The Region has prepared a growth forecast as part of its Municipal Comprehensive Review (MCR) to bring the Regional Official Plan into conformity with the updated Provincial Growth Plan. The purpose of the forecast is to consider the path that growth may take to ensure the Region grows in a financially sustainable manner.

The forecast looks at several inputs, including the result of the Land Needs Assessment and other strategic planning components like infrastructure planning, establishing appropriate areas for urban expansion, and Provincial policies that seek to achieve complete communities.

The Region's work to-date proposes that the following level of growth be assigned to the City to 2051:

**Table 1**  
**Proposed Growth in Vaughan**

	<b>2016</b>	<b>2051</b>	<b>Share of York Region Growth</b>
<b>Population</b>	315,700	568,700	29%
<b>Employment</b>	223,200	352,000	33%

To meet the land needs identified through the Land Needs Assessment, York Region is proposing to add all 1,210 hectares of whitebelt lands in Vaughan to the urban area.

The number of intensification units proposed in the forecast for Vaughan is 49,100, of a total 155,500 units across the Region, or 32% of the total share of intensification units.

***York Region Council was presented with the proposed forecast and Land Needs Assessment***

On March 18, 2021 York Region Council was presented with a staff report, presentation, and the proposed forecast and Land Needs Assessment. Regional Council adopted the following resolution:

1. Council direct staff to consult on the proposed forecast and land needs assessment as outlined in this report and attachments, including preliminary urban expansion mapping in Attachment 4, as part of the Municipal Comprehensive Review.
2. To support the highest share of growth in the Greater Toronto and Hamilton Area to 2051, Council require senior levels of government to provide funding for the Yonge North Subway Extension and to expand the Region's Bus Rapid Transit and enhance Regional GO rail systems to support transit integrated communities.
3. Following consultation on this report, staff report back on phasing policies necessary to manage growth over the 2051 planning horizon as part of the draft Regional Official Plan.
4. The Regional Clerk forward this report and attachments to the Clerks of the local municipalities and the Ministry of Municipal Affairs and Housing.

As per Recommendation No. 4, the presentation to Committee of the Whole forms part of the Region's consultation program.

## **Previous Reports/Authority**

Not applicable.

## **Analysis and Options**

### ***York Region staff have been asked to present the proposed forecast and Land Needs Assessment to Vaughan Committee of the Whole***

York Region staff have prepared a presentation for local municipal Councils and have been requested to provide it to Vaughan Committee of the Whole. It will be presented on May 12, 2021. This will provide members with an opportunity to learn and ask questions of Region staff.

### ***Vaughan staff will be preparing a report on the proposed forecast and Land Needs Assessment***

City staff are preparing a report on the proposed forecast and Land Needs Assessment to provide a City response on the issues presented in York Region's March 18, 2021 report "Proposed 2051 Forecast and Land Needs Assessment". This report is scheduled for the June 8, 2021 Committee of the Whole meeting. It will provide background and staff analysis on the Region's work. It will provide the opportunity to identify potential issues, from the City's perspective, that should be considered by the Region as it moves to the policy development phase of its MCR. The June 8 meeting will also provide the opportunity for the City to formalize its comments to the Region.

## **Financial Impact**

There is no financial impact associated with this report.

## **Broader Regional Impacts/Considerations**

York Region is consulting on the proposed forecast and Land Needs Assessment and the forthcoming report on June 8, 2021 Committee of the Whole will form part of the City's response.

## **Conclusion**

York Region Council directed Regional staff to consult on the proposed forecast and Land Needs Assessment. City of Vaughan staff requested that Region staff provide Vaughan Council members with a presentation of the Region's work and provide an opportunity to ask questions. A report on the proposed forecast and Land Needs Assessment is planned for the June 8, 2021 Committee of the Whole meeting.

**For more information**, please contact: Fausto Filipetto, Manager of Long-Range Planning at [Fausto.Filipetto@vaughan.ca](mailto:Fausto.Filipetto@vaughan.ca) or at 905-832-8585, extension 8699.

## **Attachment**

1. Proposed 2051 Forecast and Land Needs Assessment Report, York Region Council, March 18, 2021.

## **Prepared by**

Kyle Fearon, Senior Planner, Long-Range Planning, extension 8776.

Fausto Filippetto, Manager, Long-Range Planning, extension 8699.

Christina Bruce, Director, Policy Planning and Environmental Sustainability, extension 8231.

## **Approved by**



Mauro Peverini, Chief Planning Official

## **Reviewed by**



Jim Harnum, City Manager





# The Regional Municipality of York

Regional Council  
Planning and Economic Development  
March 18, 2021

Report of the Commissioner of Corporate Services and Chief Planner

## Proposed 2051 Forecast and Land Needs Assessment

### 1. Recommendations

1. Council direct staff to consult on the proposed forecast and land needs assessment as outlined in this report and attachments, including preliminary urban expansion mapping in Attachment 4, as part of the Municipal Comprehensive Review.
2. To support the highest share of growth in the Greater Toronto and Hamilton Area to 2051, Council continue to advocate to senior levels of government for funding for the Yonge North Subway Extension and to expand the Region's Bus Rapid Transit and enhance Regional GO rail systems to support transit integrated communities.
3. Following consultation on this report, staff report back on phasing policies necessary to manage growth over the 2051 planning horizon as part of the draft Regional Official Plan.
4. The Regional Clerk forward this report and attachments to the Clerks of the local municipalities and the Ministry of Municipal Affairs and Housing.

### 2. Summary

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) sets out population and employment forecasts and requires municipalities plan to achieve these forecasts by 2051. Part of this work includes determining if a settlement area boundary expansion is required to accommodate forecast growth. This report along with attachments 1 to 5 present land needs to 2051 as a result of completing the mandated provincial land needs assessment. Proposed population and employment forecasts by local municipality are presented for consultation as part of the Municipal Comprehensive Review (MCR). This report is a summary of the content contained in Attachment 1 and provides an overview of the inputs, assumptions, and results of the provincial land needs assessment and distribution of population and employment to local municipalities.

#### Key Points:

- The Growth Plan directs York Region to support and plan for the highest share of growth in the GTHA

- Provincial Land Needs Assessment results in a need for 3,400 hectares of urban expansion, or 80% of the remaining Whitebelt, to accommodate growth to 2051
- Urban expansion needs are distributed by local municipality in line with Growth Plan criteria, Regional Official Plan policies, and an assessment of costs, risks, and opportunities in each geographic area
- Uncertainty regarding Provincial approval of the Upper York Water Reclamation Centre and timing of its phased implementation are key considerations when distributing growth
- Phasing infrastructure and development will be key to mitigate growth-related risks
- Given the history of significant growth directed to York Region by the Province, all Whitebelt lands will eventually be required at some point in time beyond the 2051 planning horizon and identifying the remaining Whitebelt as Future Urban is a consideration
- Consultation on the proposed forecast and land needs assessment will continue in Q2 and early Q3 in advance of a draft Regional Official Plan anticipated for Fall 2021

### 3. Background

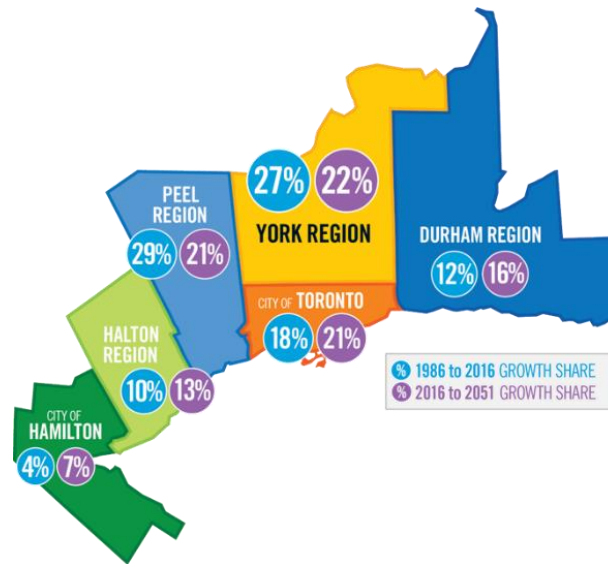
#### **York Region has a history of supporting and attracting significant growth**

Planning for and managing growth is a complex process taking into consideration Provincial growth targets, planning policy, socio-economic and demographic factors, market trends, as well as financial and servicing factors. Integrated land use, infrastructure, and financial planning has been undertaken in the Region since the 1994 Official Plan. Since then, several updates to the Regional Official Plan, regional forecasts, infrastructure Master Plans, and Development Charges by-laws have taken place. To ensure York Region continues to support and attract growth, Regional Council has invested more than \$4.8 billion in water and wastewater infrastructure and over \$2.8 billion in transportation, transit and rapid transit infrastructure, over the past 15 years.

#### **The Provincial Growth Plan forecasts a population of 2.02 million and 990,000 jobs for York Region by 2051**

The Growth Plan provides long-term direction to municipalities to plan for and manage growth, including where and how to grow, and includes population and employment forecasts upper- and single-tier municipalities must plan for. York Region is forecast to grow to a population of 2.02 million and 990,000 jobs by 2051. This represents growth of approximately 800,000 people and 345,000 jobs between 2021 and 2051. As shown in Figure 1, York Region is forecast to attract the highest share of growth of any Greater Toronto and Hamilton Area (GTHA) municipality by 2051, accounting for 22% of GTHA population growth. The Region is also forecast to accommodate 25% of employment growth.

**Figure 1**  
**Distribution of Historical and Forecast Growth by GTHA Municipality**



Given the magnitude of assigned growth, the MCR requires the Region to assess the distribution and trajectory of growth to ensure it proceeds in a financially sustainable manner. The current MCR has had greater emphasis on a collaborative and iterative approach to population and employment distribution wherein infrastructure capacity and timing considerations play a more prominent role in distributing provincial growth forecasts to local municipalities. The 2019 [Growth and Infrastructure Alignment](#) report provides a series of principles focused on a more integrated approach to growth management.

Municipalities, including York Region, are required to use provincial forecasts and other policies in the Growth Plan predicated on building complete communities that are well integrated with infrastructure investment as the basis for land use planning and managing growth. Updating Regional forecasts to conform to the Growth Plan and distributing that growth to local municipalities are key components of the MCR.

### **Mandated Provincial Land Needs Assessment methodology determines the amount of land required to accommodate growth to 2051**

Municipalities are required to use the provincial Land Needs Assessment methodology to determine land needs to 2051. The methodology defines components, such as achieving the Growth Plan minimum intensification target, that must be assessed when determining the quantity of land needed to accommodate forecasted growth, including the need for any urban expansion. The land needs assessment methodology does not determine the location of these lands, rather this is informed by criteria in the Growth Plan and policies in the Regional Official Plan.

In addition to the Growth Plan, the Greenbelt Plan, Oak Ridges Moraine Conservation Plan, and Lake Simcoe Protection Plan provide direction on where and how municipalities can and cannot grow. The Region's land needs assessment must conform with this provincial direction.

## **York Region has received 71 site-specific requests for urban expansion as well as requests from some municipalities**

Since the MCR began in 2014, prior to having to pause the process for significant Provincial policy updates, 71 written submissions have been received from landowners and consultants requesting re-designation of agricultural and rural land to allow for urban development. The Region has also received a Council resolution from the Town of East Gwillimbury requesting that the entirety of the Town's Whitebelt lands be re-designated for urban uses as well as requests from the City of Richmond Hill and the Town of Whitchurch-Stouffville to re-designate areas of the protected countryside of the Greenbelt. In addition, the Township of King provided comments to the Province regarding the re-designation of the protected countryside of the Greenbelt. A map of all requests for urban expansion received through the MCR is found in Attachment 2.

## **York Region's forecast and land needs assessment is informed by several Municipal Comprehensive Review reports**

Provincial plans and the land needs assessment are implemented by the Region through a MCR and Regional Official Plan update. Between 2019 and 2021, a series of background reports were presented to Council addressing Employment Area Conversions, Planning for Intensification, Planning for Employment, Housing Opportunities and Challenges, Major Transit Station Areas, Planning for Density in New Communities, Natural Systems Planning, Planning for Agriculture, Aligning Growth and Infrastructure and Climate Change. Based on the foundational direction from Provincial Plans, these reports have informed the proposed forecast and land needs assessment presented in this report.

## **4. Analysis**

### **Land needs assessment incorporates Growth Plan targets, policy objectives, and market demand**

As outlined by the land needs assessment methodology, components municipalities must consider when planning for growth include market demand, Growth Plan policy targets for intensification and greenfield density, accommodating all employment types, determining community and employment land needs based on a demand-supply analysis, and planning for infrastructure needed to build complete communities to 2051.

To help inform the land needs assessment, Watson and Associates Economists Limited (Watson) was retained to undertake a detailed assessment of the Region's housing market. With input from Watson, the forecasts are informed by historical market trends as well as recent building permit activity, active development applications, socio-economic and demographic trends, as well as the demand for both rental and ownership housing. A critical consideration in defining the future market demand also includes housing affordability.

## Inputs and assumptions used in the Community Land Needs Assessment have been reviewed and supported by Watson Consulting

Community lands account for a significant share of the Region's settlement areas and are where the majority of residential, personal services, retail, cultural, recreational, and human services uses are located. The forecast for community lands is predicated on policy targets in the Growth Plan. Population growth of approximately 800,000 people between 2021 and 2051 is translated to growth of approximately 276,000 units. This unit growth is allocated to the Region's geographic land use categories, as outlined and defined in Attachment 1. The Growth Plan 50% intensification target determines units directed to the built-up area, a small amount of growth is assumed in the rural area, and the remaining growth is assigned to the designated greenfield area (Table 1).

**Table 1**  
**Housing Unit Forecast by Land Use Category (2021 – 2051)**

Land Use Category	Housing Growth	Growth Share
Built-up area	138,000	50%
Designated greenfield area	137,000	49%
Rural area	1,000	<1%
<b>Total</b>	<b>276,000</b>	<b>100%</b>

Source: York Region Planning and Economic Development Branch

Watson's Housing Foundational Analysis Report (Executive Summary in Attachment 3) was an input to the Region's structure type forecast to determine 2051 community land needs in the land needs assessment. As outlined in their report, Watson provided a review of the Region's preliminary forecast to 2051 and commentary on the key assumptions. Watson has concluded that the Region's structure type forecast and associated 50% intensification target and designated greenfield area density assumptions:

- Recognize the long-term population forecast for the GTHA is aspirational and therefore appropriately supports York Region not exceeding the long term 2051 population forecast of 2.02 million
- Reflect recent and anticipated shifts in residential building activity in York Region from low-density dwellings toward medium and high-density housing forms
- Recognize that the aging population is likely to drive demand for a significant share of affordable higher-density rental and ownership housing
- Appropriately consider the need to expand the supply of affordable home ownership options in medium-density housing, particularly entry-level townhouse products geared to low- and middle-income households

## **Growth Plan 50% intensification target supports Council's infrastructure investment and is consistent with the York Region market**

A fundamental metric informing community land needs is the Growth Plan minimum 50% Region-wide intensification target which York Region must plan to achieve. In addition to being a requirement of the Growth Plan, past direction from Regional Council provides support to plan for the Growth Plan's minimum intensification target. Planning for 50% intensification also supports Council's priorities when managing and planning for growth in the Region's centres and corridors by supporting investments in infrastructure, by offering a mix and range of affordable housing options in compact transit supportive communities, and by supporting market demand. The target further supports and builds on the Region's economic development success by advancing the Region's city building objectives and by helping attract new businesses and jobs for residents.

Planning for half the Region's growth in the existing built-up area demonstrates a continued commitment by the Region to intensification. Not only does it support past infrastructure investments, but it substantiates investments that will continue to be required to support growth to 2051. Being the only municipality in the Greater Toronto Area outside of Toronto with access to an existing and future subway and with over \$3.2 billion having been invested in rapid transit infrastructure by all three levels of government over the past 15 years, York Region is well-positioned to achieve this target. Planning for 50% intensification positions the Region for a better return on this investment through development charges. A significant share of growth in intensification areas demonstrates to senior levels of government that York Region is invested in and committed to city building and sustainable transit-oriented development.

York Region has significant potential to accommodate growth in the built-up area to meet or exceed the minimum 50% target. In planning for 78 Major Transit Station Areas, the Region has the potential to accommodate 505,000 people and 195,000 jobs or more in these locations. The planned growth potential for these areas significantly exceeds the forecast demand in the built-up area by 2051. Further, as of mid-2020, York Region had an estimated supply of 70,000 units under application in the built-up area. If built, these units would account for approximately 50% of the total forecast to 2051.

An intensification rate of 50% is consistent with what the market has been delivering on an average basis since 2006. Achieving 50% intensification over a sustained period to 2051 does require a significant shift in family households (couples with or without kids, lone-parent, multi-family households) into medium and high-density structure types. Planning for a 50% intensification target provides for a balanced mix of ground-related and higher-density housing options for York Region residents. Moving forward, staff will carefully monitor the intensification rate, greenfield supply, and phasing of new communities to ensure the pace of growth is consistent with Regional Official Plan objectives while maintaining the Region's financial sustainability.

## **Watson has identified 50% intensification is appropriate over the long term**

Based on analysis from Watson and Associates (Attachment 3), a 50% housing intensification target appropriately reflects recent development trends, active residential

development plans, and evolving longer-term demographic and socioeconomic trends within York Region. Watson notes that the Region could exceed a 50% intensification target in the near to medium-term based on the current supply of active development applications. Once servicing constraints in the designated greenfield area, particularly across northern York Region have been addressed, the likelihood of achieving greater than 50% over the long term is less certain. Watson, therefore, conclude that a 50% allocation of housing growth to the built-up area is appropriate.

Through their assessment of the Region's forecast on housing affordability, Watson further identifies the appropriateness of the 50% intensification target in that it reflects a continued shift from low to medium- and high-density structure types across the GTHA. This shift, likely driven in part by growing affordability challenges in low density structure types, will continue to drive demand for a more diverse range of medium- and high-density options in the Region's built-up area. Planning for higher-density rental and ownership units, particularly in areas supported by transit and with access to amenities, will also help support the growing number of seniors anticipated over the forecast horizon.

### **Distribution of employment growth by type reflects the changing nature of employment**

The outlook for employment by type in the Region incorporates a range of anticipated economic and workplace changes over the coming decades. Future trends are discussed in the Region's 2019 [Planning for Employment background report](#). Considerations in the forecast to 2051 included an assessment of York Region's historical and future growth shares by employment type within the GTHA market, as well as estimates of employment growth by sector based on varying degrees of economic shifts and levels of automation. Employment growth will be driven by continued shifts toward knowledge-based jobs, growth in eCommerce, and increases in work from home employment. Attachment 1 provides more detail on assumptions used to generate York Region's employment forecast by type. The forecast employment by type results in the following distribution:

**Table 2**  
**Employment Forecast by Type (2021 – 2051)**

Employment Type	Job Growth	Growth Share
Major Office	92,000	26%
Employment Area	128,000	37%
Population Related	124,000	36%
Rural	1,500	<1%
<b>Total</b>	<b>345,500</b>	<b>100%</b>

Source: York Region Planning and Economic Development Branch

## Provincial Land Needs Assessment has determined a need for 3,400 hectares of urban expansion

The key determinant for community and employment urban expansion needs is a demand supply analysis. A more detailed explanation of how urban expansion needs are determined is presented in Sections 4-6 of Attachment 1. A new component of the provincial methodology is for municipalities to consider additional lands beyond what is required by the demand-supply analysis in the form of a contingency. The intent is to account for long term vacancy and/or lands not being developed as planned over the 30-year horizon.

For community lands, the forecast demand in the designated greenfield area (greenfield areas as shown in Attachment 1) is compared with the potential for development (supply) by 2051 within existing designated greenfield areas. Designated greenfield area supply is determined based on active development applications, secondary plans for vacant lands with no application, and an estimate for apartment growth in those areas. Compared to the demand of 137,000 units in Table 1, the Region's designated greenfield area has an estimated supply potential of approximately 101,000 new units by 2051. Consistent with what the market is delivering as outlined in the [June 2020](#) Planning for Densities in New Communities report, a density of 60 people and jobs or 17 units per hectare was used to translate urban expansion needs from units to land area.

On the employment side, the determinant of an urban boundary expansion is a demand supply analysis in employment land areas. Employment area supply is informed by Council endorsed boundaries from [October 2020](#) as a result of Council's decisions on employment land conversion requests. Density assumptions on vacant lands and an estimate for employment growth within existing space then informed the potential for growth in approved employment areas. Compared to employment area demand of 128,000 jobs in Table 2, the Region's employment areas have capacity for approximately 90,000 new jobs.

Table 3 identifies the urban expansion lands needs resulting from applying the provincial land needs methodology.

**Table 3**  
**Community and Employment Urban Expansion Land Needs to 2051**

Geography	Land Need (Hectares)
Community Land	2,300
Employment Land	1,100
<b>Total</b>	<b>3,400</b>

Source: York Region Planning and Economic Development Branch



## **Timing and delivery of infrastructure are key considerations informing both the pace and distribution of growth to 2051**

Availability and timing of delivery of Regional infrastructure plays an important role informing the pace and distribution of growth to 2051, particularly in the short and medium term. As a result of significant investments made by Council over the last two decades, the Region can service population growth of approximately 223,000 people (or approximately 75,000 units) with infrastructure already in place. Capacity for growth exists in all nine local municipalities, within Centres and Corridors, as well as a number of greenfield communities throughout the Region.

Planning to accommodate growth of approximately 800,000 people and 345,000 jobs over a 30-year planning horizon requires significant investment in new infrastructure. Major infrastructure projects required to accommodate growth to 2051 include upgrades to the York Durham Sewage System conveyance and pumping stations, the initial construction and future expansion of the Upper York Water Reclamation Centre, northeast and west Vaughan water and wastewater upgrades, as well as the Yonge north subway extension.

The preliminary timing of these new large-scale projects has informed assumptions on the pace of growth to 2051. For example, projected timing for the Upper York Water Reclamation Centre, northeast and northwest Vaughan projects, and the Yonge North Subway Extension informed an anticipated increase in the pace of growth overall as well as in the affected municipalities over the next decade and beyond.

## **Upgrades to the Region's transportation and transit network are essential to accommodate planned growth**

In addition to the Yonge North subway extension, a \$5.6 billion investment scheduled to be operational by 2030, significant investments in roads, transit, and rapid transit is required to accommodate the provincial growth forecast for the Region. Based on a cursory analysis of growth to 2051, extensions to existing Highway 7 and Yonge Street Rapid Transit corridors as well as new Bus Rapid Transit infrastructure on Jane Street, Major Mackenzie Drive, and Leslie Street have been identified to serve the needs of both existing and future York Region residents. All of these bus rapid transit projects are currently unfunded and together translate to an estimated \$5.4 billion in new transit infrastructure. Assuming, on a preliminary basis, an estimated Regional contribution of 27% (based on Yonge Subway extension and existing Public Transit Infrastructure Fund agreements in Ontario), approximately \$1.4 billion of this cost is likely to be incurred by the Region.

Timing and delivery of these projects will be important to achieve the Region's 50% intensification target and to provide further opportunities for job growth and talent attraction in the Region. Particularly with the millennial workforce, access to transit and other amenities are necessary to attracting and maintaining talent.

Funding from Senior levels of government will be essential to enhance the Region's Bus Rapid Transit system through the projects listed above. Further expansions and upgrades to the GO rail network will also be important to support intensification as well as growth in greenfield and urban expansion areas to support transit integrated communities.

## **Planning for a designated greenfield area density target of 60 people and jobs per hectare reflects what the market is delivering and allows for more accurate infrastructure planning**

To forecast growth in the Region's urban expansion areas, the designated greenfield area density has implications on infrastructure timing and delivery, determining pipe size, planning for new roads and road improvements, and estimating future transit ridership. It also has impacts on how the Region calculates development charge rates and estimating development charge revenue and tax levy growth. If planned growth and densities do not match market realities, development charge rates may not achieve effective cost recovery. For these reasons, it is important to be as accurate as possible about densities and associated growth anticipated in urban expansion areas. As illustrated in the June 2020 [Planning for Density in New Communities](#) report, recently built communities in the Region's designated greenfield area are achieving an average of 62 people and jobs per hectare. Since the York Region market is delivering over 60 people and jobs per hectare in existing greenfield areas, assuming the minimum 50 density in the Growth Plan would not support infrastructure or financial planning compared to the market reality.

## **Opportunities, costs, and potential risks influence the location of urban expansion**

Over the long term, all the Region's Whitebelt lands will be needed to accommodate growth. Applying the Provincial land needs assessment methodology to the Region's Growth Plan forecast has determined that approximately 80% of Whitebelt lands are needed for anticipated growth to 2051. Available Whitebelt lands are shown in Attachment 1 and consist of three distinct geographies in southeast, southwest, and northern York Region. In consultation with local municipal staff, these lands were classified into potential community and employment areas based on their connectivity to existing community/employment areas and prioritizing lands adjacent to or near existing or provincially planned 400 series highways for employment purposes.

Considerations impacting the geographic distribution of urban expansion are discussed in detail in Section 6 of Attachment 1. Satisfying Growth Plan criteria, ensuring logical planning boundaries, building complete communities that provide for live and work opportunities, delivering fiscally sustainable infrastructure, and supporting the Regional structure are important considerations. A preliminary assessment of the costs, risks, and opportunities associated with each available geography is summarized below:

- Regional water, wastewater, and transportation infrastructure costs per capita (at full buildout) of Whitebelt lands are lowest in the southeast (\$4,600), higher in the southwest (\$6,900), and highest in northern York Region (\$7,600)
- Growth in the southeast capitalizes on downstream water and wastewater infrastructure the Region has invested in over the last 10 years as well as access to the expanded Highway 404 and planned GO expansion.
- Growth in the southwest also leverages the downstream water and wastewater infrastructure investment over the last 10 years. It also includes significant job growth

potential which builds on existing strengths in transportation/logistics along Highway 427 and the future GTA west corridor as well as recent GO rail expansion. That said, the timing of both residential and job growth in this location may be contingent on the timing of the GTA west corridor by the Province.

- Growth in northern York Region may provide more affordable housing options than southern York Region, particularly for specific market segments such as young families and seniors. There is uncertainty surrounding the timing of the delivery of the Upper York Water Reclamation Centre as the Region awaits approvals from the Province, and phased implementation of the Water Reclamation Centre is required to address full buildout of the remaining Whitebelt lands. Currently it is estimated that the Water Reclamation Centre would be in place by early 2028 (contingent on receiving approval no later than 2021) and an expansion would be required by the early 2040s, subject to a future Class Environmental Assessment.
- Lands in north and central East Gwillimbury and in southeast York Region were identified as most suitable for agriculture
- North York Region is located within the Lake Simcoe watershed. Since 2009, through the release of the Lake Simcoe Protection Plan, the Province has been committed to protecting the ecological health and natural heritage of the watershed. Additional protection and mitigation measures are required in this portion of the Region.

Based on this analysis, the proposed distribution of urban expansion is shown in Table 4. Detailed mapping is provided in Attachment 4. Site-specific requests for urban expansion were also considered - the results of which are presented in Attachment 2.

**Table 4**  
**Proposed Urban Expansion by Municipality to 2051 (Hectares)**

Municipality	Available Whitebelt	Proposed Urban Expansion	Community Land	Employment Land
East Gwillimbury	960	245	180	65
King	80	80	70	10
Markham	1,490	1,490	1,270	220
Vaughan	1,210	1,210	500	710
Whitchurch Stouffville	375	375	280	95
<b>Total</b>	<b>4,115</b>	<b>3,400</b>	<b>2,300</b>	<b>1,100</b>

Source: York Region Planning and Economic Development Branch

## **Location of urban expansion lands to meet the 2051 forecast are proposed in a way that minimizes potential risks to the Region**

The proposed distribution of urban expansion lands (Table 4) reflects Growth Plan and Regional Official Plan criteria, as well as the assessment of costs, risks, and opportunities in each potential whitebelt geography. The proposed distribution:

- Maximizes urban expansion in areas with higher certainty of timing of the provision of water and wastewater infrastructure
- Provides well-located future employment lands along Highway 427, the planned GTA West Corridor, Highway 404, and adjacent to the ROPA 3 employment lands in Markham
- Allows for the connection of the Green Lane Corridor, Sharon, and Holland Landing communities in East Gwillimbury
- Aligns the amount of growth in northern York Region with the ability to deliver the multi-phase infrastructure required to support it thereby reducing potential misalignment of development charges collections over the forecast period
- Supports ongoing agricultural uses to the extent possible given that lands in northern East Gwillimbury were identified as some of the most suitable remaining whitebelt lands for agricultural uses in the Region

## **Timing and uncertainty of servicing in northern York Region is a key factor informing the distribution of urban expansion land needs to 2051**

Growth in northern York Region is dependent on the Upper York Water Reclamation Centre. Conditional on timely provincial approvals, the Water Reclamation Centre is currently scheduled for completion in 2028 and will provide capacity for 90,000 people in East Gwillimbury and Northwest Newmarket while also freeing up capacity for growth in Newmarket and Aurora. The initial phase will service existing population as well as growth of approximately 45,000 people in East Gwillimbury's existing urban area but does not provide capacity for growth in the Town's Whitebelt lands.

An expansion of the Water Reclamation Centre is anticipated in the early 2040s and will provide capacity for growth of an additional 45,000 people in East Gwillimbury and Newmarket. The expansion is also required to provide wastewater capacity for some Whitebelt lands. A further expansion of the plant is likely to be required to achieve full buildout of the remaining Whitebelt lands in the Town. Timing of this expansion is not yet known but is likely to occur beyond 2051. The timing and uncertainty surrounding the initial stage of Upper York as well as future expansions present significant risks to the Region and have resulted in the proposed higher levels of Whitebelt growth in southern York Region where infrastructure is more certain and less costly to meet the amount of growth required by the Land Needs Assessment.

The proposed distribution of growth presented in Table 4 would not require the final expansion of the Upper York Water Reclamation Centre (likely beyond 2051), a project estimated at \$200 million. This distribution of growth also results in a more achievable growth

outlook for the Town of East Gwillimbury with respect to annual population growth and therefore allows the Region to plan for a more accurate recovery of development charges collections both within the 2051 horizon and beyond.

### **Growth is contemplated only where permitted by Provincial Plans and in locations with existing or planned water-wastewater capacity**

Requests have been received from the City of Richmond Hill, Township of King, and Town of Whitchurch-Stouffville requesting consideration of site-specific employment uses in the Protected Countryside of the Greenbelt. York Region's [Potential for Employment Lands along 400 Series Highways](#) report from October 2020 provides further information on these requests. As discussed in a [January 2021](#) memo, Provincial policy in the Greenbelt Plan and Oak Ridges Moraine Conversation Plan prohibits expanding settlement areas into the Protected Countryside of the Greenbelt. As such, these requests were not considered as part of the MCR. Further, the application of the Provincial Land Needs Assessment concludes that the Region can meet its employment land needs with existing urban lands and a portion of Whitebelt lands.

Population and employment growth beyond the existing and planned infrastructure capacity in Nobleton and Mount Albert have also not been considered. Preliminary estimates indicate that expanding the water and wastewater capacity in Nobleton beyond the 10,800 people currently contemplated in an ongoing Environmental Assessment would be cost prohibitive, requiring an infrastructure investment in the range of \$100 to \$200 million. This would not be financially sustainable given the amount of additional growth that could be realized. In addition, at the time of writing this report, discussions were ongoing between landowners, Town of East Gwillimbury staff, and York Region staff regarding the potential to expand the servicing capacity in Mount Albert from 6,000 to 8,000 population. However, because no agreement has been reached with respect to whether such an expansion would be feasible, the current servicing capacity of 6,000 has been maintained for the purposes of the proposed forecast.

### **Forecasts to 2051 for each local municipality reflect recent growth trends, Land Need Assessment urban expansion needs, vacant greenfield areas, and market demand for intensification**

Proposed 2051 population and employment forecasts for the nine local municipalities are shown in Table 5. Details on the method and background information used to prepare the forecasts is included in Section 8 of Attachment 1. The forecasts are the product of a number of assumptions based on recent demographic, market, and economic trends, housing and employment land supply, market demand for intensification, as well as regional and local policy. Regional staff have consulted with local municipal staff in preparation of the proposed forecasts and incorporated changes based on their feedback.

**Table 5**  
**2051 Population and Employment Forecasts by Local Municipality**

Municipality	2051 Population	2051 Employment
Aurora	84,900	41,000
East Gwillimbury	105,100	37,400
Georgina	71,900	21,900
King	49,600	16,400
Markham	619,200	309,200
Newmarket	110,700	57,600
Richmond Hill	317,000	122,600
Vaughan	568,700	352,000
Whitchurch Stouffville	92,900	31,900
<b>Total</b>	<b>2,020,000</b>	<b>990,000</b>

Source: York Region Planning and Economic Development Branch

The forecast update also includes proposed local municipal intensification targets, designated greenfield area density targets, and employment area density targets to 2051. These are found in Section 9 of Attachment 1. Through official plan updates, local municipalities are to plan to achieve these targets which are minimums. The Region's forecast distributes intensification across the nine local municipalities based on reasonable assumptions however the market will ultimately determine actual growth. Local municipalities should plan for intensification areas recognizing existing and planned investments in transit.

### **Addressing gaps in housing affordability through ownership and rental options will be important to meet the 2051 forecast**

As noted by Watson, shifting demographics and housing affordability continue to result in a greater proportion of growth occurring in GTHA Regions such as Durham and Peel and in municipalities outside of the GTHA such as Simcoe and Dufferin because of their ability to offer more affordable housing options. Watson has indicated that despite an anticipated shift in housing mix to medium and higher density forms of housing over the 2051 forecast horizon, housing affordability will continue to challenge the growth rate in York Region and could impact the Region's ability to achieve its 2051 forecast.

Despite identifying that a structure type mix shifting toward medium- and high-density structure types appropriately considers shifting demographic and affordability trends – particularly for young families and seniors, Watson identified a need for the Region to

increase its supply of medium-density housing, primarily entry-level townhouse products geared to low- and middle-income households. They also identified a significant need for rental housing over the 30-year horizon (close to 90,000 units) reinforcing the need for a comprehensive multi-stakeholder approach to increase the range and mix of affordable housing options. This builds on material presented to Council in [January 2020](#) and will continue following the MCR.

Affordability challenges and the need for significant increases in rental supply, infrastructure uncertainties that continue to exist in northern York Region, and recent slower than forecast growth rates highlight the importance of prudent growth management to mitigate potential impacts of slower than anticipated growth.

### **Integrated growth management is necessary to mitigate growth-related risk**

Planning for growth to 2.02 million people and 990,000 jobs over a 30-year planning horizon will require integrated and agile growth management. Achieving provincial forecasts requires average annual growth of 26,100 people per year. As shown in Table 6, this figure exceeds short term historical average annual growth (2010-2020) in York Region and is slightly above longer-term averages over the past 35 years.

**Table 6**  
**Forecast vs Historical Average Annual Population Growth**

Historical Short Term (2010-2020)	Historical Long Term (1986-2020)	2051 Forecast
16,500	24,900	26,100

Source: York Region Planning and Economic Development Branch

The Region's fiscal capacity is strongly tied to the pace of growth. As a result, there are a number of financial risks associated with planning for growth and paying for required infrastructure. Slower than anticipated growth could have the following impacts:

- Slower than anticipated cost recovery through development charges to pay down outstanding development charges debt and reduction in the amount of development charges revenue available to fund new infrastructure – for example a sustained 10% reduction in collections over ten years versus the forecast could require capital deferral of up to \$300 million
- Increased costs for operating infrastructure put in place too early to operate efficiently
- Tax levy or rate increases for existing residents and businesses to support ongoing operation and maintain service levels
- Reduction in contributions toward asset management reserves and insufficient funds for the Region's future capital replacement and rehabilitation

## **Phasing of urban expansion and agile growth management will help maintain financial sustainability**

Integrated growth management requires a phased and agile approach to growth. This involves regularly re-aligning Regional plans, programs, and processes with the Region's fiscal reality. Through MCRs every 5 to 10 years between now and 2051, Master Plan updates, and annual Capital Plan and budget reviews, there are opportunities to re-calibrate Regional plans and strategies with actual growth and development charges collections. Aligning capital spending with population thresholds targeted to specific years in the Capital Plan and capitalizing on existing infrastructure can help maintain borrowing capacity. Giving special consideration to projects which may have a shorter payback period is another consideration.

Phasing is a tool to manage the timing and location of growth, particularly over the extensive 30-year planning horizon. Based on the distribution of growth to each municipality in Table 5, and assuming a 27% share of anticipated Regional rapid transit costs, an estimated \$11.6 billion in new infrastructure would be needed by 2051. This means growth cannot happen everywhere at once. Through a collaborative and iterative approach to land use planning in line with the timing and availability of infrastructure, the Region's forecasts incorporate a phased approach to growth. The Region's ability to adapt to the changing nature and pace of growth and further adjust and/or phase capital spending as necessary to maintain fiscal sustainability will be important.

## **Phasing strategies for urban expansion areas will be enhanced in the draft Regional Official Plan and co-ordinated with infrastructure Master Plans**

The amount of urban expansion and associated population and employment growth to 2051 is unprecedented. To achieve its 2051 forecasts, York Region will be required to accommodate over 130,000 people and 50,000 jobs in new whitebelt areas. This is in addition to growth of 115,000 and 35,000 jobs in the Region's 2031 new community areas that were brought into the urban boundary through the 2010 Regional Official Plan for which construction is just starting. Together, these growth areas consist of almost one third of the Region's total growth to 2051 with most of these areas being dependant on new infrastructure. Ensuring this growth materializes in a controlled and phased manner will be critical to deliver complete communities for new residents with timely provision of services such as schools, libraries, community centres, and other personal services, in addition to roads, transit, and pipe infrastructure. It will also be important to support a return on previous infrastructure investments in the Region's intensification areas.

To properly manage this amount of growth across diverse geographies of the Region will require strong phasing policies in both Regional and local municipal Official Plans. A more detailed approach for phasing policies will be outlined in a third policy directions report in late Q2 2021. Preliminary considerations for phasing policies include staging urban expansion areas based on the alignment of capital spending, achievement of population thresholds, prioritizing areas which have a higher level of certainty to maximize return on investment, and a requirement to provide a logical progression of development. Consideration may also



be given to tying the timing of growth in urban expansion areas to the sustained achievement of the Region's annual intensification target.

### **Identifying the remaining Whitebelt as Future Urban beyond 2051 is a consideration**

With the Provincial Land Needs Assessment requiring 80% of the Region's Whitebelt to accommodate growth to 2051, it may be appropriate to clarify that the remaining 20% of Whitebelt lands will likely be needed for future growth beyond 2051. Eighty percent to 2051 can be supplied by existing and planned infrastructure investments, and more closely matches the ability to recover growth-related costs through development charges in the future. This also acknowledges the final phase of the Upper York Water Reclamation Centre will likely be required and is expected to be post 2051. Identifying the remaining 20% of the Whitebelt lands as "Future Urban" beyond 2051 acknowledges the reality of the future long-term function of these lands.

### **It will be important for public agency partners to support growth to ensure complete communities**

Cooperation by other public agencies and the private sector will be necessary to achieve the 2051 forecast. The Province, local municipalities, the development industry, Metrolinx, conservation authorities, and the public are important stakeholders in supporting and managing growth. Fast-tracking critical infrastructure to support growth in the Region will require action by the Province. The overdue approval of the Upper York Water Reclamation Centre is necessary to unlock population growth potential in northern York Region and required to accommodate the assigned growth to 2051. Continued funding for planned Bus Rapid Transit and Yonge North Subway Extension projects are necessary to accommodate higher-density growth in the Region's urbanizing areas.

The development industry can play an important role in mitigating financial risks to the Region by entering into prepaid development charges credit agreements in advance of Regional infrastructure in exchange for a development charges credit at the time of registration/site plan approval. This is one example of risk sharing the Region will consider moving forward.

### **Consultation on the draft forecast and provincial land needs assessment results will occur in advance of the draft Regional Official Plan anticipated for Fall 2021**

This report presents preliminary urban expansion mapping (Attachment 4) and population and employment forecasts by local municipality as a result of the 2051 Growth Plan forecast and outcome of the Provincial Land Needs Assessment. Over the spring and summer months, York Region staff will be consulting with local municipalities, the public, development industry, and other stakeholders on the information presented in this report. More detail on consultation is provide in Attachment 5.

The Regional Official Plan update will continue over the coming months. Forecasts by local municipality and urban expansion mapping will be finalized and presented with the draft Regional Official Plan. Final forecasts are required to align infrastructure with forecast growth

through Water Wastewater and Transportation Master Plans and to inform an updated Development Charges By-law.

## **5. Financial**

Regional population and employment forecasts will be updated to conform to Provincial 2051 forecasts. The growth forecast will be used to inform the next update of the Regional development charges bylaw; the current bylaw is set to expire in mid-2022. The misalignment of growth forecasts with infrastructure delivery and the actual rate of growth could result in financial implications to the Region and local municipalities, including impacts to the development charges bylaw.

Work associated with updated population and employment forecasts is included within the approved Planning and Economic Development budget. Consulting services from Watson and Associates Economists Limited to perform a Foundational Housing Analysis are being utilized as part of the approved MCR work plan and budget.

## **6. Local Impact**

The Region's forecast and land needs assessment to 2051 have direct implications on local municipalities. As presented in Table 5, a key component of the MCR involves distributing updated population and employment forecasts to local municipalities. The results of the Provincial land needs assessment methodology identified a need for 3,400 hectares of urban expansion across five of the Region's nine local municipalities.

Local municipalities are key stakeholders in their forecast assignments and planning for future communities in growth areas. Local municipal staff are working alongside the Region to update local official plans to reflect the policies in the Regional Official Plan generated through the Regional MCR once approved. Under the Planning Act, local municipal official plans are required to be updated to conform to the Regional Official Plan within one year of it coming into effect. Detailed planning for urban expansion areas will be the responsibility of the local municipalities, in consultation with the Region. It remains important that the Region and local municipalities plan for these areas to be complete communities.

## **7. Conclusion**

Planning for and managing growth is a complex process that involves many considerations. Growth forecasts are developed and allocated to the Region's nine local municipalities based on the Provincial Growth Plan growth targets, planning policy, demographic factors, market trends, as well as financial and servicing factors. Results of the Provincial land needs assessment methodology identify a need for 2,300 hectares of community land and 1,100 hectares of employment land to accommodate growth to 2051. This equates to approximately 80% of the Region's Whitebelt lands.

Planning for this growth will require a more focused and financially sustainable approach to managing growth and infrastructure delivery. Further, staging and phasing of capital investments in line with actual rather than forecast growth will be necessary for a more agile and coordinated approach to achieving the Region's long-term vision of building strong, caring, safe complete communities in a financially sustainable manner.

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For more information on this report, please contact Paul Bottomley at 1-877-464-9675 ext. 71530. Accessible formats or communication supports are available upon request.

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Attachments (5)  
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PROPOSED 2051  
**FORECAST** and  
**LAND NEEDS**  
ASSESSMENT

## 1.0 SUMMARY

A fundamental component of the Region's Municipal Comprehensive Review is assessing land needs to accommodate Provincial Growth Plan population and employment forecasts for York Region to 2051 and the distribution of this growth by local municipality. A Place to Grow – Growth Plan for the Greater Golden Horseshoe, 2020 (Growth Plan) requires the Region to update the Regional Official Plan to be consistent with the Schedule 3 forecasts and use the prescribed Provincial Land Needs Assessment methodology. This report provides the background analysis for the Region's draft forecast and land needs assessment. It also outlines a proposed integrated growth management strategy to align growth and infrastructure planning to 2051. This report:

- Summarizes Provincial, Regional, and local municipal policy context for growth management
- Discusses market considerations and affordability issues with respect to the Region's housing forecast
- Summarizes key assumptions, steps, and results of applying the Provincial Land Needs Assessment methodology for both community and employment lands
- Proposes a distribution of growth and locations for urban expansion required to accommodate population and employment growth to 2051
- Provides local municipal population and employment forecasts to 2051
- Proposes minimum local municipal residential intensification and designated greenfield area density targets
- Proposes an integrated growth management strategy for aligning growth and infrastructure to maintain financial sustainability

The report includes the following key findings:

- York Region is well positioned to meet or exceed the Growth Plan minimum 50% intensification and 50 residents and jobs per hectare density targets
- 3,400 hectares of urban expansion are required to accommodate the Region's forecast to 2051 based on the Provincial land needs assessment
- The forecast meets the requirements of the Provincial Policy Statement, Growth Plan, and Regional Official Plan with respect to criteria for assessing locations for urban expansion while also minimizing growth-related risks to the Region
- An integrated approach to growth management is needed. Focusing growth in areas with existing infrastructure capacity and phasing infrastructure projects needed to accommodate new growth will be important in maintaining financial sustainability.
- Consultation on the proposed forecast and land needs assessment will occur in Q2 and early Q3 in advance of a draft Regional Official Plan anticipated for Fall 2021.

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## **2.0 BACKGROUND**

### **2.1 Provincial Policy Context**

#### **The Provincial Policy Statement directs municipalities to plan for efficient and fiscally responsible land use patterns**

The Provincial Policy Statement, 2020 (PPS) provides overall policy direction on matters of provincial interest related to land use and development in Ontario and applies to municipalities throughout Ontario, including the Greater Golden Horseshoe (GGH), except where the Growth Plan or another provincial plan provides otherwise.

The PPS provides policy direction on several growth management-related areas. These include:

- Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities
- Accommodating an appropriate affordable and market-based range and mix of residential housing types, employment, institutional, recreation, park and open space and other uses to meet long-term needs
- Basing land use patterns within settlement areas on densities and a mix of land uses which efficiently use the available or planned infrastructure and public service facilities and avoid the need for their unjustified and/or uneconomical expansion
- Planning for settlement areas that are transit supportive where transit exists, is planned, or may be developed, and that also support active transportation
- Identifying appropriate locations and promoting opportunities for transit-supportive development and accommodating a significant supply and range of housing options through intensification and redevelopment based on availability of infrastructure.

#### **The Growth Plan provides Regional population and employment forecasts to 2051**

The Growth Plan provides Provincial policy direction on how and where to grow. The Growth Plan identifies that the population and employment forecasts contained in Schedule 3 or such higher forecasts as established by upper- or single-tier municipalities in the GGH through a Municipal Comprehensive Review (MCR) be used for planning and managing growth to 2051. York Region is forecast to reach a population of 2.02 million and 990,000 jobs by 2051.

The Growth Plan principles related to growth management that:

- Support the achievement of complete communities
- Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability
- Support a range and mix of housing options to serve all sizes, incomes, and ages of households

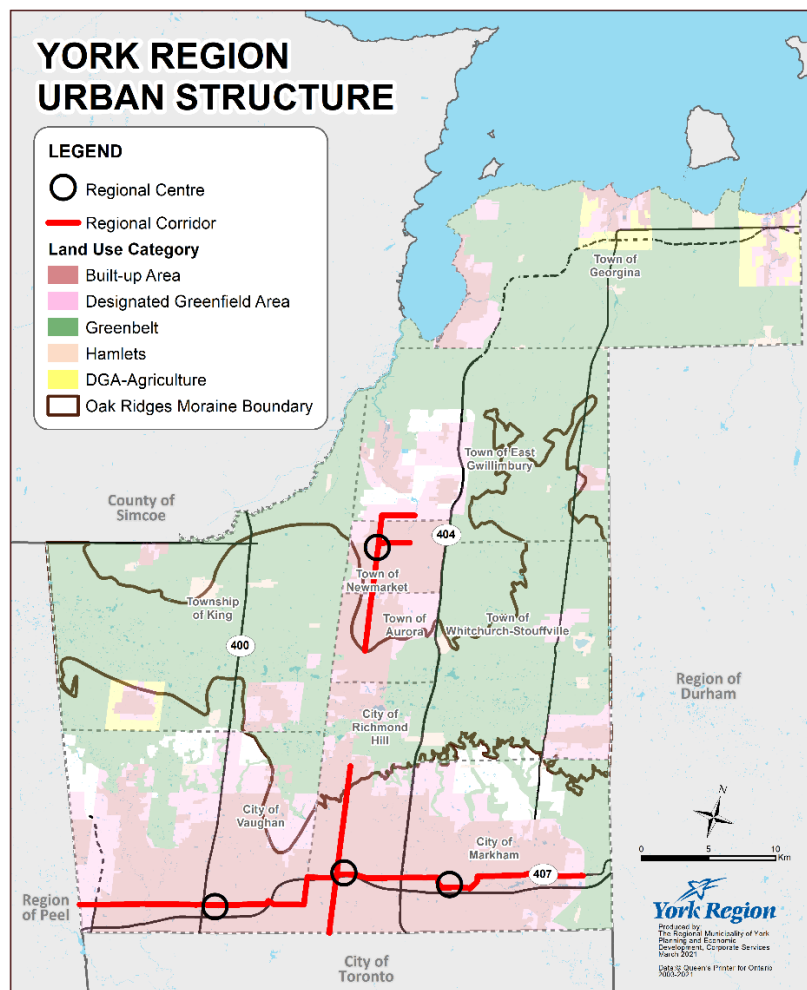


- Improve the integration of land use planning with planning and investment in infrastructure and public service facilities

### **Growth Plan intensification and density targets are inputs to the forecast and land needs assessment**

The Growth Plan establishes minimum intensification and density targets for upper and single-tier municipalities to support the achievement of growth management objectives for the GGH. York Region is required to plan for a minimum Region-wide intensification target of 50% and a minimum density target of 50 residents and jobs per hectare in the designated greenfield area. Figure 1 shows York Region land use categories. The built-up area must accommodate at least 50% of all new housing units constructed in the Region on an annual basis. By 2051, the density of designated greenfield and whitebelt areas (if required by the land needs assessment) must collectively meet a minimum density target of 50 residents and jobs per hectare.

**Figure 1**  
**York Region Land Use Categories**



Source: York Region Planning and Economic Development Branch

### **York Region's land needs are determined using the mandatory Provincial Land Needs Assessment methodology**

In May 2018, the Province issued a standardized approach for assessing land needs in the form of the [Land Needs Assessment Methodology for the Greater Golden Horseshoe](#). A revised Land Needs Assessment Methodology was issued in August 2020, providing a common method to determine the quantity of land needed to accommodate forecast population and employment growth. It does not determine the location of any potential settlement area boundary expansions. All upper and single-tier municipalities in the GGH, including York Region, are required to use the Land Needs Assessment Methodology to determine land needs to 2051.

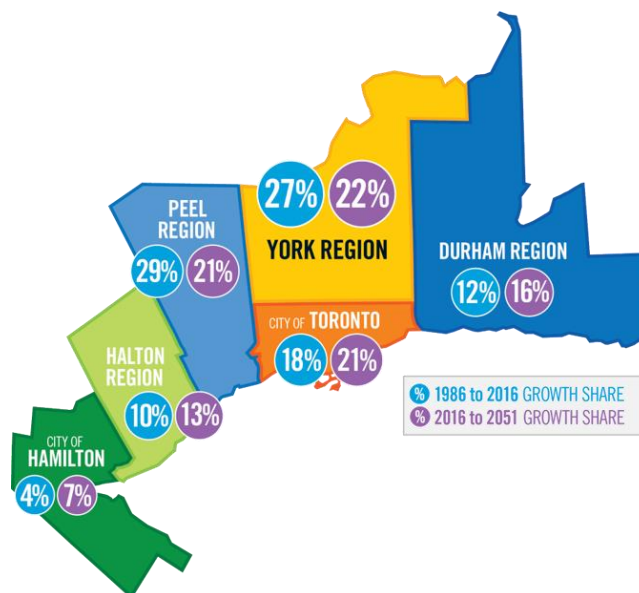
### **Settlement area boundary expansions may only occur through a Municipal Comprehensive Review**

Under the Growth Plan, settlement area boundary expansions may only occur through a MCR where it has been demonstrated through applying the Provincial Land Needs Assessment that sufficient opportunities to accommodate forecasted growth are not available through intensification and through the designated greenfield area. In addition, a settlement area boundary expansion may occur in advance of a MCR subject to Growth Plan criteria, including the specification that the amount of the expansion is no larger than 40 hectares. York Region is currently undertaking its MCR, therefore, the latter policy is not applicable.

### **The Province continues to forecast the highest share of growth to York Region among all municipalities in the Greater Golden Horseshoe**

The Growth Plan forecasts continue to recognize York Region as a prime location for attracting significant population and employment growth. As shown in Figure 2, York Region is forecast to accommodate the highest share (22%) of population growth of any municipality in the Greater Toronto and Hamilton Area (GTHA) over the 2016 to 2051 planning horizon. The forecasts build on the historical trend that saw York Region attract 27% of the GTHA's population growth between 1986 and 2016 – second only to Peel Region for that period. During the 2016 to 2051 period, York Region is also forecast to accommodate 25% of GTHA employment growth.

**Figure 2**  
**Distribution of historical and forecast growth by GTHA municipality**



Source: York Region Planning and Economic Development Branch

Similar to other municipalities in the GTHA, population growth in York Region is anticipated to be driven by strong immigration to Canada. York Region is also anticipated to build on its economic success with its existing diverse economic base, healthy supply of employment lands, and investments in major transit infrastructure including the Toronto-York Spadina Subway Extension to Vaughan and the planned extension of the Yonge North Subway Extension to Richmond Hill.

## 2.2 Regional Policy Context

### **Forecasts provide the foundation for infrastructure and financial planning**

Population and employment forecasts at the Regional, local municipal, and small area geography level (e.g. traffic zones) are used for a range of infrastructure and financial planning purposes. Growth forecasts, generated through an iterative process, are integral to ensure financially sustainable planning of water and wastewater and transportation infrastructure projects to accommodate growth in the Region, including the determination of required servicing capacity, timing, and location of projects. Costs associated with these projects along with forecasts of residential and non-residential development are used as inputs to the Region's development charges background study and for projecting annual development charge revenue. The Region's population and employment forecasts are also used for a wide range of Regional and local municipal service planning and programs.

### **York Region's forecast and land needs assessment are informed by other MCR studies**

The Growth Plan is implemented by York Region and other upper and single-tier municipalities through a MCR and Regional Official Plan update. Throughout 2019 and 2020, background

reports were presented to Regional Council on Employment Area Conversions, Planning for Intensification, Planning for Employment, Major Transit Station Areas, Planning for Density in New Communities, Natural Systems Planning, Planning for Agriculture, and Aligning Growth and Infrastructure. These reports have informed the proposed forecast and land needs assessment presented in this report.

### **Vision 2051, the York Region Official Plan, and the Strategic Plan provide principles for forecasting growth in the Region**

Vision 2051 sets out the long-term blueprint for York Region's future. A series of goals and actions inform decisions of Regional Council, corporate strategies, and the work of the Region. The eight goal areas in Vision 2051 articulate the vision for York Region in 2051. A number of these goal areas are related to growth management including: Liveable Cities and Complete Communities, Living Sustainably, Appropriate Housing for All Ages and Stages and an Innovation Economy, among others.

The Regional Official Plan implements goals of Vision 2051, providing land use planning, resource protection, and growth management policies to guide how the Region will grow. The York Region Official Plan is based on achieving the triple bottom line objectives of fostering a sustainable natural environment, healthy communities, and economic vitality. Regional Official Plan policies, including those related to growth management and forecasting, are being updated as part of the MCR.

Building upon the Regional Official Plan, the Region's Strategic Plan 2019 to 2023 sets out four key priorities which also provide direction on how the Region should grow. These priorities include increasing economic prosperity, supporting community health, safety, and well-being, building sustainable communities and protecting the environment, and delivering trusted and efficient services. The principles embodied in the Regional Official Plan and Strategic Plan are reflected in the Region's forecast and land needs assessment.

## **2.3 Local Municipal Context**

### **The Region distributes population and employment growth to local municipalities**

The Growth Plan population and employment forecast to 2051 is distributed by York Region to the nine local municipalities through the MCR and update of the Regional Official Plan. Local municipalities are required to update their official plans to be in conformity with the updated forecasts within one year of the Regional Official Plan being approved by the Province. This requirement emphasizes the need for continued collaboration between Regional and local municipal staff in developing the local municipal forecasts.

### **Local municipalities must plan to achieve minimum intensification and density targets identified in the updated Regional Official Plan**

As part of the MCR, the Region assigns minimum intensification targets to each local municipality to contribute to the Region meeting the Growth Plan minimum 50% target. Local municipalities are required update intensification targets in official plans to be consistent with the new target and undertake any additional official plan and/or secondary plan updates that may be required in order to meet or exceed the minimum target.

The Growth Plan also requires that the Region assign a designated greenfield area density target to each local municipality to ensure the minimum 50 residents and jobs per hectare target is achieved in designated greenfield areas across the Region. This target will be incorporated into local municipal official plans and implemented through secondary plans, as required.

## **2.4 Stakeholder Consultation**

### **Local municipal forecasts were prepared in consultation with local municipalities, the building industry, and the Region's Planning Advisory Committee**

#### **Local Municipalities**

Local municipal staff were consulted on inputs and assumptions to the Region's forecast and land needs assessment including: intensification and density assumptions, preliminary local municipal intensification targets, designated greenfield area housing supply, employment area conversions, employment area density targets, infrastructure planning opportunities and constraints, and urban expansion considerations. Consultations occurred through individual meetings and as part of the regular Regional MCR Local Municipal Working Group meetings.

Several municipalities requested a higher local municipal intensification target while others expressed general agreement with the proposed targets. Some municipalities expressed the desire for higher population forecasts that would require servicing solutions beyond those currently contemplated as being financially sustainable. Other comments included the need to justify the Region-wide annual rate of growth to 2051 given the recent slow pace of growth, that the overall Regional intensification target is too low, and that the Region should prioritize infrastructure investment that provides capacity to local municipalities with the highest shares of intensification and greenfield growth. Some concern was also expressed with the concept of identifying lands not required for growth to 2051 as 'Future Urban', as discussed later in the report.

In December 2019, Town of East Gwillimbury Council endorsed a report recommending the remainder of the whitebelt lands in the Town be included as Urban Area as part of the MCR in order to allow the Town to comprehensively plan for future employment and residential growth.

#### **Building Industry and Land Development Association (BILD)**

The development industry, through BILD, was consulted through the BILD York Region Chapter, BILD Advisory Group, and the BILD Technical Working Group where draft forecast assumptions were presented. BILD's primary comment was the need to provide sufficient urban expansion land to provide a market-based range of housing types. There was general agreement on the concept of enhancing the alignment of growth and infrastructure to support the financial sustainability of the Region.

#### **Planning Advisory Committee**

Regional staff presented the draft forecast and Land Needs Assessment to the York Region Planning Advisory Committee on February 17, 2021. Planning Advisory Committee members

inquired about the potential for assuming a higher rate of intensification to capitalize on infrastructure investments and planned growth in Regional Centres and discussed how a diversity and inclusion lens could be applied to implementing and achieving 2051 forecasts.

Extensive consultation on the proposed forecast and land needs assessment will take place following release of this report. Please see Attachment 5 for further details.

### **3.0 CONTEXT – GROWTH MANAGEMENT IN YORK REGION**

#### **Population and job growth are fundamental to economic vitality and community well-being**

Population and job growth in the right locations are critical factors in developing complete communities that provide opportunities to live, work, learn, and play locally. Complete communities improve health outcomes, reduce impacts on the environment, and reduce reliance on personal vehicle use by offering improved transit access and greater active transportation. Communities that offer a mix of land uses and alternatives to the automobile offer optimal conditions to support employment growth and to attract highly skilled and talented employees. A region that can attract and keep high quality jobs across a range of sectors will enhance economic stability for the entire community and raise the overall standard of living. Population and employment growth also ensure financial stability by growing the tax base and financing high quality capital infrastructure and community services to improve the overall standard of living for residents.

#### **3.1 York Region has a strong foundation for accommodating growth**

##### **York Region has strategic locational advantages within the Greater Toronto and Hamilton Area to attract and retain population and employment growth**

York Region is one of the fastest growing municipalities in Canada and is an integral part of the GTHA market area. York Region's diverse communities, emerging urban centres, competitive industries, attractive natural environment, and strategic location in the GTHA continue to attract both population and employment growth. Attributes are listed below:

- The Region benefits from core underlying demographic and economic attributes of strong population and employment growth, a highly educated labour force, and a high quality of living. In addition to being Ontario's fastest growing large municipality and third largest business hub, York Region's median household income ranks second only to Halton Region among all municipalities in Ontario (2016 Census).
- The Region's location in the GTHA is strategic from a goods movement perspective. York Region is within a one-day drive to the United States market with over 140 million people and a one-hour flight to global markets such as New York, Philadelphia, Boston, Chicago, and Detroit. It is located in close proximity to Toronto Pearson Airport, is home to both the CP intermodal facility and the CN MacMillan rail yard, and has a strong network of 400- series highways which connect the Region to both the broader provincial and national markets as well as the United States border.

- Transportation infrastructure such as the Viva Bus Rapid Transit system and Toronto-York Spadina Subway Extension to the Vaughan Metropolitan Centre (VMC) support significant office and residential construction. The future extension of the Yonge subway line to Richmond Hill, the anticipated arrival of two-way all day GO transit service, and continued construction on Bus Rapid Transit corridors will continue to be a catalyst for residential and office development in the Region's Centres and Corridors.

As the Region's urban structure continues to evolve and the Regional Centres and Corridors mature, these core attributes will help maintain and promote continued competitiveness for York Region as a top location in the Greater Toronto Area.

### **Regional Official Plan provides a policy framework for supporting and managing growth**

The 2010 Regional Official Plan provides a strong foundation for planning for population and employment growth in the Region by supporting a long-term vision for building healthy complete communities in a way that preserves the natural heritage and agricultural systems. Regional Official Plan policies have shaped the development of the Region's residential communities through an urban structure based on centres and corridors surrounded by the urban area and a number of rural towns of villages as well as retail and commercial nodes and employment lands. Each of these areas play a role in accommodating forecasted growth.

Policy directions in the Regional Official Plan fundamental to growth management include:

- A planned urban structure anchored by centres and corridors that provides a focus for intensification, mixed use development, and live/work opportunities
- Transit supportive and pedestrian oriented, complete communities
- Protection of the Greenbelt, Oak Ridges Moraine, and a robust agricultural system
- Transit investment to support intensification
- Timely delivery of required water and wastewater infrastructure
- Fiscal responsibility
- Job creation to match labour force growth and protection of employment areas
- Housing diversity and affordable housing to offer Regional residents housing choices and for attracting a diverse and skilled labour force

Updates to the Regional Official Plan aim to build upon and strengthen the existing policy framework. Updates will address changes to the Growth Plan and reflect the changing nature of population and employment in the Region as a result of historical and future trends.

### **Planning framework and pattern of growth has changed since the current Regional Official Plan was approved in 2010**

Since the Regional Official Plan was last updated in 2010 with forecasts to 2031, a variety of trends and factors have changed pace and structure of growth in the Region. These factors include:

- The pace of population and employment growth in York Region has been slower in recent years than both the Growth Plan and Regional Official Plan anticipated.
- External factors have resulted in a growth distribution across the Region that differs from what was forecast in 2010. For example, the Upper York Water Reclamation Centre has been delayed to 2028 at the earliest, impacting the timing of growth in East Gwillimbury, Newmarket, and Aurora.
- The Toronto-York Spadina Subway Extension completed in 2017 has resulted in unprecedented growth in the VMC, with current planning applications surpassing 2031 forecasts for this area. The Yonge North Subway Extension scheduled for completion in 2030 is anticipated to be a further catalyst for growth in the Region.
- The introduction of Major Transit Station Areas through the Growth Plan has placed a greater emphasis on intensification and re-enforced the symbiotic relationship between transit investment and transit-oriented development.
- As a result of several factors, the Region's 2010 New Community Areas have only recently received secondary plan approval and most are ready to start delivering complete communities in the coming years, adding a significant amount of greenfield development opportunity.
- While the Region has continued to see healthy levels of job growth over the last 10 years, there has not been the corresponding growth in new employment related construction in either employment areas or new office space. The City of Toronto has attracted a significant share of office development in the GTHA in recent years.
- The continued emergence of e-commerce was expected but has been accelerated with the current COVID-19 crisis. E-commerce is changing the retail landscape across the GTHA and is also increasing demand for low density warehouse and distribution centres in employment areas.
- The Region's employment land base is under increased pressure for conversion to non-employment uses as evidenced by the 70 conversion requests received as part of the current MCR, 40 of which were approved by Regional Council in [October 2020](#).

### **3.2 Infrastructure alignment and fiscal sustainability**

#### **The municipal comprehensive review is a fully integrated initiative that aligns land use planning, infrastructure investment, and financial sustainability**

The Growth Plan requires growth management be undertaken through an integrated approach which coordinates land use, infrastructure, and financial planning. Infrastructure investment is leveraged by directing growth to intensification areas, delivering transit supportive densities and prioritizing servicing capacity in strategic growth areas. The distribution of growth should be supported by infrastructure master plans, watershed planning, and other relevant studies.

These principles are translated into the Region's forecast and land needs assessment to 2051 by implementing a comprehensive approach to land use planning which aims to optimize existing infrastructure and consider financial implications. Through the MCR, there has been



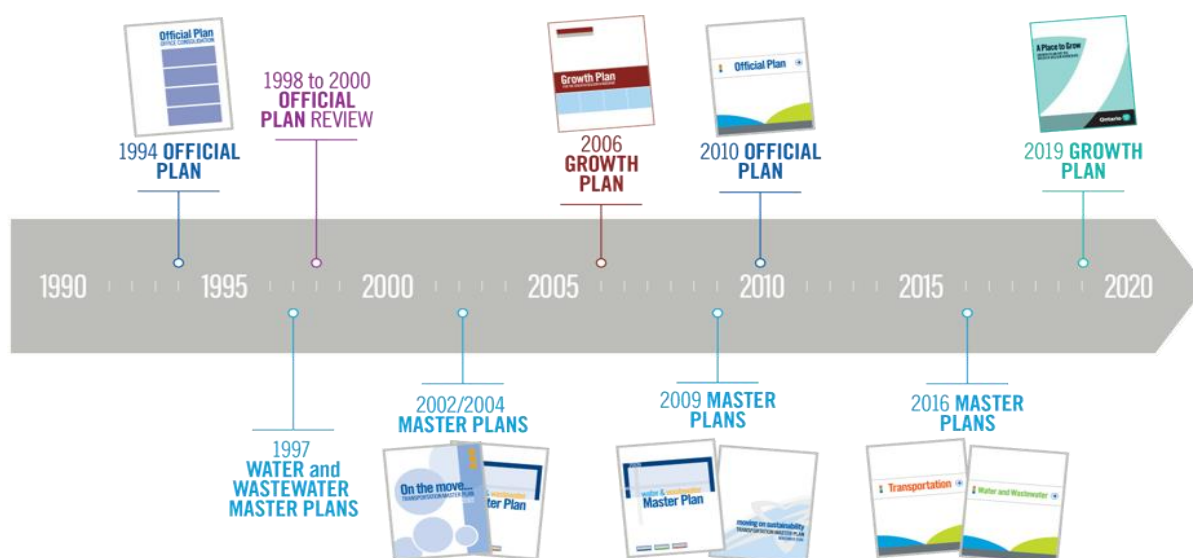
emphasis on a collaborative and iterative approach to population distribution and staging to align with infrastructure in a financially sustainable manner. Under this approach, infrastructure capacity and timing considerations play a prominent role in distributing provincial growth forecasts to the local municipalities.

### **Integrated planning has been undertaken in York Region since 1994**

The concept of comprehensive and integrated planning that incorporates infrastructure and financial planning considerations along with growth forecasts is not a new concept for York Region. Councils' significant transportation, transit, water and wastewater infrastructure investments have led to the Region's economic success and have set the stage for continued success moving forward. As shown in Figure 3, this includes updates to Regional forecasts, infrastructure Master Plans, and development charges background studies. Since 2006, this process has been guided by the Provincial Growth Plan forecasts and growth management policy directions. The MCR provides an opportunity to re-assess the Region's growth trajectory and distribution to ensure that growth is financially sustainable.

**Figure 3**

### **Integrated Planning in York Region**

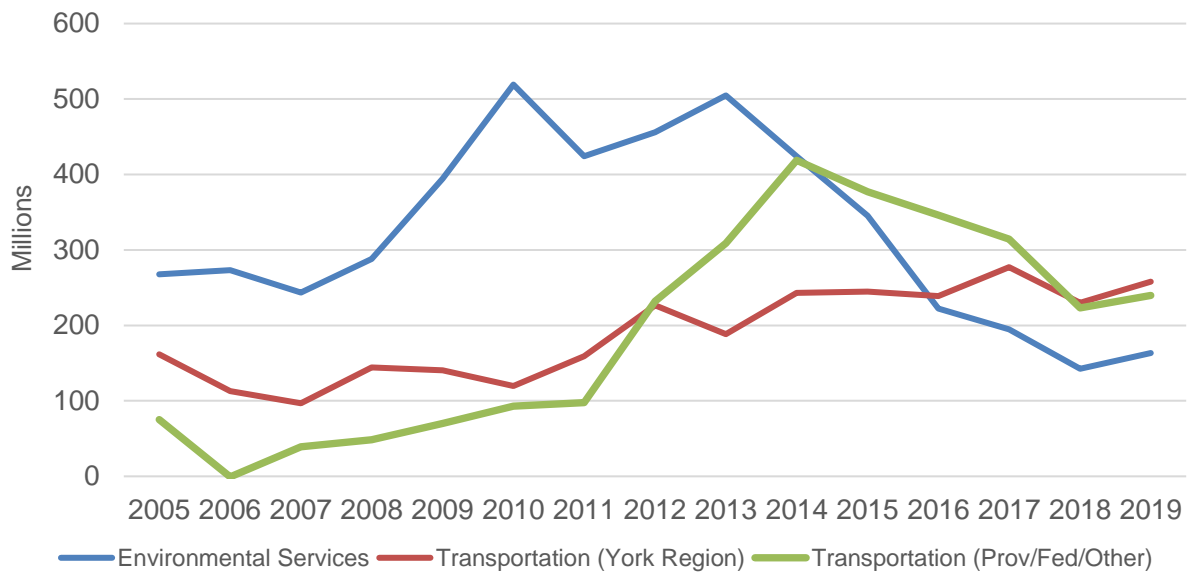


Source: York Region Planning and Economic Development Branch

### **York Region has made significant water, wastewater, and transportation infrastructure investment to support growth**

Regional Council and federal, provincial, and local municipal governments have made significant investments in major infrastructure to support growth in York Region. As of 2020, the total replacement value of the Region's assets was approximately \$15 billion. As shown in Figure 4, over the past 15 years, the Region has invested more than \$4.8 billion in water and wastewater infrastructure mainly for servicing growth, but also for asset rehabilitation and replacement. Optimizing the use of this existing infrastructure investment will create fiscal capacity to finance the additional infrastructure investment needed to support growth to 2051.

**Figure 4**  
**Infrastructure Investments 2005-2019**



Source: York Region Planning and Economic Development Branch

Since 2005, the Region and third-party partners have also invested over \$2.0 billion in road infrastructure and \$3.7 billion in transit infrastructure, including York Region Transit capital improvements, the Bus Rapid Transit system, and the Toronto-York Spadina Subway Extension. These investments have acted as catalysts for growth in the Region's Centers and Corridors, most notably in VMC. The Yonge North Subway Extension to Richmond Hill is another significant transit investment and will unlock the full development potential of Richmond Hill Centre, Langstaff Gateway, and southern Yonge Street corridor.

**Infrastructure investments have been fundamental to the Region's economic success and support continued growth essential to maintaining fiscal sustainability**

The Region's capital investments since the early 2000s, along with the long-range integrated planning, have formed the foundation for supporting significant growth. Between 2001 & 2019, employment increased by 270,000 jobs. The Region is also home to over 52,000 businesses including over 500 foreign companies. With over 4,300 Information and Communications Technology (ICT) companies, York Region is the second largest technology cluster in Canada, and largest on a per capita basis.

As a result of these significant investments, the Region continues to have significant capacity for growth in the Region without requiring any new infrastructure. York Region can service 223,000 people (approximately 75,000 units) with this existing infrastructure already in place. Capacity for growth exists in all nine local municipalities as well as in key growth areas of the Region including Centres and Corridors and a number of greenfield communities.

### **York Region is entering a mature state of growth**

While Council has committed significant investments to infrastructure, the Region has also been experiencing a lower than forecast rate of growth over the last number of years. To help keep growth affordable, a Fiscal Strategy was adopted in 2014 to address escalating debt stemming from lower growth than anticipated and the subsequent lower development charge revenues.

Significant progress has been made in stabilizing the Regions' financial situation since instituting the Fiscal Strategy. Several growth-related projects have been deferred in recent years to better align with revised development charge collection forecasts. The annual budget process provides an opportunity for the Region to better align infrastructure projects with actual growth and development charges collections to mitigate the impacts of slower growth.

If the Region continues to experience lower than forecast growth – a trend that may continue in the short term as a result of the current economic downturn associated with coronavirus disease (COVID-19) – it is increasingly important to capitalize on existing infrastructure before making new investments and to stage investments according to the actual pace of growth.

### **3.3 Market Considerations**

#### **Watson's Foundational Housing Analysis provides recommendations on how to balance the market with policy objectives**

The Provincial Growth Plan, PPS, and Land Needs Assessment Methodology have placed greater emphasis on the role of the market and meeting market demand when determining housing forecasts to meet 2051 population forecasts. Watson & Associates Economists Limited (Watson) was retained to help understand the impact of the market on population growth. Their work was focused on assessing all factors impacting the Region's recent and future rate of growth, including supply and demand factors, as well as housing affordability. An important consideration in the development of the 2051 forecast is the need to balance market demand, Provincial Growth Plan targets and policy objectives, housing supply, and housing affordability to help achieve the forecast and continue to work towards complete communities for the Region's residents.

Watson has undertaken a Foundational Housing Analysis for the Region. The analysis consisted of two deliverables:

- A Preliminary Findings Brief discussing factors impacting recent slow growth in the Region and the link to housing affordability.
- A Final Report which provided a review/commentary of the Region's preliminary forecast in the context of the market and the potential impacts of affordability on the future market. This report also provided commentary on the opportunities and challenges with meeting 2051 forecasts and recommendations on how to balance market, housing affordability, and policy objectives in the Region's work.

**Foundational Housing Analysis identifies a number of factors and trends impacting the market which were important considerations in preparing updated forecasts**

Through their Preliminary Brief, Watson identified many factors currently influencing the housing market that were important considerations informing the Region's updated forecasts and land needs assessment. The following were considerations for staff when preparing updated forecasts:

- The long-term growth outlook remains positive
- The housing market will continue to steadily shift from low-density to medium- and high-density housing forms
- The Region's major transit investments combined with planning and economic development initiatives will be key to the Region's success related to intensification
- Townhouses represent a more affordable option in the ground related market compared to detached homes as these products are an average of 40% less expensive.
- Employment growth opportunities will be increasingly knowledge-driven
- The aging population is putting downward pressure on population growth and labour force participation
- Affordable housing supply constraints are impeding the Region's growth outlook
- Working with public and private partners to provide a more diverse supply of housing, including purpose-built rental housing options, will be important

**COVID-19 is likely to have profound near-term impacts as well as potential long-term impacts on the pace and nature of growth**

The recent impacts associated with COVID-19 on global and national economic conditions have been severe. Canada's G.D.P. declined by approximately 39% in the second quarter of 2020 (April to June) and although job growth has since begun to recover, employment levels are expected to remain below pre-COVID levels until at least late 2021. Immigration levels to Canada are also anticipated to remain low because of travel restrictions. This has the potential to reduce population growth levels and soften the housing market in areas of Ontario where population growth is heavily dependent on immigration. Within the GGH, the City of Toronto, Peel Region, and York Region are likely to be the most heavily impacted. In addition to its broader impacts on the economy, COVID-19 is also anticipated to accelerate changes in work and commerce because of technological advances which were already occurring prior to the pandemic. These trends are anticipated to have a direct influence on commercial and industrial real estate needs over both the near and longer terms.

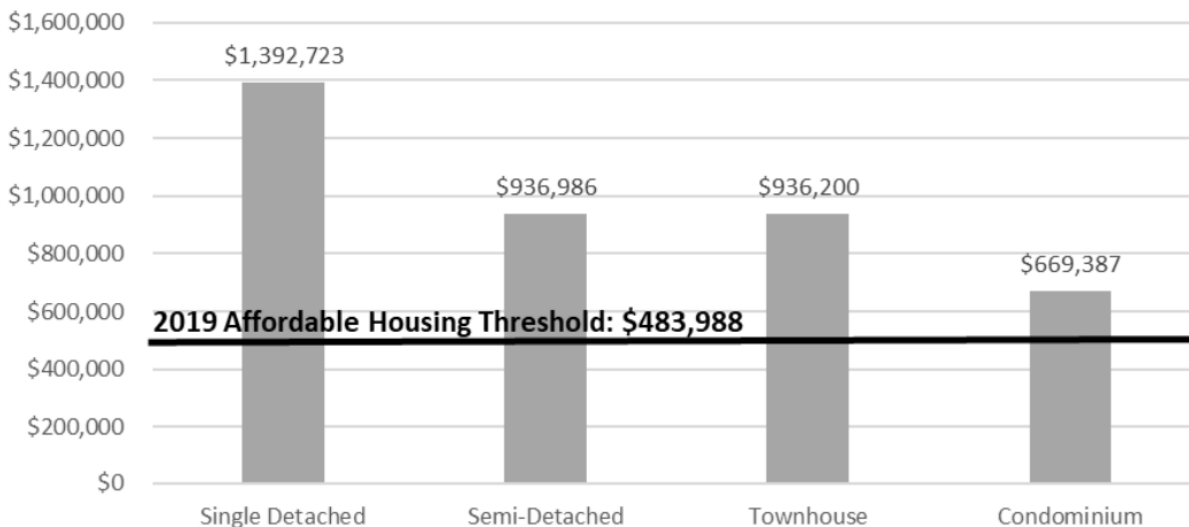
In light of these anticipated trends, staff considered the likely impacts to the nature of employment in updated forecasts to 2051. That said, given the full impacts of the pandemic are unlikely to be known for some time, most adjustments were within forecast periods early in the planning horizon. Significant variations to both the pace and structure of population and employment growth were not contemplated.

### 3.4 Housing Affordability

#### Annual Measuring and Monitoring shows York Region becoming increasingly unaffordable

To apply the provincial definition of affordable for ownership purposes, household income is calculated at the 60th percentile to set the affordable housing threshold (i.e. the maximum house price that the lowest earning 60% of households can afford). The affordability of new ownership housing and the supply of new purpose-built rental housing is monitored annually. The [2019 monitoring report](#) advised Council that only 11% of new ownership housing units were affordable, 99% of which were studio or 1-bedroom condominiums and not suitable for families. The report also advised that only 3% of new housing was classified as purpose built rental housing. In 2019 the affordable housing threshold was approximately \$484,000. As shown in Figure 5, the average cost of all new housing types is greater than this threshold, and the gap between the affordable housing threshold and average market prices is a barrier to home ownership in York Region for many households.

**Figure 5**  
**York Region Average House Prices(new), 2019**



Source: York Region Planning and Economic Development Branch

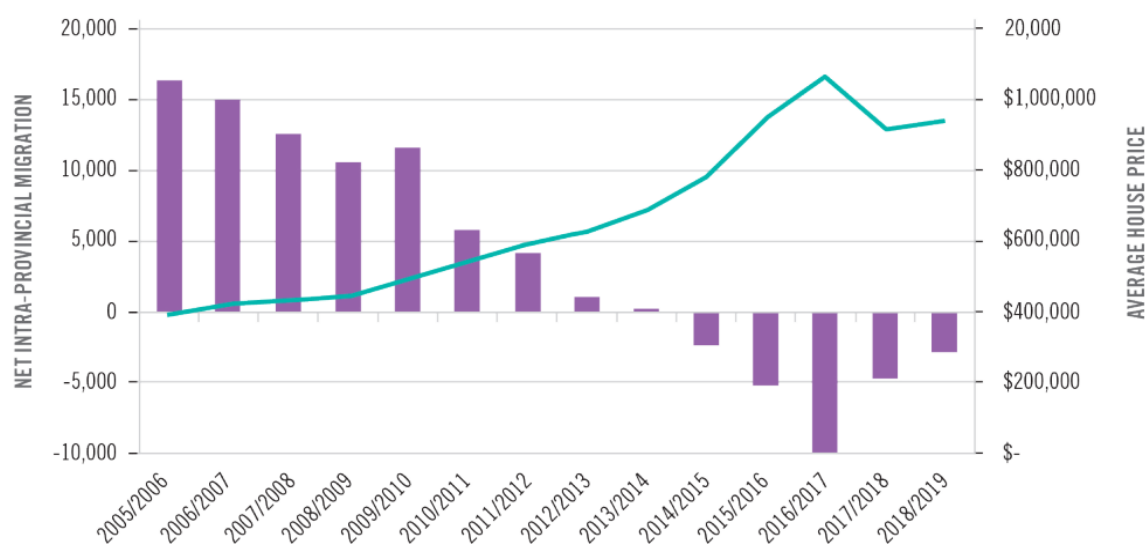
Housing affordability was an important consideration in the development of the Region's structure type forecast. Ensuring a range and mix of affordable housing options through both technical assumptions in the land needs assessment as well as implementation of plans and programs following the MCR will be important in the Region's ability to achieve its 2051 forecast.

**Watson has identified that a direct correlation can be drawn between housing affordability and slow growth**

Based on their research, Watson determined that a lack of housing options across York Region, most notably affordable low-density housing and purpose-built rental, has likely contributed to limiting the Region's recent population growth. As shown in Figure 6, Watson have drawn a direct correlation between house prices and intra-provincial migration, traditionally a strong driver of population growth in York Region.

**Figure 6**

**York Region House Prices vs Net Intra-Provincial Migration, 2006-2019**



Source: York Region Planning and Economic Development Branch

Key findings from Watson's Preliminary Brief with respect to housing affordability include:

- York Region has a declining share of residential development activity and is the only municipality in the GGH likely to experience a slower annual population growth rate between 2016 and 2021 compared to the previous 5-year period
- Lower population growth in combination with the aging population has resulted in increased need to attract younger families for economic development purposes. The accommodation of a skilled labour force and attraction of new businesses are strongly linked and positively reinforce one another.
- While there has been a decline in ground related development, high density ownership units have seen increased activity. That said, these units are generally smaller sized and may not be suitable for families.
- The high-density rental market is limited by few new rental developments and low vacancy of existing rental units

- Durham Region and Simcoe County have the most affordable new single-detached homes in the broader regional market area, with average costs 54% and 40% of the average cost in York Region respectively, likely drawing demand from York Region for this product type
- Townhouse units may provide more affordable ground related housing options, particularly in northern York Region.
- Housing affordability is a key component of quality of place and directly linked to population and economic growth potential as well as municipal competitiveness.

Through their Preliminary Brief, Watson identified that future growth and development opportunities may also be impacted by affordability challenges. Watson identified that addressing the interconnection between the Region's competitive economic position and its longer-term housing needs by market segment is important in realizing the Region's 2051 population and employment forecast. Potential impacts directly related to the Region's 2051 forecast are explored further in Watson's Final Report (Executive Summary in Attachment 3) and discussed in Section 7 below.

### **3.5 Planning for Intensification and Density**

#### **Growth Plan 50% intensification target supports Council's infrastructure investment and is consistent with the York Region market**

A fundamental metric informing community land needs is the Growth Plan minimum 50% Region-wide intensification target which York Region must plan to achieve. In addition to being a requirement of the Growth Plan, past direction from Regional Council provides support to plan for 50% intensification. Planning for 50% intensification also supports Council's priorities when managing and planning for growth in the Region's centres and corridors by supporting investments in infrastructure, by offering a mix and range of affordable housing options in compact transit supportive communities, and by supporting market demand. The target further supports and builds on the Region's economic development success by advancing the Region's city building objectives and by helping to attract new businesses and jobs for residents.

Planning for half the Region's growth in the existing built up area demonstrates a continued commitment by the Region to intensification. Not only does it support past infrastructure investments, but it substantiates investments that will continue to be required to support growth to 2051. Being the only municipality in the Greater Toronto Area outside of Toronto with access to an existing and future subway and with over \$3.2 billion having been invested in rapid transit infrastructure by all three levels of government over the past 15 years, York Region is well-positioned to achieve this target. Planning for 50% intensification positions the Region for a better return on this investment through development charges. A significant share of growth in intensification areas also demonstrates to senior levels of government that York Region is invested in, and committed to, city building and sustainable transit-oriented development.

York Region has significant potential to accommodate growth in the built-up area to meet or exceed the minimum 50% target. In planning for 78 Major Transit Station Areas, the Region has the potential to accommodate 505,000 people and 195,000 jobs or more in these locations. The

planned growth potential for these areas significantly exceeds the forecast demand in the built-up area by 2051. Further, as of mid-2020, York Region had an estimated supply of 70,000 units under application in the built-up area. If built, these units would account for approximately 50% of the total forecast to 2051.

An intensification rate of 50% is consistent with what the market has been delivering on a sustained basis since 2006. Achieving 50% intensification over a sustained period to 2051 does require a significant shift in family households (couples with or without kids, lone-parent, multi-family households) into medium and high-density structure types. Planning for a 50% intensification target provides for a balanced mix of ground-related and higher-density housing options for York Region residents. Moving forward, staff will carefully monitor the intensification rate, greenfield supply, and phasing of new communities to ensure the pace of growth is consistent with Regional Official Plan objectives while maintaining the Region's financial sustainability.

#### **Watson has identified 50% intensification is appropriate over the long term**

Based on analysis from Watson and Associates (Attachment 3), a 50% intensification target appropriately reflects recent development trends, active residential development plans, and evolving longer-term demographic and socioeconomic trends within York Region. Watson notes that the Region could exceed a 50% intensification target in the near to medium-term based on the current supply of active development applications. Once servicing constraints in the designated greenfield area, particularly across northern York Region have been addressed, the likelihood of achieving greater than 50% over the long term is less certain. Watson, therefore, conclude that a 50% allocation of housing growth to the built-up area is appropriate.

Through their assessment of the Region's forecast on housing affordability, Watson further identifies the appropriateness of the 50% intensification target in that it reflects a continued shift from low to medium and high-density structure types across the GTHA. This shift, likely driven in part by growing affordability challenges in low density structure types, will continue to drive demand for a more diverse range of medium- and high-density options in the Region's built-up area. Planning for higher-density rental and ownership units, particularly in areas supported by transit and with access to amenities, will also help support the growing number of seniors anticipated over the forecast horizon.

#### **Planning for a designated greenfield area density target of 60 people and jobs per hectare reflects what the market is delivering and allows for more accurate infrastructure planning**

To forecast growth in the Region's urban expansion areas, the designated greenfield area density has implications on infrastructure timing and delivery, determining pipe size, planning for new roads and road improvements, and estimating future transit ridership. It also has impacts on how the Region calculates development charge rates and estimates development charge revenue and tax levy growth. If planned growth and densities do not match market realities, development charge rates may not achieve effective cost recovery. For these reasons, it is important to be as accurate as possible about densities and associated growth anticipated in urban expansion areas. As illustrated in the June 2020 [Planning for Density in New](#)



[Communities](#) report, recently built communities in the Region's designated greenfield area are achieving an average of 62 people and jobs per hectare. Since the York Region market is delivering over 60 people and jobs per hectare in existing greenfield areas, assuming the minimum 50 density in the Growth Plan, would not support infrastructure or financial planning compared to the market reality.

## 4.0 PLANNING FOR POPULATION

### 4.1 Overview

#### **Proposed forecast meets the land need determined by applying the Provincial Land Needs Assessment Methodology**

Municipalities are required to use the provincial Land Needs Assessment methodology in determining land needs to 2051. The methodology provides municipalities with the requirements that must be completed as part of the MCR to determine the total quantity of land needed to accommodate forecasted growth to the Plan horizon, including the need for any settlement area boundary expansions. The land needs assessment methodology does not determine the location of these lands. The location of urban expansion is determined by criteria in the Growth Plan and policies in the Regional Official Plan.

The methodology provides municipalities with the key components as part of the land needs assessment process. These include considering market demand and Growth Plan policy targets for intensification and density, accommodating all employment types, determining community and employment land needs based on a demand-supply analysis, and planning for infrastructure that is needed to meet complete communities objectives to 2051.

#### **Community land need premised on achieving minimum intensification and density targets**

Community lands account for a significant share of the Region's settlement areas and are where residential, personal services, retail, cultural, recreational, and human services uses are located. Determining whether additional land is required to accommodate growth to 2051 in community lands is a function of two key Growth Plan targets:

- Minimum 50% intensification in the built-up area
- Minimum of 50 people and jobs per hectare in the designated greenfield area

The intensification target refers to the share of unit growth that is required to be accommodated in the built-up area (Figure 1) each year between the time the MCR is approved and 2051. A target of 50% is higher than the current Official Plan target of 40% but is consistent with what the Region has been achieving, on average, since 2006.

The designated greenfield area density target reflects the minimum number of people and jobs that are required to be accommodated on a per hectare basis in the Region's designated greenfield area. The Region's existing Official Plan sets an overall designated greenfield area density target of 50 people and jobs per hectare and a 70 people and jobs per hectare density

target in New Community Areas, however this was based on a different provincial methodology applicable at that time. An important difference in the Growth Plan, 2019 is that designated greenfield area density is calculated only on community lands rather than a combined density on community and employment lands. This is a fundamental difference in the new methodology as densities in employment areas are traditionally lower than those in community areas.

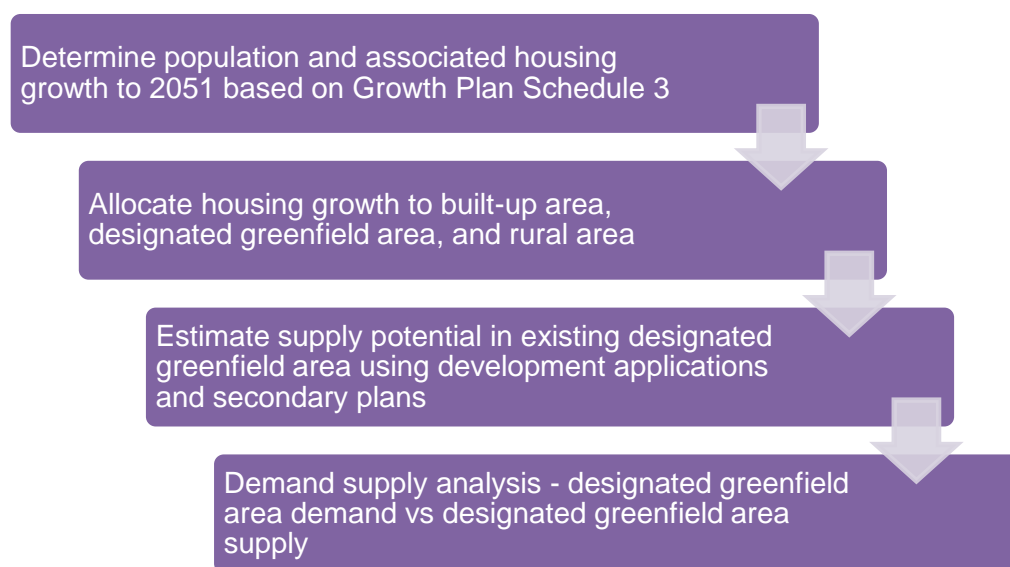
This change results in existing designated greenfield area densities being higher than those previously assumed in the 2010 Regional Official Plan. As a result, and at the direction of Regional Council, staff have reviewed the 70 people and jobs density target for new community areas and have used a density target of 60 people and jobs per hectare in New Community Areas for the purposes of land needs assessment. 60 people and jobs per hectare is what the market has been delivering in recently planned or developed communities.

### **There are four key steps to assessing community land needs**

The Provincial Land Needs Assessment methodology for determining community land needs can be broken down to the following four main tasks, outlined in Figure 7.

**Figure 7**

#### **Community Land Needs Assessment Methodology**



Source: York Region Planning and Economic Development Branch

## **4.2 Population and housing growth to 2051**

### **Housing unit growth required to accommodate 876,000 people by 2051 is informed by demographic inputs**

Overall population growth to reach the Region's Growth Plan 2051 target is generated using the 2016 Census as the base year. According to Statistics Canada, the Region's population was 1,144,000 in 2016, resulting in a forecast growth of 876,000 people by 2051.

To translate this growth into units, the Region uses the cohort (age group) survival method to age the population and calculate future growth based on assumptions related to fertility rates, mortality rates, and net migration. Among these factors, net migration is the most sensitive and will continue to play a key role in population growth in York Region and the broader GTHA.

Age-specific household formation rates are then applied to the population by age in 2051 to estimate total housing demand. Different rates are used for family (couples with or without kids, lone-parent, multi-family households) and non-family (one person or two or more person non-census family households) households with an overall shift throughout the forecast to a higher share of non-family households in line with recent trends.

Based on an observation that non-family household formation rates are generally lower in York Region than elsewhere in the GTHA, rates were assumed to increase (from an average of 6.5% to 9%) over the forecast horizon.

### **Household growth by structure type balances market-based inputs and policy objectives**

York Region's forecast by structure type considered several different inputs. While a housing propensity analysis based on 2016 housing demand by age and structure was used as the preliminary step in the analysis, these assumptions were adjusted based on recent trends. These trends have seen housing demand by age and structure type shift significantly over the past 10 years toward medium- and high-density structure types, particularly in younger age groups and likely influenced by housing affordability. The structure type forecast was further adjusted to account for recent building permit activity, short-and medium-term housing supply in the development pipeline, and finally long-term projected impacts of housing affordability and infrastructure investments on the Region's housing market. Table 1 displays the resulting structure type forecast.

**Table 1**  
**York Region Household Forecast by Structure Type**

<b>Period</b>	<b>Singles</b>	<b>Semis</b>	<b>Rows</b>	<b>Stacked Rows</b>	<b>Apartments</b>	<b>Duplex</b>	<b>Total</b>
2016 (actual)	228,000	22,100	44,400	2,200 (est)	45,700	14,500	356,900
2016-2051 (growth)	80,400	7,300	66,200	16,500	128,900	5,500	304,800
2051 (forecast)	308,400	29,400	110,600	18,700	174,600	20,000	661,700

Source: York Region Planning and Economic Development Branch

Consistent with the Region's analysis, Watson confirms that while a housing demand analysis based on population age and housing structure type using baseline data from Statistics Canada represents a useful starting approach in developing long-term assumptions by structure type, a number of additional factors need to be considered. These include more recent (e.g. last 15 years) housing demand, housing affordability, housing demand by tenure (i.e. rental vs. ownership housing), lifestyle decisions, health, mobility, Regional infrastructure investments, as well as the Growth Plan minimum 50% intensification target and a designated greenfield area

target of 60 residents and jobs per hectare, both of which are consistent with what the market is currently delivering in York Region.

### **Pace of growth determined by demographics, the market, and timing of infrastructure delivery**

While land needs are determined based on growth to 2051, an important component of York Region's MCR forecast is to allocate growth by 5-year period both for infrastructure and fiscal planning purposes. A range of factors are considered in distributing growth by 5-year period between 2016 and 2051, including but not limited to, demographics, infrastructure timing, and market factors related to available residential supply. Population growth by five-year period is presented in Table 2. Historical growth has also been provided for context.

**Table 2**  
**York Region Population Growth by Five-Year Period**

<b>Period</b>	<b>Population Growth</b>
2006-2011 (historical)	133,000
2011-2016	78,700
2016-2021 (forecast)	82,600
2021-2026	105,300
2026-2031	115,700
2031-2036	132,100
2036-2041	138,400
2041-2046	150,600
2046-2051	151,400
<b>Total (2016-2051)</b>	<b>876,100</b>

Source: York Region Planning and Economic Development Branch

Growth to 2021 is based on estimates of housing development that has occurred since 2016 and units currently under construction. As a result of construction timing, ground-related and apartment units that will be occupied by mid-2021 are already under construction. As a result of the high level of certainty associated with unit growth to 2021, the first period of the forecast does not reflect the 50% intensification target, rather 55% to reflect actual growth and units that are built, under construction, and/or well advanced in the planning process.

The timing of growth between 2021 and 2051 reflects expected increases in the level of migration over the forecast period – particularly beyond 2026 when major infrastructure projects are expected to release new growth areas in the Region. Major infrastructure projects expected to increase the pace of growth beyond 2031 include upgrades to the York Durham Sewage System conveyance and pumping stations and Duffin Creek treatment plant, the initial construction and future expansion of the Upper York Water Reclamation Centre, northeast and west Vaughan water and wastewater upgrades, as well as the Yonge North Subway Extension.

The anticipated timing and capacity of infrastructure delivery was a critical input to the Region's housing forecast by 5-year period; however, it should be noted that preparation of Regional forecasts is an iterative process that may result in changes as infrastructure planning, including timing, is confirmed through Regional Master Plans. Given that the Region is now planning to a 2051 planning horizon, additional infrastructure will be needed beyond what was previously contemplated by Water and Wastewater and Transportation Master Plans.

### **Household growth to 2051 reflects higher PPUs in new units**

An assumption in the Region's forecast is a higher persons per unit (PPU) assumption for growth in new units. This approach is similar to the approach taken in Development Charges studies. The methodology also reflects a projected shift toward a greater number of families moving into higher density structure types. This shift is driven by affordability challenges that are likely to persist in ground-related structure types, increasing demand in the Region's evolving Centres and Corridors, as well as the policy shift required to achieve the Growth Plan minimum 50% intensification target.

In deriving PPU assumptions by structure type, key inputs include:

- Observed growth in new units over the past 35 years based on Statistics Canada data
- Detailed analysis of shifting occupancy patterns as input to predicting a reasonable estimate for higher density structure types

A comparison of PPU in new units to 2051 with the previous 35-year average is provided in Table 3. An overall Regional PPU by structure type was generated prior to assessing geographic differences by local municipality. Local municipal PPU values were used to derive growth by local municipality shown in Section 8.

**Table 3**

### **York Region PPU in new unit assumptions – historical and forecast**

<b>Period</b>	<b>Singles</b>	<b>Semis</b>	<b>Rows</b>	<b>Stacked Rows</b>	<b>Apartments</b>	<b>Duplex</b>
1981-2016	3.52	3.31	2.91	N/A	1.83	3.29
2016-2051	3.55	3.35	3.05	2.68	2.15	3.15

Source: York Region Planning and Economic Development Branch

### **PPUs in new units for rows and apartments informed by analysis of composition of households**

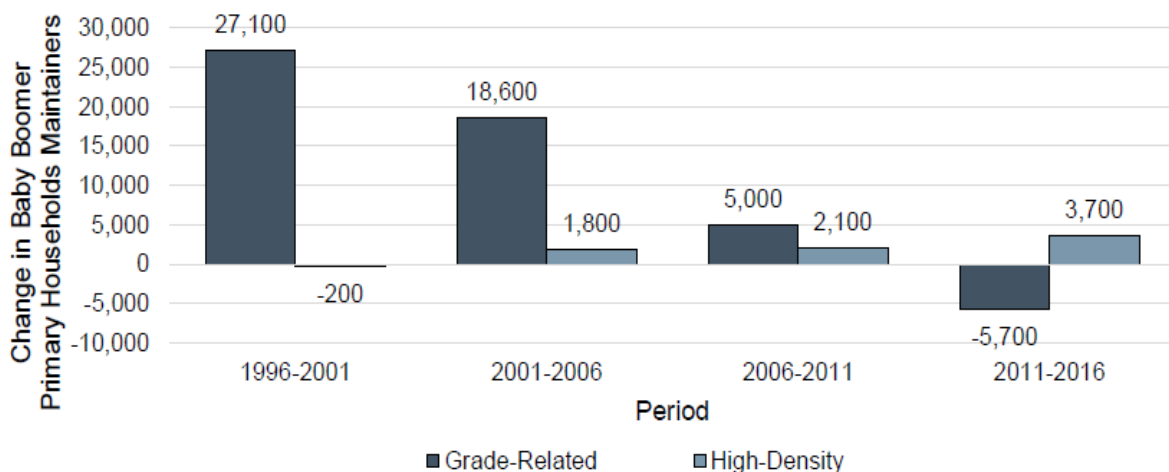
While PPU in new low density (single, semi-detached units) were assumed to be consistent with historical trends, PPUs for new medium- and high-density structure types were informed by a detailed analysis of historical and future household composition. The analysis provided the following observations:

- Non-family households, with lower PPUs, are assumed to continue to account for a large share of apartment growth.

- Family households consisting of couples without kids (many of which are likely to be seniors according to analysis from Watson) are likely to account for a more significant share of the shift to high density units than family households with kids.
- Family households with kids were assumed to be more likely to shift from low density to medium density alternatives such as rows and stacked rows – more affordable options that continue to provide for more space than the average apartment unit.

Supported by work from Watson, York Region’s PPU assumptions do not assume a significant decline in the existing base over the forecast horizon – a trend that diverges from what has been observed historically. A large driver of this assumption is as a result of the aging population. Just as this demographic is likely to increase demand for high density structure types over the forecast horizon as a result of health, mobility, and income needs, this same trend is likely to result in a number of low density units “turning over” to younger, larger families. As shown in Figure 8 from Watson, this trend has already been occurring over the past 15 years and is expected to continue throughout the forecast period. Watson estimates that upwards of 40,000 low density units may “turn over” during the 35-year planning horizon.

**Figure 8**  
**York Region total housing growth by structure type associated with the**  
**“Baby Boomer” generation, 1996-2016**



Note: Figures have been rounded.

Grade-related includes low-density (singles and semis) and medium-density (rows and apartments in duplexes) households. High-density includes bachelor, 1 and 2+ bedroom rental and condo apartments.

Source: Derived from Statistics Canada Census data, 1996 to 2016, by Watson & Associates Economists Ltd., 2020.

As a result of the assumptions above, and as shown in Table 3 above and Table 4 below, PPUs in new units and overall PPUs in medium and high-density structure types are expected to increase. The forecast assumes that a shift will occur that results in apartment units being occupied by 60% families compared to 50% today.

**Table 4**  
**York Region Average Persons per Unit Assumptions**

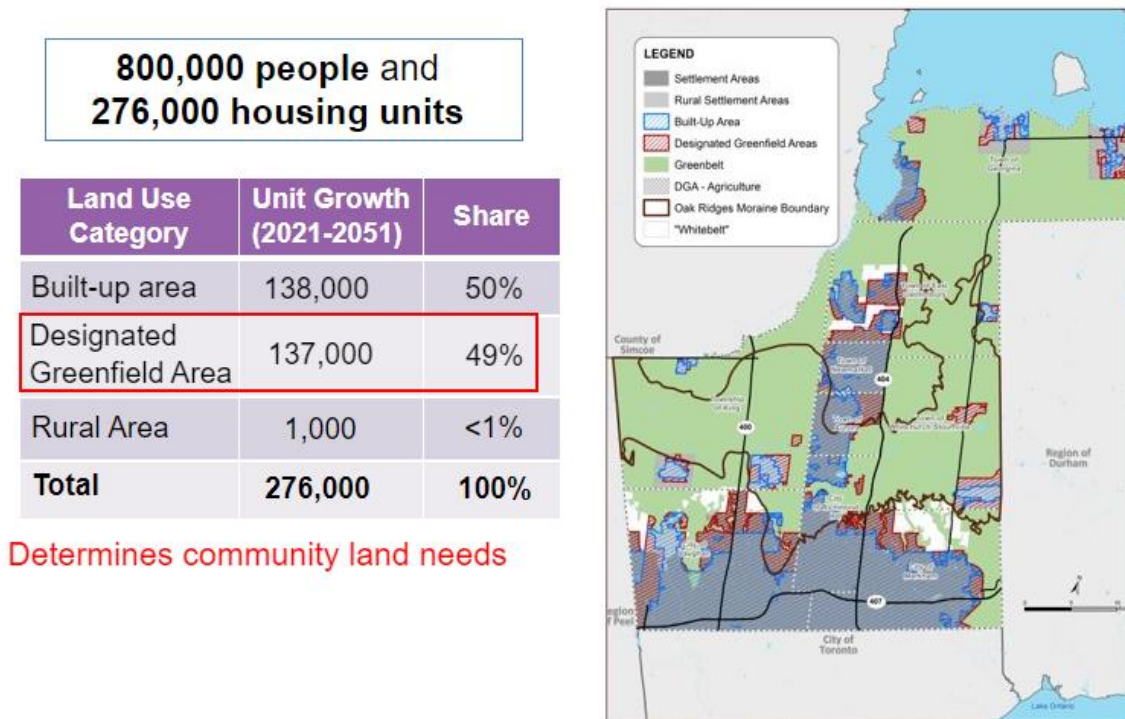
Period	Singles	Semis	Rows	Stacked Rows	Apartments	Duplex
2016 (actual)	3.37	3.23	2.89	N/A	1.82	3.05
2051 (forecast)	3.40	3.24	2.98	2.64	2.06	3.06

Source: York Region Planning and Economic Development Branch

**Household growth is distributed by land use category in accordance with Growth Plan requirements**

Housing unit growth by structure type to 2051 is distributed to three land use categories in accordance with Growth Plan targets. Based on the Region's monthly population estimates and units under construction as of 2020, the Region's population is estimated at approximately 1,225,000 people in 2021, translating to growth of just under 800,000 people, or 276,000 units to 2051. Figure 9 provides a summary of the process as well as the result. The first step is to allocate 50% of forecast unit growth to the built-up area. Next, a small assumption is made in the rural area to reflect minor housing growth outside the settlement area. In the case of York Region, less than 1% of unit growth was assumed to be in the rural area. Finally, the remaining units in the forecast are assumed in the designated greenfield area. The designated greenfield area is the primary determinant of an urban expansion.

**Figure 9**  
**Community Land Needs Assessment**



Source: York Region Planning and Economic Development Branch

**Household growth by structure type in each land use category is informed by existing supply and Growth Plan and Regional Official Plan policy objectives**

Distribution by land use category varies by structure type and is informed by units under application, secondary plan estimates for greenfield and intensification areas, as well as the Region-wide minimum intensification target of 50%. The 2021-2051 distribution of growth by structure type and land use category is summarized in Table 5.

**Table 5**

**Unit Growth by Structure Type and Land Use Category (2021 – 2051)**

<b>Land Use Category</b>	<b>Singles</b>	<b>Semis</b>	<b>Rows</b>	<b>Stacked Rows</b>	<b>Apartments</b>	<b>Duplex</b>	<b>Total</b>
Built-up area	5,600	1,100	20,200	6,600	101,500	3,000	138,000
Designated greenfield area	62,900	5,600	39,400	9,600	17,500	2,000	137,000
Rural area	1,000	0	0	0	0	0	1,000
<b>Total</b>	<b>69,500</b>	<b>6,700</b>	<b>59,600</b>	<b>16,200</b>	<b>119,000</b>	<b>5,000</b>	<b>276,000</b>

Source: York Region Planning and Economic Development Branch

While the built-up area is assumed to accommodate a significant share (85%) of the Region's high density unit growth over the forecast period, the majority of the low density (singles & semis) unit growth (90%) is assumed in the designated greenfield area where more vacant land exists. Medium density units (rows, stacked rows, duplex) have been distributed throughout the Region. As identified by Watson, row units are the most affordable ground-related product in the Region. Delivering these units in both the built-up area and the designated greenfield area will therefore be important in delivering complete communities with housing more affordable to medium-income households.

Unit growth by structure type in the designated greenfield area reflects planned growth through existing applications and approved secondary plans. The land needs assessment requires municipalities to estimate a 2051 buildout of the designated greenfield area. An assumption in the Region's forecast is that while the majority of planned ground-related supply in the designated greenfield area supply is assumed to build out by 2051, just over 50% of apartments are assumed to be built and occupied by 2051. This assumption is driven by the fact that apartment growth is likely to be concentrated in the built-up area because access to rapid transit is more readily available.

**Approximately one in four units required to meet the 50% intensification target are projected to be ground related**

Despite a comparatively lower share of ground-related unit growth in the built-up area, the Region's built up-area provides infill opportunities for both low and medium density units. For example, a number of golf courses in the Region are expected to redevelop over the forecast horizon, providing a significant volume of low and medium density units. Townhouse redevelopment projects are another form of redevelopment in the Region's built up area that is becoming increasingly prominent. As such, over 25% of units required to meet the 50% intensification target are projected to be ground related.



### **Watson concludes the Region's forecast by structure type and land use category is reasonable**

Through its review of the Region's proposed forecast, Watson concluded that the Region's structure type forecast of 27% low density, 30% medium density, and 43% high density is reasonable. They identified that the structure type forecast:

- Appropriately recognizes recent shifts in residential building permit activity in York Region from low density dwellings toward medium and high-density housing forms.
- Embraces further anticipated shifts toward medium and high-density residential development which are exhibited in active residential plans.
- Recognizes that the aging population is likely to continue to drive demand for a significant share of high-density ownership housing demand associated with older seniors (75+) with lower household incomes.
- Appropriately considers housing affordability risks and the need to expand the supply of affordable home ownership in the medium-density market as well as smaller, more compact grade-oriented housing including back-to-back and stacked townhouses in both build-up area and greenfield locations.

## **4.3 Determining community land need**

### **Demand supply analysis in designated greenfield area determines need for community land urban expansion**

A demand supply analysis undertaken in the designated greenfield area determines whether urban expansion is required to accommodate forecast growth to 2051. The minimum number of residents that can be accommodated in the existing designated greenfield area at the forecast horizon (supply) is determined independently of the demand. If the forecast demand exceeds the existing supply an urban expansion is required. The quantum of urban expansion required is determined based on the designated greenfield area density assumption. A new component of the provincial methodology is for municipalities to consider additional lands beyond what is required by the demand-supply analysis in the form of a contingency. The intent is to account for long term vacancy and/or lands not being developed as planned over the 30-year horizon.

### **Existing designated greenfield area supply potential is based on development applications and approved local municipal secondary plans**

The following identifies the method undertaken to determine the minimum designated greenfield area supply:

1. Identify designated greenfield area as of July 1, 2017
2. Identify lands deemed "undevelopable" in accordance with the Growth Plan (natural features, infrastructure corridors etc.)
3. Based on municipal supply information (existing base, plans of subdivision, secondary plans etc.) determine the minimum number of units already planned for on these lands

Community area jobs that are in the designated greenfield area also contribute to the achievement of the designated greenfield area density target.

**Density assumption for urban expansion areas is consistent with existing communities and current market trends**

To translate additional housing need required through urban expansion into the quantum of land required, a density assumption is used. As indicated in the [Planning for Density in New Communities](#) report in June 2020, 12 recently built or under construction communities in the Region's designated greenfield area averaged approximately 62 residents and jobs per hectare as of 2016. As such, as articulated in that report, for the purposes of land needs assessment, Regional staff have assumed a density of 60 residents and jobs per hectare, or 17 units per hectare, in new community areas.

**Designated greenfield area demand supply analysis results in need for 2,300 hectares of community land to 2051**

Comparing the forecast demand for designated greenfield areas with the 2051 estimated supply potential in the Region's existing designated greenfield areas and applying the density assumption above yields the following results shown in Figure 10. A contingency assumption of approximately 200 hectares was then added to community area land needs to account for units that are planned but might not materialize over the 30-year horizon. Together, these assumptions result in a need for 2,300 hectares of community land by 2051.

**Figure 10**

**Determining Community Area Land Needs (2021-2051)**

$$\begin{aligned} & \mathbf{137,000 \text{ units}} \text{ (Demand)} \text{ — } \mathbf{101,000 \text{ units}} \text{ (Supply)} \\ & \mathbf{= \frac{36,000 \text{ units}}{17 \text{ units/Ha}}} \\ & \mathbf{= 2,100 \text{ Ha} + \text{Contingency (200 Ha)}} \\ & \mathbf{= 2,300 \text{ Ha}} \end{aligned}$$

Source: York Region Planning and Economic Development Branch

## **Overall designated greenfield area density target of 60 conforms with the Growth Plan and reflects the market**

As outlined in the [June 2020 report](#), Planning for Density in New Communities, the Designated Greenfield Area is comprised of three categories: built areas, areas under construction or under application, and areas being planned including those areas with and without secondary plans (including urban expansion). The Region's designated greenfield area density at 2051 is an output of a calculation that includes all three categories described above. By 2051, it is estimated that the Region's entire designated greenfield area would be built at a density of approximately 60 residents and jobs per hectare. While this exceeds the minimum density target of 50 people and jobs per hectare required by the Growth Plan, it is consistent with what the market in the Region is currently delivering.

## **5.0 PLANNING FOR EMPLOYMENT**

### **5.1 Overview**

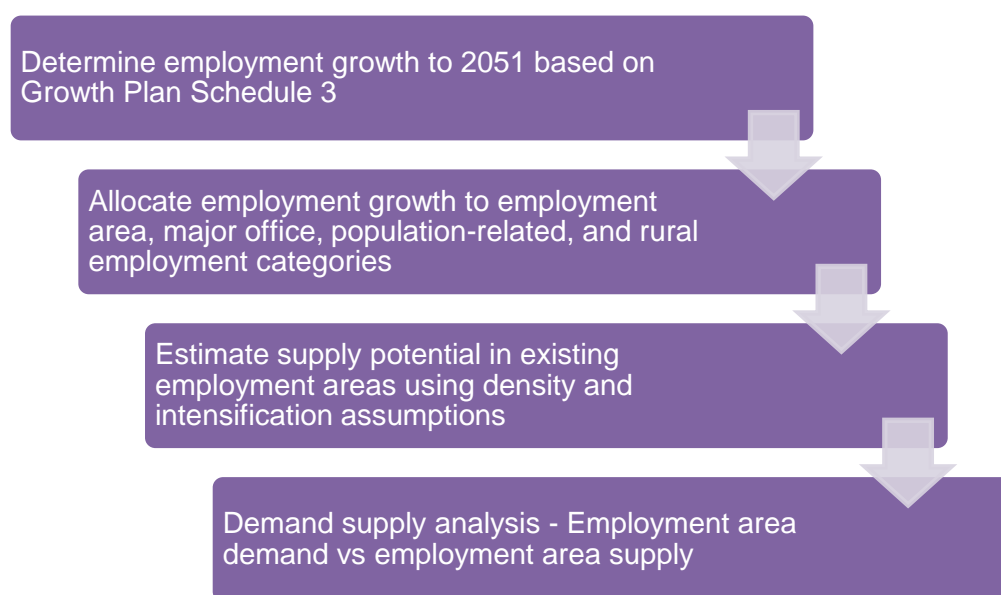
This section of the report provides the growth forecast for employment for the Region, the distribution of employment growth by four types, and associated land needs. Schedule 3 in the Growth Plan forecasts 990,000 jobs for York Region by 2051.

#### **There are four key steps to assessing employment land needs**

The Provincial Land Needs Assessment methodology for determining employment land needs can be broken down to the following four main tasks – outlined in Figure 11:

**Figure 11**

#### **Employment Land Needs Assessment Methodology**



Source: York Region Planning and Economic Development Branch

### **Employment is forecast by four main types**

The Region's employment forecast to 2051 is categorized into four employment types: employment area, major office, population-related, and rural employment. The focus of the Land Needs Assessment methodology, to determine if an urban expansion is required, is on employment area land needs.

- **Employment area:** employment located in the Region's proposed designated employment areas (as show in Figure 12 below), excluding major office employment. Employment area employment includes activities such as manufacturing, research and development, warehousing and ancillary retail, office, and service uses.
- **Major office:** employment in freestanding office buildings 20,000 square feet or greater (excluding city or town halls, hospitals or school board offices and other local municipal serving office uses).
- **Population-related:** jobs within existing and proposed settlement areas and outside of employment areas, except major office buildings, that serve the local population. This employment category includes retail, service, education, municipal government, community services, other institutional jobs, and home-based businesses.
- **Rural:** jobs outside settlement areas and outside employment areas, including agricultural and rural-based jobs and incorporates a small component for home-based businesses.

## **5.2 Employment growth by type to 2051**

### **Employment growth of 390,000 jobs to be allocated to four employment types between 2016 and 2051**

The Land Needs Assessment methodology provides some flexibility in deriving the 2016 employment base. For York Region, the annual employment survey is the most comprehensive estimate of employment in 2016 and is used as the basis for determining employment growth to 2051. As such, a 2016 employment base of just under 600,000 jobs results in growth of approximately 390,000 jobs to reach the Growth Plan 2051 forecast of 990,000 jobs.

### **Employment growth by type to 2051 reflects analysis on changing nature of employment**

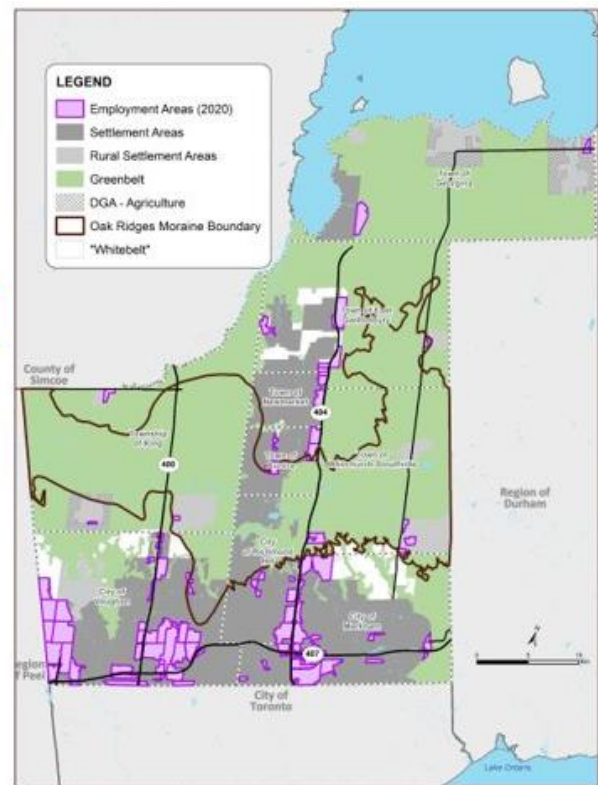
Based on actual observed growth to 2019 and estimated changes in employment to 2021, employment in York Region is estimated at 645,000 jobs in 2021. This translates to growth of approximately 345,000 jobs between 2021 and 2051.

The outlook for employment in the Region by type incorporates a range of anticipated economic and workplace changes. In generating forecasts for employment growth by type, a number of different factors and outcomes were considered. Many of these trends are outlined in more detail in the Region's 2019 [Planning for Employment background report](#). These include top-down considerations such as York Region's historical market shares and shares of GTHA employment by type as well as bottom-up estimates of employment growth by sector based on varying degrees of economic shifts and levels of automation. The employment by type forecast is shown in Figure 12.

**Figure 12**  
**Employment Land Needs Assessment**

Employment Category	Job growth (2021-2051)	Share
Rural	1,500	0.5%
Population Related	124,000	36%
Employment Area	128,000	37%
Major Office	92,000	26%
<b>Total</b>	<b>345,500</b>	<b>100%</b>

Determines employment land needs



Source: York Region Planning and Economic Development Branch

At a high level, assumptions in the employment forecast are as follows:

- A rising share of employment in major office to reflect the continued shift to service and knowledge-based jobs. This has, however, been tempered by the continued high share of growth in GTHA office employment growth occurring in Downtown Toronto in the short to medium term as well as a growing share of office activities within flex office space and repurposed industrial buildings. Major office employment is expected to increase over the forecast in line with the completion of the Yonge-North Subway Extension and the evolving strength of the Toronto-York Spadina Subway Extension, Regional Bus Rapid Transit, and GO network.
- A relatively steady ratio of population-related employment to population as the demand for many services such as health care and education is anticipated to grow faster than employment overall, while retail growth is anticipated to slow as this sector continues to restructure as a result of e-Commerce.
- A declining, yet significant, share of employment area employment. The forecast reflects decreasing overall shares of employment in goods-producing sectors such as manufacturing but is offset by the increasingly more diverse mix of employment uses in

employment areas, including growth in office activities through knowledge-based sectors in industrial condominiums. The employment area employment forecast also reflects expected rapid growth in warehouse and distribution centres as a result of e-Commerce but with low employment densities as a result of anticipated impacts of automation in this and other goods-producing sectors.

- Increases in work from home and e-Commerce have been forecasted for many years. While COVID-19 may have accelerated and/or created a short-term shift in this regard, any potential long-term shift in trends require further analysis following recovery from the pandemic. Subsequent adjustments, as necessary, will be made through future municipal comprehensive reviews.
- A declining share of employment in rural areas.

Table 6 shows the change in the distribution of employment over forecast period.

**Table 6**  
**Shares of York Region Total Employment by type**

	Major Office	Employment Area	Population-Related	Rural
2016	15%	39%	43%	3%
2051	20%	38%	40%	2%

Source: York Region Planning and Economic Development Branch

#### **Timing of employment growth based on GTHA labour force, GTHA market, infrastructure delivery, and anticipated impacts of COVID-19**

Similar to population, employment growth by five-year period is used to inform long term infrastructure and fiscal planning. The overall timing of employment growth in the Region is generally tied to the GTHA and York Region labour force and the pace of population growth anticipated in the Region. Other GTHA market-based factors and timing of infrastructure delivery also impact employment growth by employment type (major office, employment area, population-related, and rural). Timing estimates for major water wastewater infrastructure and future transportation corridors such as the GTHA west and Bradford Bypass inform the pace and geographic distribution of employment growth in the Region. Employment growth by five-year period is illustrated in Table 7:

**Table 7**

**York Region Employment Growth by Employment Type by Five-Year Period**

Period	Major Office	Employment Land	Population-Related	Rural	Total Growth
2006-2011	6,400	7,800	33,500		47,700
2011-2016	19,700	21,300	48,100		89,100
2016-21	10,500	18,700	15,900	400	45,500
2021-26	12,900	21,000	17,600	300	51,800
2026-31	12,500	20,000	17,300	300	50,100
2031-36	14,400	21,000	19,600	300	55,300
2036-41	15,900	21,400	21,100	300	58,700
2041-46	17,900	22,400	23,600	0	63,900
2046-51	18,400	23,000	24,300	0	65,700
<b>Total</b>	<b>102,900</b>	<b>147,500</b>	<b>139,000</b>	<b>1,600</b>	<b>391,000</b>

Source: York Region Planning and Economic Development Branch

COVID-19 has had significant negative impacts on global and national economies. Particular economic sectors including travel and tourism, accommodation and food, manufacturing, and energy have felt the strongest impacts. As a result, employment growth in the 2016-2021 forecast period was adjusted downward to account for these impacts. Employment levels in York Region are anticipated to recover back to 2019 levels by 2022. Employment growth is anticipated to increase as the economy recovers from the impacts of COVID-19, remain relatively stable, and then increase gradually after 2031 as a result of anticipated labour force trends and higher population growth forecast for these periods.

### **5.3 Determining employment land need**

Employment land needs are determined by undertaking a demand-supply analysis comparing the supply potential of the Region's existing employment areas against employment area demand (Figure 12).

#### **Employment area supply potential is based on vacant land, an intensification assumption and takes account of Council endorsed employment area conversions**

The estimate of supply potential in the Region's existing employment areas is based on the following factors:

- Employment area boundaries in Figure 12, reflecting Regional Council decisions in [October 2020](#) on employment area mapping and site-specific employment conversion requests.
- Projected employment densities on vacant employment lands. Employment densities vary significantly in the Region and are a function of geographic location and the nature

of existing uses. Densities range from as low as 20 jobs per hectare in west Vaughan because of the presence of warehouse/distribution type uses to 85 jobs per hectare in higher density employment areas near Highway 7 and 404. Projected densities also considered approved secondary plans.

- An intensification assumption has been made in employment areas, as required by the Growth Plan, to reflect job growth that occurs without absorption of new land. Based on detailed analysis, a conservative estimate of 10% of employment area employment growth is anticipated to occur within existing built space. This compares to close to 60% observed over the past five years as the economy recovered from the 2008/2009 recession. Additional potential has been assumed through new buildings or expansions to existing buildings on built parcels.
- While it is a policy objective of the Regional Official Plan to direct major office development to the Region's Centres and Corridors, a portion of the Region's forecast major office growth is anticipated to occur in employment areas. The land area occupied by major office development is removed from the vacant employment area supply in the calculation of employment area supply potential.

**Approximately 1,100 hectares of urban expansion employment lands are required to 2051**  
Comparing the forecast demand in employment areas and the supply potential of the Region's existing employment areas yields the following results shown in Figure 13 below.

**Figure 13**

**Determining Employment Land Needs (2021-2051)**

$$\begin{aligned}
 & \mathbf{128,000 \text{ jobs}} \text{ (Demand)} \text{ — } \mathbf{90,000 \text{ jobs}} \text{ (Supply)} \\
 & \mathbf{= \frac{38,000 \text{ jobs}}{40 \text{ jobs/Ha}}} \\
 & \mathbf{= 950 \text{ Ha} + \text{Contingency (150 Ha)}} \\
 & \mathbf{= 1,100 \text{ Ha}}
 \end{aligned}$$

Source: York Region Planning and Economic Development Branch



Consistent with the Regional Official Plan, a density assumption of 40 jobs per hectare is assumed for any urban expansion employment areas that may be required. This density assumption reflects both the potential for lower density warehouse/distribution employment uses as well as future employment areas which will accommodate higher density employment uses including some office and service uses in industrial buildings. A contingency factor is also incorporated in the land needs assessment calculation to account for long-term vacancy. In total, there is a need for an additional 1,100 hectares of employment land by 2051.

## **6.0 URBAN EXPANSION CONSIDERATIONS**

The Provincial Land Needs Assessment determined that 2,300 hectares of community land and 1,100 hectares of employment land are required to accommodate growth in the Region to 2051. This section of the report assesses geographic options for urban expansion and recommends a proposed distribution.

### **6.1 Available lands for Urban Expansion**

#### **York Region has approximately 4,100 developable hectares of available whitebelt lands**

Lands located outside the Region's existing Urban Area and outside of the Greenbelt are available for urban expansion and are commonly referred to as 'whitebelt' lands. York Region has an estimated 4,100 developable hectares of whitebelt lands. Whitebelt lands in the Region are in East Gwillimbury, King, Markham, Vaughan, and Whitchurch-Stouffville.

#### **Whitebelt lands are identified for potential future community and employment uses**

In order to protect an appropriate ratio of employment and community lands to maintain the Region's targeted activity rate (1 job for every 2 people), and in consultation with local municipal staff, whitebelt lands were classified into potential future community and employment areas. Considerations for locating future employment areas include proximity to existing and future 400 series highways, being contiguous with existing designated employment areas in the Region, distribution of expected population growth throughout the Region, and past York Region Council resolutions. For the identification of potential future community lands, factors include connectivity with existing and future community areas and areas being of sufficient size to allow for comprehensive planning.

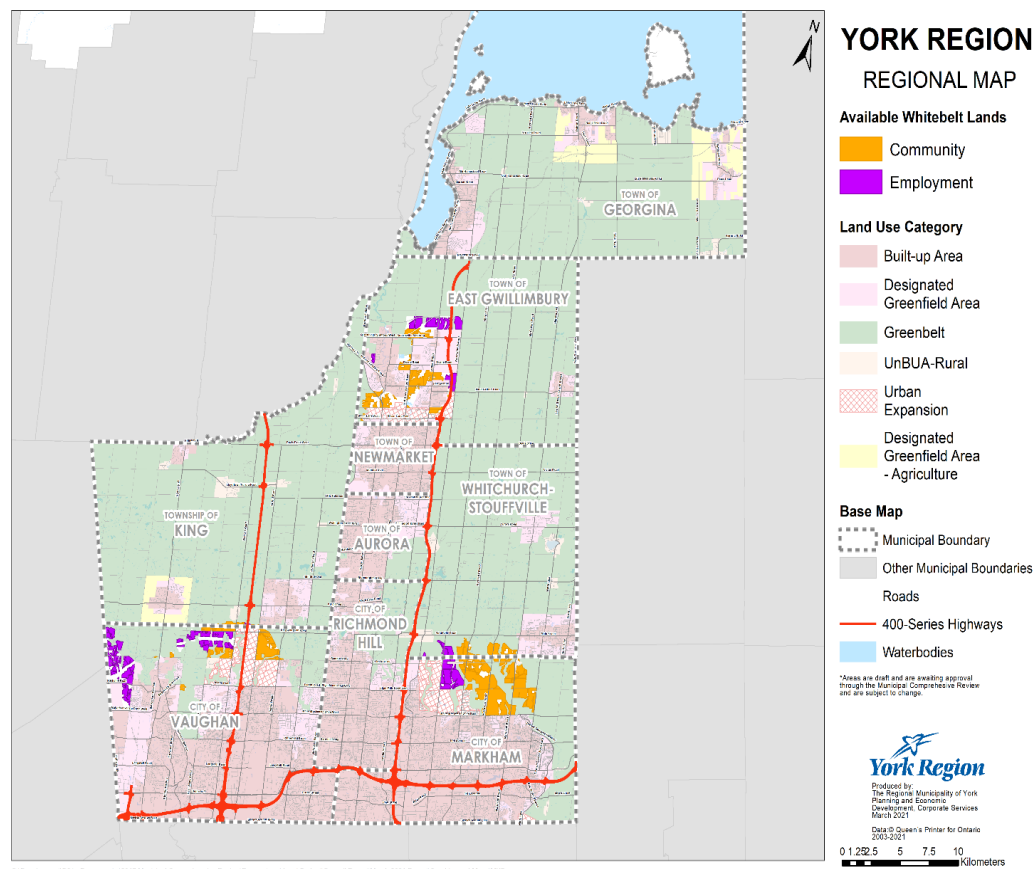
Potential future employment areas are comprised of the following areas – shown in Figure 14:

- In Vaughan, future employment areas are identified in northwest Vaughan, building upon existing designated employment areas, the CP intermodal terminal, and the future GTA West Corridor and Highway 427 extension. This is consistent with a York Region Council resolution from November 2015 which requested staff report back on the merits of including remaining developable vacant lands in northwest for employment purposes as part of the MCR.
- Potential future employment areas are also identified in Vaughan adjacent to the GTA West Corridor, just west of the Highway 400 North employment area.

- In King, a small area is identified for potential employment purposes fronting Highway 400 immediately north of the Highway 400 North employment area in Vaughan.
- In Markham, a potential future employment area is identified north of Elgin Mills Road East and east of Warden Avenue, building upon the ROPA 3 employment lands immediately to the west. Identifying these lands for employment uses will help support significant population growth potential through community urban expansion lands in the City of Markham and increase live-work opportunities in southeast York Region.
- Future employment lands are identified in Whitchurch-Stouffville immediately north of the ROPA 3 employment area and potential future employment area in Markham.
- In East Gwillimbury, potential future employment areas are identified adjacent to the future Bradford By-Pass, along Highway 404, and a small section of Holland Landing, adjacent to an existing employment area.

The remaining Whitebelt lands have been identified as potential community lands.

**Figure 14**  
**Available Whitebelt Lands**



Source: York Region Planning and Economic Development Branch

### **Growth is contemplated only where permitted by Provincial Plans and in locations with existing or planned water-wastewater capacity**

Through the MCR, requests have been received from the City of Richmond Hill, Township of King, and Town of Whitchurch Stouffville requesting consideration of site-specific employment uses in the Protected Countryside of the Greenbelt. York Region's [Potential for Employment Lands along 400 Series Highways](#) report from October 2020 provides further information on these requests. As discussed in a [January 2021](#) memo, Provincial policy in the Greenbelt Plan and Oak Ridges Moraine Conversation Plan prohibits expanding settlement areas into the Protected Countryside of the Greenbelt. As such, these requests were not considered as part of the MCR. Further, the application of the Provincial Land Needs Assessment concludes that the Region can meet its employment land needs with existing urban lands and a portion of Whitebelt lands.

Population and employment growth beyond the existing and planned infrastructure capacity in Nobleton and Mount Albert have also not been considered. Preliminary estimates indicate that expanding the water and wastewater capacity in Nobleton beyond the 10,800 people currently contemplated in an ongoing Environmental Assessment would be cost prohibitive, requiring an infrastructure investment in the range of \$100 to \$200 million. This would not be financially sustainable given the amount of additional growth that could be realized. In addition, at the time of writing this report, discussions were ongoing between landowners, Town of East Gwillimbury staff and York Region staff regarding the potential to expand the servicing capacity in Mount Albert from 6,000 to 8,000 population. However, because no agreement has been reached with respect to whether such an expansion would be feasible, the current servicing capacity of 6,000 has been maintained for the purposes of the proposed forecast.

## **6.2 Site specific requests for urban expansion**

Since the MCR began in 2014, 71 written submissions have been received from landowners and consultants requesting re-designation of agricultural and rural land to allow for urban development. The Region has also received a Council resolution from the Town of East Gwillimbury requesting that the entirety of the Town's Whitebelt lands be re-designated for urban uses as well as requests from the City of Richmond Hill, Town of Whitchurch Stouffville, and Township of King to re-designate areas of the protected countryside. Submissions were reviewed and responses are provided in Attachment 2. Forty properties being requested for inclusion in the Urban Area are within the area proposed for urban expansion to accommodate residential and employment growth to 2051.

## **6.3 Considerations in developing options for urban expansion**

The need for approximately 2,300 hectares of community lands and 1,100 hectares of employment land equates to approximately 80% of total developable whitebelt lands in the Region. In determining the preferred configuration for urban expansion, several factors were considered, including:

- Timing and availability of water/wastewater and transportation infrastructure
- Financial impacts to the Region

- Contiguity with existing urban areas
- Logical planning boundaries
- Building complete communities that provide for both living and working opportunities
- Protecting valuable agricultural areas
- Supporting the Regional structure

In time, all the Region's whitebelt lands will be needed to accommodate growth in the Region. Planning for 80% of the whitebelt allows the Region to take a focused approach to planning for growth to 2051 and allows for leveraging of existing infrastructure investments, staging and phasing of new infrastructure, and growing in a financially sustainable manner.

#### 6.4 Opportunities and risks associated with different urban expansion geographies

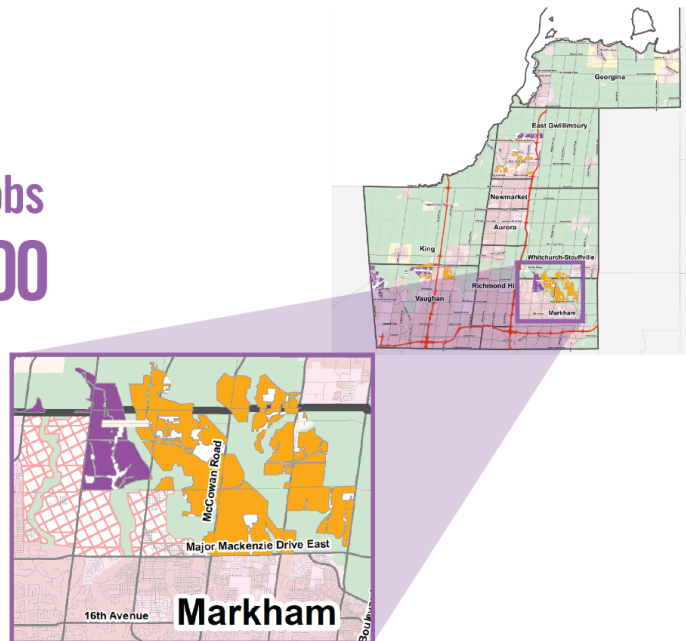
The Region has three geographic areas that can accommodate urban expansion, each with associated costs, opportunities, and risks. Preliminary estimates for anticipated population, employment, and water and wastewater and transportation infrastructure costs (based on 2016 Master Plans) to support full buildout of each area are provided in Figure 15. This formed the basis for the preliminary assessment of how to distribute the 80% of the Whitebelt required to support growth to 2051.

**Figure 15**

#### **Costs\*, Opportunities, and Risks Associated with Full Buildout of Different Urban Expansion Options**

##### Growth in Southeast

Total Infrastructure Cost  
**\$480 Million**  
Supports Population of  
**85,000** and **20,000 jobs**  
Infrastructure cost per capita **\$4,600**



### ***Opportunities:***

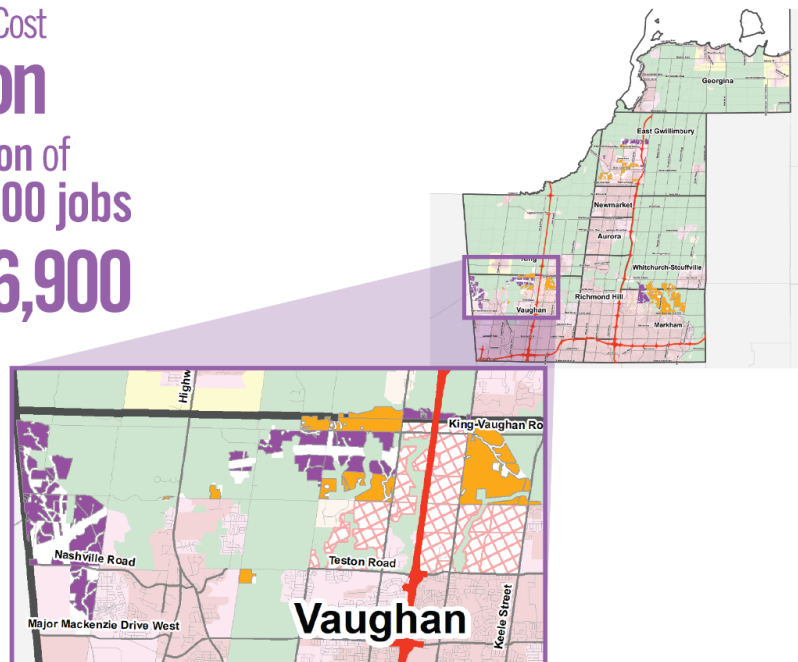
- Supports long-term BRT investment on Major Mackenzie, expanded Highway 404, GO expansion and arterial road investments
- Leverages existing wastewater infrastructure investment - closest proximity to downstream water wastewater infrastructure in which the Region has made significant investments over the past two decades

### ***Risks:***

- Though prevalent across all of York Region, housing affordability poses a more significant risk in southern locations of the Region. The price of housing may present significant affordability challenges to market segments such as young families, which may impact the pace of growth and recovery of development charges in this location.

### **Growth in Southwest**

Total Infrastructure Cost  
**\$900 Million**  
Supports Population of  
**90,000** and **40,000 jobs**  
Infrastructure cost per capita **\$6,900**



### ***Opportunities:***

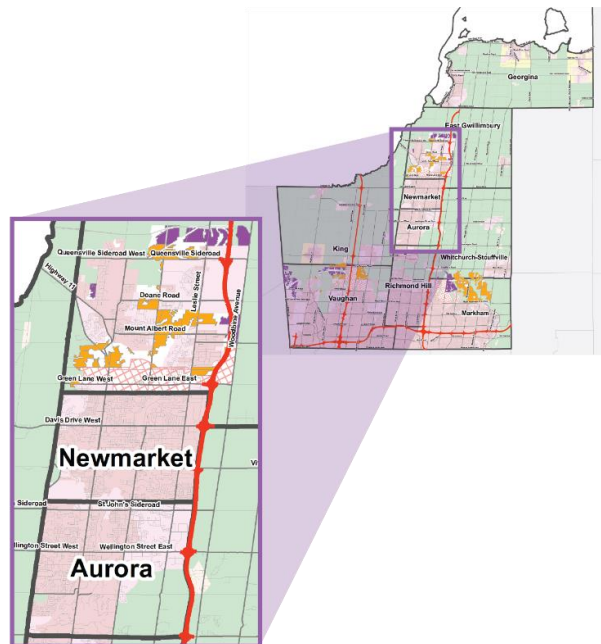
- Builds upon existing strengths in transportation/warehousing in West Vaughan
- Leverages strong employment growth potential along Highway 427 and the future GTA west corridor
- Leverages existing downstream wastewater infrastructure investment made by the Region over the past two decades

### ***Risks:***

- The amount of job growth potential in southwest York Region could take longer to materialize which may impact the pace of development charges collections
- Similar to the southeast, housing affordability poses a more significant risk in southern locations of the Region
- Some growth may be contingent upon the timing of the GTA west corridor

### **Growth in North**

Total Infrastructure Cost  
**\$1.6 Billion**  
Supports Population of  
**150,000** and **55,000 jobs**  
Infrastructure  
cost per capita **\$7,600**



### ***Opportunities:***

- Potential to provide more affordable housing options relative to southern York Region

### ***Risks:***

- Requires an entirely new investment in wastewater treatment infrastructure (Upper York Water Reclamation Centre) that will require multiple phases to achieve full population and employment buildout in East Gwillimbury
- Timing of the Upper York Water Reclamation Centre is uncertain and is contingent on approvals from the Provincial government
- Future phases of the Upper York Water Reclamation Centre will be contingent on a new Environmental Assessment and interim phosphorous monitoring
- Fewer opportunities for higher order transit investment

\*Based on 2016 Master Plans

Source: York Region Planning and Economic Development Branch

## 6.5 Proposed Distribution of Urban Expansion land needs to deliver the results of the Provincial Land Needs Assessment

Based on the analysis in Sections 6.1 to 6.4, the proposed distribution of urban expansion is shown in Table 8. Detailed mapping is provided in Attachment 4. Site-specific requests for urban expansion were also considered - the results of which are presented in Attachment 2.

**Table 8**

### **Proposed urban expansion land needs by municipality to 2051 (hectares)**

Municipality	Available Whitebelt	Proposed Urban Expansion	Community Land	Employment Land
East Gwillimbury	960	245	180	65
King	80	80	70	10
Markham	1,490	1,490	1,270	220
Vaughan	1,210	1,210	500	710
Whitchurch Stouffville	375	375	280	95
<b>Total</b>	<b>4,115</b>	<b>3,400</b>	<b>2,300</b>	<b>1,100</b>

Source: York Region Planning and Economic Development Branch

### **Location of urban expansion lands required by the Provincial Land Needs Assessment to meet the 2051 forecast are proposed such that potential risk to the Region is minimized**

The three potential urban expansion geographies described in the previous section were assessed using the principles outlined in Section 6.3 of this report. The proposed distribution of urban expansion lands (Table 8) reflects Growth Plan and Regional Official Plan criteria, as well as an assessment of costs, risks, and opportunities in each potential whitebelt geography. The proposed distribution:

- Maximizes urban expansion in areas with higher certainty of timing of the provision of water and wastewater infrastructure
- Provides well-located future employment lands along Highway 427, the GTA West Corridor, Highway 404 and adjacent to the ROPA 3 employment lands
- Allows for the connection of the Green Lane Corridor, and Holland Landing communities in East Gwillimbury
- Aligns growth in northern York Region with the ability to deliver the multi-phase infrastructure required to support it by providing the opportunity for growth unlocked by new infrastructure to be realized within the forecast period to reduce potential misalignment of development charges collections within and beyond the forecast period.

- Supports ongoing agricultural uses to the extent possible given that lands in northern East Gwillimbury were identified as some of the most suitable remaining whitebelt lands for agricultural uses in the Region
- Minimizes, to the extent possible, impacts on the Region's agri-food network and agricultural operations, owing to the quantum of lands required

**Timing and uncertainty of servicing in northern York Region was a key factor informing the proposed distribution of urban expansion land needs to 2051**

Growth in northern York Region is dependent on the Upper York Water Reclamation Centre. Conditional on timely provincial approvals, the Water Reclamation Centre is currently scheduled for completion in 2028 and will provide capacity for 90,000 people in East Gwillimbury and Northwest Newmarket while also freeing up capacity for growth in Newmarket and Aurora. The initial phase will service existing population as well as growth of approximately 45,000 people in East Gwillimbury's existing urban area but does not provide capacity for growth in the Town's Whitebelt lands.

An expansion of the Water Reclamation Centre is anticipated in the early 2040s and will provide capacity for growth of an additional 45,000 people in East Gwillimbury and Newmarket. The expansion is also required to provide water wastewater capacity for some Whitebelt lands. A further expansion of the plant would be required to achieve full buildout of the remaining Whitebelt lands in the Town. Timing of this expansion is not yet known but is likely to occur beyond 2051. The timing and uncertainty surrounding the initial stage of Upper York as well as future expansions present significant risks to the Region and have resulted in the proposed higher levels of Whitebelt growth in southern York Region where infrastructure is more certain and less costly to meet the amount of growth required by the Land Needs Assessment.

The proposed distribution of growth presented in Table 8 would not require the final expansion of the Upper York Water Reclamation Centre (likely beyond 2051), a project estimated at \$200 million. This distribution of growth also results in a more achievable growth outlook for the Town of East Gwillimbury with respect to annual population growth and therefore allows the Region to plan for a more accurate recovery of development charges collections both within the 2051 horizon and beyond.

**Growth Plan and Regional Official Plan urban expansion criteria are being met**

Both the Growth Plan and Regional Official Plan contain criteria related to undertaking settlement area boundary expansions and considerations for locations for expansions. Section 2.2.8.2 of the Growth Plan requires that settlement area boundary expansions only occur through a MCR subject to the following conditions which have been addressed:

- The need for a settlement area boundary expansion has been demonstrated through the forecast and land needs assessment outlined above which is consistent with the Provincial methodology. The forecast is based on the minimum intensification and reflects on the ground densities in the designated greenfield area (exceeding the minimum Growth Plan target).



- Sufficient opportunities are not available through intensification and in the current designated greenfield area to accommodate the required population and employment growth to 2051
- The proposed urban expansion will provide sufficient lands to accommodate growth not exceeding the 2051 planning horizon of the Growth Plan
- The timing of the proposed expansion and phasing of development will not affect the achievement of intensification and density targets.

The Growth Plan criteria for assessing locations for urban expansion as outlined in Section 2.2.8.3 are summarized below along with a brief description of how the recommended scenario meets each consideration.

- 1) Sufficient servicing capacity exists in existing or planned infrastructure and the expansion is financially viable
  - The planned infrastructure needed to accommodate growth in the Region to 2051 as described earlier in this report would be sufficient to service the proposed growth, including the urban expansion lands.
  - While preliminary analysis has been undertaken to assess infrastructure required to assess costs of growth, updates to the Region's Water and Wastewater and Transportation Master Plans along with a future fiscal impact analysis of the Region's growth forecast will address the financial viability of required infrastructure and public service facilities for urban expansion lands required to 2051.
- 2) Expansion is informed by the applicable water and wastewater master plans and stormwater master plans
  - The proposed forecast has been prepared in consultation with Regional staff from Environmental Services, Transportation, and Finance. As stated above, the water and wastewater master plan update process was recently initiated and will be consistent with the MCR forecast work. The Region does not prepare stormwater master plans as these are more appropriately undertaken at the secondary planning stage.
  - The Region will work in collaboration with Conservation Authorities and local municipalities to ensure the approach to Stormwater Management Plans utilizes best management practices that minimize and mitigate impacts to watersheds and water resources system.
- 3) Expansion, including the associated water, wastewater and stormwater servicing would be planned to avoid or minimize and mitigate any potential negative impacts on watershed conditions and the water resource system, including the quality and quantity of water.
  - The required water, wastewater, and stormwater servicing will be appropriately planned through the Master Plan update and the secondary planning process to avoid or minimize and mitigate any potential negative impacts on watershed

conditions and the water resource system.

- 4) Key hydrologic areas and the Natural Heritage System for the Growth Plan should be avoided where possible
  - The forecast accounts for Natural Heritage features and systems being protected from development in accordance with Provincial and Regional policies.
  - Key hydrologic areas and the Natural Heritage System for the Growth Plan will be protected in the detailed planning of urban expansion areas and will not be assumed to accommodate development.
- 5) Prime agricultural area should be avoided where possible
  - The majority of the Region's whitebelt areas are prime agricultural lands; thereby making it impossible to avoid these lands as part of any urban expansion. The PPS provides further direction in this regard in Policy 1.1.3.8 by stating that if prime agricultural lands cannot be avoided, lower priority lands should be considered first.
  - As part of the Region's MCR work undertaken in November 2015, a scoped agricultural assessment of the Region's whitebelt areas was prepared by Planscape consultants. A high-level Land Evaluation Area Review (LEAR) analysis was undertaken consisting of a land evaluation assessing soil capability and an area review which considered criteria related to fragmentation, lands under production, and conflicting land use. Most of the lands not proposed to be part of the distribution of urban expansion (located in northern East Gwillimbury) had LEAR scores in the highest category.
- 6) Urban expansion area is in compliance with minimum distance separation formulae
  - Applicable minimum distance separation formulae would be applied through the more detailed secondary planning process to ensure appropriate separation of uses from livestock facilities.
- 7) Any adverse impacts on the agri-food network, including agricultural operations, would be avoided or if not possible, minimize and mitigated
  - Expansion of the urban boundary to accommodate growth to 2051 will result in impacts to the Region's agri-food network and agricultural operations, owing to the quantum of lands required. Impacts, where possible, will be minimized and mitigated as determined through an agricultural impact assessment.
- 8) Policies in Sections 2 and 3 of the PPS are applied
  - Section 2 of the PPS deals with Building Strong Healthy Communities and contains policies related to efficient land use patterns, employment areas, housing, open space, infrastructure, energy conservation, air quality and climate change. Section 3 of the PPS addresses resource use and management including natural heritage, water, agriculture, minerals, mineral aggregate resources and cultural heritage and archaeology. Through meeting the requirements of the Growth Plan for the forecast

and lands needs assessment and the settlement area boundary expansion, many of the policy objectives of the PPS are also addressed. Other policy areas will be appropriately addressed through local municipal planning, including the secondary planning process, for the different urban expansion geographies.

- 9) Expansion would meet any applicable requirements of the Greenbelt, Oak Ridges Moraine Conservation, Niagara Escarpment, and Lake Simcoe Protection Plans and any applicable source protection plan
- Proposed distribution of urban expansion is consistent with policy directions in applicable Provincial Plans.
  - York Region's growth needs to 2051 will be accommodated without intruding on lands identified for protection by Provincial Plans.
  - Through the Regional Official Plan review and the secondary planning process for urban expansion areas, appropriate municipal policy designations will be put in place to protect the water resource system and its functions.
- 10) Criteria for lands located within the protected Countryside in the Greenbelt Area
- This requirement is not applicable as there are no lands being proposed to be brought into the Urban Area within the Protected Countryside Area of the Greenbelt.
  - The Provincial Growth Plan sets out very limited circumstances under which the Region can expand a settlement area boundary into the Protected Countryside Area of the Greenbelt Plan. In accordance with Provincial policy, the only opportunity to expand into the Protected Countryside through the MCR applies to existing Towns & Villages (i.e. not urban areas or Hamlets). In that instance, only a very limited expansion is permitted being up to 5% of the current land area of the Towns & Village's designated area to a maximum of 10 hectares.
  - Expansions to Town and Villages are not contemplated to address growth to 2051.

The Regional Official Plan also contains requirements for considering expansions of the Urban Area in Section 5.1.12. The proposed urban expansion meets these criteria as shown below:

- The Regional Greenlands system will continue to be protected and proposed urban expansion areas are outside of the Greenbelt Plan Area boundary
- Each urban expansion geography is of sufficient size and has clear and logical planning boundaries
- Urban expansion geographies being proposed are contiguous with the Region's existing Urban Area.
- The infrastructure required to service the proposed urban expansion can be provided in a financially and environmentally sustainable manner through the adoption of an integrated approach to growth management that aligns growth and infrastructure and will be determined through master plan, capital planning, annual budget, and development charge background study processes.

- Proposed urban expansion areas support the Region's urban structure in terms of the provision of well-located employment areas adjacent to 400 series highways and/or contiguity with existing designation employment areas.

## **7.0 KEY CONSIDERATIONS WHEN PLANNING TO ACHIEVE 2051 FORECASTS and MITIGATING GROWTH-RELATED RISK**

### **7.1 Balancing Council priorities, Growth Plan policy, and market objectives**

#### **Forecasts to 2051 achieve Council priorities, Growth Plan, and Regional Official Plan policy objectives, while balancing the market**

As outlined by the Land Needs Assessment Methodology, components that municipalities must consider when planning for growth include market demand, Growth Plan policy targets for intensification and density, accommodating all employment types, determining community and employment land needs based on a demand-supply analysis, and planning for infrastructure needed to build complete communities to 2051.

The York Region Official Plan provides the foundation for delivering complete communities through a network of transit supportive Centres and Corridors to accommodate intensification, a diverse supply of high-quality employment opportunities, and sustainable greenfield communities with a mix of land uses and multi-modal transportation options. These objectives are predicated on achieving Council priorities of building strong, caring, safe communities, providing a balanced housing mix with affordable housing options, supporting investment in infrastructure, supporting continued economic development success, and protecting and enhancing the natural environment.

The Region's proposed forecast supports these objectives by:

- Planning for a minimum 50% intensification to encourage a positive return on transit and water wastewater investment as well as to create high quality locations along Centres and Corridors critical for attracting talent, employment, and population growth
- Directing a significant amount of population and employment growth towards the built up area, planning to continue to realize densities consistent with what the market is already delivering in new community areas or higher, and recommending 80% of the whitebelt be identified as urban expansion to 2051 (in line with the results of the Land Needs Assessment) to continue to protect the natural environment as well as ongoing agricultural uses.
- Supporting ongoing agricultural uses to the extent possible given that the majority of the lands that are not part of the recommended allocation of urban expansion (located in northern East Gwillimbury) had LEAR scores in the highest category.
- Phasing forecast growth in line with infrastructure timing.

- Continuing to plan for a broad mix of jobs while incorporating anticipated shifts in the nature of employment – including the potential for automation.
- Planning to continue to deliver a balance of population and jobs in existing and new community areas throughout the Region.

To help understand the market and inform the land needs assessment, Watson was retained to perform a detailed assessment of the housing market. Based on Watson's review, the Region's forecast to 2051 appropriately balances historical market trends (including recent slower than forecast growth) with recent building permit activity, active development applications, socio-economic, demographic, and migration trends as well as the demand for both rental and ownership housing. Based on a detailed review of the Region's draft forecast from the perspective of housing affordability, Watson has also concluded that the Region's structure type forecast and associated minimum 50% intensification and designated greenfield area density assumptions:

- Recognize that unaffordability of housing in the GTHA relative to the GGH Outer Ring and a growing and strengthening economy across the GGH Outer Ring translates to the long-term population forecast for the GTHA being aspirational. In this context the Growth Plan 2019 population forecast for York Region of 2.02 million and 990,000 jobs is the preferred long-term growth outlook and a higher forecast is not a likely long-term outcome.
- Reflect recent and projected shifts in residential building permit activity in York Region from low-density dwellings toward medium and high-density housing forms.
- Recognize that the aging population is likely to continue to drive demand for a significant share of high-density rental and ownership housing options associated with older seniors (75+) with lower household incomes.
- Appropriately consider the need to expand the supply of affordable home ownership options in medium-density housing, particularly entry-level townhouse products geared to low- and middle-income households.

## 7.2 Integrating land use, infrastructure, and financial planning

### **Slower than forecasted growth poses a risk to being able to afford new infrastructure**

As mentioned in Section 3.0, maintaining fiscal sustainability is a Regional priority. The Region has made significant investments in infrastructure to support growth. York Region has also entered a mature stage of growth where a slower than forecast rate of growth has resulted in the need for a Fiscal Strategy which has taken steps to mitigate the impacts of slower growth. Core to the Fiscal Strategy is the need to better align infrastructure projects with actual growth and development charges collections.

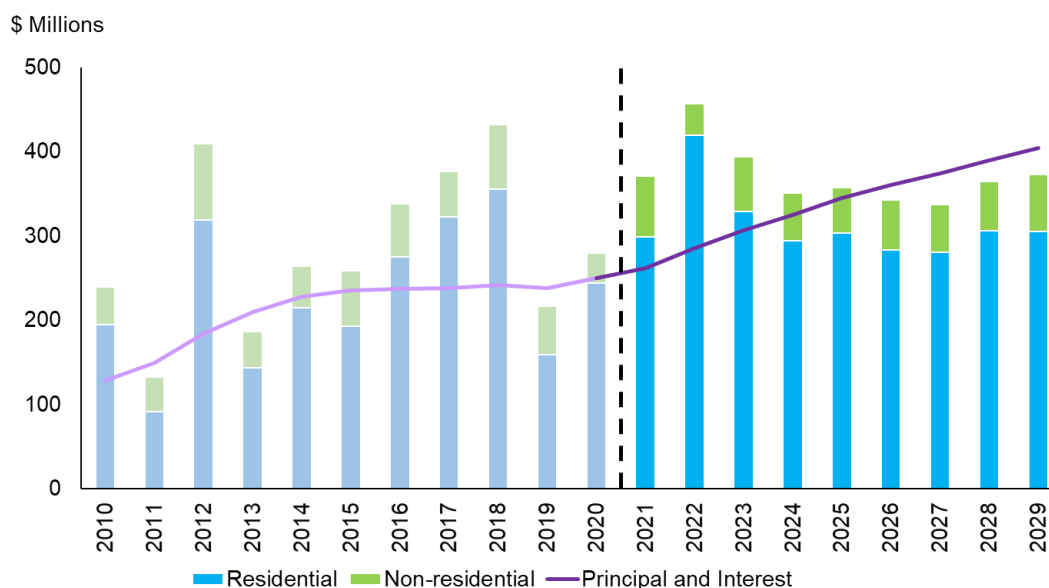
Development charges are critical to funding new infrastructure and paying down associated debt. It is important to understand that development charges fluctuate year over year as shown in Figure 16. That said, the Region is required to pay a certain amount of principal and interest

each year to pay down existing debt. The remaining amount of development charges collections is available to support new growth-related capital infrastructure.

As illustrated by Figure 16, between 2010 and 2020, development charges averaged \$285 million annually, enough to cover average annual principal and interest payments of \$213 million. There were, however, some years where development charges collections fell below the required payment for principal and interest. Looking forward, the Region's existing 10-year Capital Plan is based on an average development charges collection forecast of \$370 million per year of which approximately 75% (or \$330 million) is required to pay for principle and interest on existing debt. Even if growth materializes as expected, this only leaves approximately \$40 million available each year to support new investments.

The development charges collections forecast also shows that starting in 2026 there are several years where development charge collections could also fall below annual principal and interest payments. If this plays out as forecast, the early 2020's could cover for the lower development charge collection years in the latter part of the decade. The Region's ability to continue to invest in growth related infrastructure therefore requires development charge collections to exceed debt servicing costs on a sustained basis.

**Figure 16**  
**Historic and Forecast Development Charge Collections and Principal and Interest**



Source: Fiscal Sustainability: 2020 Update Report

If the existing trend of slower than projected growth continues, this poses a significant risk on the Region's ability to afford new infrastructure. The average annual development charge collections forecast of \$370 million is based on a growth rate of approximately 7,900 new residential units or 22,000 people per year over the next ten years. If that forecast is not

achieved, new growth-related infrastructure investments will need to be deferred. The following represent potential scenarios should growth not materialize as forecast on a sustained basis:

- A sustained 10% reduction over a ten-year period could result in a need for the Region to defer new infrastructure projects in the order of \$300 million.
- A sustained 20% reduction over a ten-year period – a level of development activity consistent with that experienced in 2020 – would mean that development charges collections would not cover principle and interest payments on existing debt and development charges reserves would be required to borrow from other internal funding sources. It would also require deferring new infrastructure projects in the order of approximately \$600 million.

The risk of slower than forecast growth is therefore significant and has required careful consideration in the Region's updated forecast and distribution of growth to the nine local municipalities.

### **Significant investment in new infrastructure is required to support growth to 2051 and beyond**

As indicated in Section 6.4 above, to assess the impacts of the results of the land needs assessment and provide input to the proposed distribution of urban expansion lands for 80% of the whitebelt required to 2051, an exercise was completed to assess costs for building out all the whitebelt lands. The remaining 20% of the whitebelt lands not required by 2051 can accommodate an additional 75,000-100,000 people above and beyond the 2.02 million required by the Growth Plan. Assuming the full build out of all the whitebelt lands requires over \$12 billion in new infrastructure based on a preliminary analysis.

Included in this figure are projects identified in Table 9. While additional water and wastewater and transportation projects will be required, this table includes significant infrastructure investments required to support the next generation of growth in the Region over the 30-year planning horizon and beyond. A number of these projects are already in the Region's Capital Plan, totaling approximately \$4 billion.

It should be noted that these are preliminary projects and costs based on best available data from the 2016 Water Wastewater Master Plan and the York Region Rapid Transit Corporation and are subject to change through updates to both the Water and Wastewater and Transportation Master Plans in late 2021/ 2022. That said, the relative expense of the various projects will not change significantly, and it was that relativity and the overall magnitude which were important considerations supporting the proposed forecast and urban expansion locations.

**Table 9**

**Next Generation of Infrastructure Projects Needed to Service Growth**

<b>Project</b>	<b>Estimated Completion Date</b>	<b>Preliminary Cost (\$ millions)</b>
<b>Water and Wastewater</b>		
Duffin Creek Outfall Expansion	2021-2026	\$15
Primary Trunk Twinning	2026-2031	\$200
Duffin Creek Plant Expansion	Unknown	\$700
Upper York Water Reclamation Centre	2026-2031	\$640
Upper York Water Reclamation Centre Expansion	Post 2041	\$190
Upper York Water Reclamation Centre Final Expansion	Unknown	\$200M
Northeast Vaughan Servicing	2021-2026	\$265
West Vaughan/ Peel Diversion Servicing	2026-2031	\$310
North Markham Servicing	2031-2036	\$90
New 14 <sup>th</sup> Avenue sewer	Unknown	\$240
<b>Transit</b>		
Yonge North Subway Extension	2026-2031	\$5,600 (Total) \$1,300 (Regional*)
Highway 7 East Bus Rapid Transit Corridor	Unfunded	\$437 (Total) \$118 (Regional*)
Highway 7 West Bus Rapid Transit Corridor	Unfunded	\$297 (Total) \$80 (Regional*)
Jane Street Bus Rapid Transit Corridor	Unfunded	\$313 (Total) \$85 (Regional*)
Leslie Street Bus Rapid Transit Corridor	Unfunded	\$470 (Total) \$127 (Regional*)
Major Mackenzie Bus Rapid Transit Corridor	Unfunded	\$1,250 (Total) \$338 (Regional*)
Yonge Street Bus Rapid Transit (Central York)	Unfunded	\$713 (Total) \$193 (Regional*)
Yonge Street Bus Rapid Transit (North of Davis Drive)	Unfunded	\$184 (Total) \$50 (Regional*)
Other Future BRT	Unfunded	\$1,690 (Total) \$455 (Regional*)

\*Regional share based on preliminary estimated 27% share of total cost – for discussion purposes at this time.

Source: 2016 Water and Wastewater Plan and [York Region Rapid Transit Corporation](#)

In addition to the \$5.6 billion Yonge North Subway Extension, approximately \$5.4 billion in bus rapid transit investment is required to accommodate growth to 2051. Successful implementation of these projects will require funding from senior levels of government. Further expansions and



upgrades to the GO rail network will also be important both in supporting urban expansion as well as accommodating growth in greenfield and whitebelt areas. The Regional contribution, if any, to bus rapid transit projects and to GO rail improvements such as grade separated road-rail crossings at Regional roads is unknown at this time. Assuming, on a preliminary basis, an estimated Regional contribution of 27% (based on the Yonge North Subway Extension and existing Public Transit Infrastructure Fund agreements in Ontario), approximately \$1.4 billion of future Bus Rapid Transit costs is likely to be incurred by the Region. The Region should continue to advocate to senior levels of government for funding to enhance the Region's Bus Rapid Transit system through the projects listed above.

**50% intensification and proposed distribution of urban expansion results in cost savings and improves alignment of infrastructure delivery with anticipated return on investment**

The minimum 50% intensification assumption for growth to 2051 required by the Growth Plan and the pace of growth assumed in the Region's proposed forecast support the principles in the Region's [Growth and Infrastructure Alignment report](#) in that existing transit and water wastewater infrastructure is optimized, setting the stage for financially sustainable growth. The proposed forecast by five-year period considers recent infrastructure delays and trends in slower than previously forecasted growth and accordingly assumes a slower pace of growth in the short and medium-term. The pace of growth then increases over the medium-to long term as major infrastructure projects are anticipated to come online and unlock future growth potential. For example, anticipated delivery of the Upper York Water Reclamation Centre, northeast and northwest Vaughan projects, and the Yonge North Subway Extension within the next 10 years informed a forecast increase in both the pace of growth overall as well as in the affected municipalities in the late 2020s. Until such time, existing capacity for growth through existing infrastructure investments was an important consideration when allocating growth to the nine local municipalities to optimize return on past investments and recover development charges.

The 50% intensification assumption required by the provincial land needs assessment also plays an important role in improving alignment with infrastructure and financial sustainability. Significant investments in both water and wastewater infrastructure have been made to support growth in the Region's built-up area and more specifically in Centres and Corridors. Directing a significant share of growth to these areas through the draft forecast supports a positive return on this investment. It also positions the Region well to provide further opportunities for talent attraction in the Region. Particularly with the millennial workforce, access to transit and other amenities are critical to attracting and maintaining talent.

Finally, with respect to allocation of urban expansion, the timing and uncertainty surrounding both for the initial stage of Upper York Water Reclamation Centre as well as future expansions present significant risks to the Region and have resulted in the proposed distribution for higher levels of Whitebelt growth in southern York Region where infrastructure is both more certain and less costly. The proposed distribution of growth presented in Table 8 would not require the final expansion of the Water Reclamation Centre (likely beyond 2051), a project estimated at \$200 million, and would reduce the number of transportation projects required by 2051. Rather than

the over \$12 billion referred to above, it is estimated that growth to 2051 could carry a preliminary cost of \$11.6 billion.

This distribution of growth also protects highly productive agricultural lands and results in a more achievable growth outlook for the Town of East Gwillimbury with respect to annual population growth. It therefore allows the Region to plan for a more accurate recovery of development charges collections both within the 2051 horizon and beyond.

### **7.3 Market considerations**

#### **Shift in housing mix toward higher density housing forms reflects a continuation of recently observed shifts**

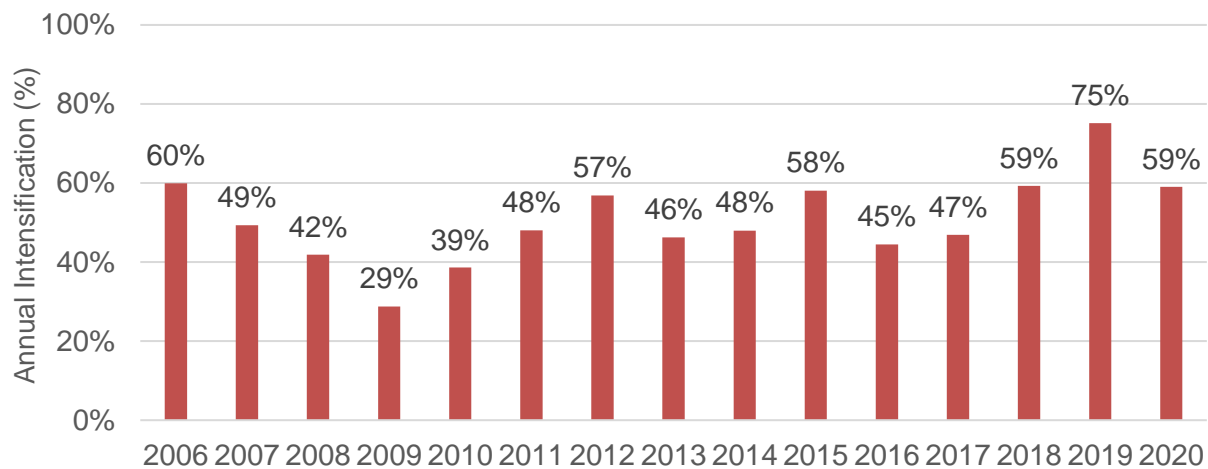
Inherent in the Region's housing forecast to 2051 is a continued shift from low density to medium and high-density housing forms. While this shift considers recent trends over the past 15 years and existing applications in the development pipeline, it also reflects changing demographics throughout the Region. According to Watson, over the 2021 to 2051 forecast period, approximately two-thirds (55%) of future high-density housing demand in York Region is anticipated to be generated from households maintained by persons aged 75 years of age and older who typically have less disposable income compared to other segments of the working-age population.

Despite the projected shift, ground-related units continue to be the dominant form of housing growth to 2051 and are anticipated to account for 74% of total units in 2051 compared to 87% in 2016.

#### **Intensification rate of 50% reflects recently observed trends and is aligned with recommendations from Watson**

As mentioned above and as shown in Figure 17, York Region is well positioned to meet or exceed its 50% intensification target to 2051. Since 2006, the Region has been averaging approximately 50% intensification, with rates averaging 55% over the last five years.

**Figure 17**  
**York Region historical intensification, 2006-2020**



Source: York Region Planning and Economic Development Branch

As shown in Table 9, the significant investments in water and wastewater and transit infrastructure anticipated over the forecast horizon also position the Region well for continued success. In addition to the \$5.6 billion Yonge North Subway Extension, approximately \$5.4 billion in total investment for additional Bus Rapid Transit has been identified on a preliminary basis to support growth to 2051. Federal and/or provincial funding will be required to support this investment. These investments are anticipated to act as significant catalysts for high density growth. In turn, planning to achieve intensification in these locations is critical to supporting these investments and recovering associated development charges infrastructure.

Both the Growth Plan and Land Needs Assessment require that the ability to accommodate growth through intensification be identified in relation to the 50% intensification target. York Region has significant potential to accommodate growth in the built-up area to meet or exceed the minimum 50% target. In planning for 78 Major Transit Station Areas, York Region has the potential to accommodate minimum growth of 505,000 people and 195,000 jobs. While achievement of these targets is permitted to occur beyond 2051, the potential for growth in these areas significantly exceeds the forecast demand in the built-up area by 2051. Further, as of mid-2020, York Region had an estimated supply of 70,000 units under application in the built-up area. If built, these units would account for approximately 50% of the total forecast to 2051.

Further, according to Watson, recent trends regarding residential building permit activity and active residential plans support the appropriateness of the York Region draft intensification forecast by structure type. Watson anticipates that the Region could exceed its 50% residential intensification target in the near to medium-term (i.e. next 5 to 10 years) based on the current supply of active development applications in registered unbuilt, draft approved and proposed plans. Watson does; however, note that as servicing constraints in the designated greenfield area, particularly across northern York Region, are addressed, a greater share of greenfield

housing development is anticipated. Over the long term, Watson identifies that a 50% allocation of housing growth to the built-up area is appropriate.

An intensification rate of 50% is also supported from an affordability perspective. The price of housing is expected to continue to present affordability challenges for York Region residents – particularly for non-family households, young families, and seniors. Providing a more diverse range of medium and high density options in the Region's built-up area, particularly in areas supported by transit and with access to amenities, will help support increasing demand likely to be driven by the growing number of seniors in the Region over the 30-year planning horizon.

### **A balance of small and family sized high density units will be required to accommodate growth to 2051**

In order to accommodate the growing shift toward high density structure types to 2051, the Region will need to work with the development community and local municipal partners to promote the development of both small (bachelor and 1-bedroom) and large (2+ bedroom units) condominium units. While smaller units will be important to accommodate non-family households, the growing seniors' population, and low- to moderate- income households, larger units will be required to accommodate a growing number of families. As mentioned above, achieving 50% requires a modest shift in families into higher density structure types relative to the distribution today. Working with partners and building on existing financial incentives to build these units will be important to adequately house future residents in a manner which balances the market, policy objectives of the Growth Plan, as well as existing and planned investments in transit.

## **7.4 Housing affordability**

### **More affordable home ownership options, particularly in the form of medium density structure types, will be required to 2051**

From a built-form perspective, while the forecast provides for a broader range of what are considered more affordable products through increased housing options anticipated in medium and high density structure types, Watson identifies that affordability is expected to remain a significant challenge for the Region to 2051. Based on a review of the Region's draft forecast, Watson notes the following with respect to housing affordability:

- While the potential supply of low-density housing is generally well-aligned with anticipated demand, low density ownership housing options are highly concentrated in high-income households that can afford premium priced homes priced above an average of \$950,000. With respect to more affordable low-density housing needs, more market choice of housing will be needed for low-density units in the \$650,000 to \$950,000 price point to accommodate anticipated demand.
- Relative to low-density households, York Region offers a greater supply of medium-density housing to accommodate anticipated demand associated with high-income households. That said, the Region has experienced a significant price appreciation in medium-density housing, making them increasingly unaffordable to middle-income families – the demographic in which the demand is greatest.

- While the need for condominium units is anticipated to be driven by a significant share of high-density ownership housing demand associated with older seniors (75+) with lower household incomes seeking smaller, traditionally more affordable units, condominium units are not anticipated to provide an affordable alternative for larger households seeking 3- to 4- bedroom units.
- Without further initiatives to address housing affordability, the Region may have difficulty meeting its long-term population and housing forecast to 2051.

Watson's recommended actions are as follows:

- Expand the supply of purpose-built rental housing across the Region. This includes a provision for affordable rental units catering to lower-income households.
- Expand the supply of affordable home ownership in the medium-density market, targeting units priced below \$650,000. This includes expanding the supply of smaller, more compact grade-oriented housing including entry level townhouses in both the built-up area and greenfield locations.
- Expand the supply of low-density home ownership options priced between \$650,000 and \$950,000 by encouraging smaller detached homes.

Following the MCR and building on the [Housing Opportunities and Challenges](#) report from January 2021, options to address housing affordability will continue to be explored with public and private partners.

**The need for rental, including purpose built rental, is expected to be significant to 2051**

As shown in Figure 18, as of 2016, the share of rental housing in York Region was 14%, significantly lower than the GTHA average, excluding the City of Toronto, at 21%. According to Watson, York Region's rental housing propensity rates (by age group) are expected to increase over the forecast period from 14% in 2016 to 22% in 2051. This assumption builds on the broader regional growth trends in the GTHA rental market as well as demographic and socio-economic trends.

**Figure 18**

**Share of rental housing by GTHA municipality, 1991-2016**

Upper/Single-Tier Municipality	1991	2016	1991-2016
Toronto	63%	47%	42%
Peel	32%	24%	15%
Hamilton	45%	32%	15%
York	18%	14%	12%
Halton	26%	19%	11%
Durham	25%	19%	9%
GTHA	38%	33%	29%
GTHA Excl. Toronto	29%	21%	13%

Source: Watson and Associates

Based on Watson's analysis, rental housing growth in York Region is expected to increase from 59,000 units in 2021 to 145,000 units in 2051. This represents growth of approximately 86,000 units, accounting for an estimated 32% of total housing growth over the forecast period. Rental housing need in the Region is expected to average 2,700 units per year over the 2021 to 2051 period, notably higher than the 1,800 units averaged over the 2006 to 2016 period.

Watson further identifies that an increasing share of renter household growth, particularly in high density dwellings, will need to be accommodated through the primary rental market in the form of purpose-built rental. It is recommended that 40% of overall renter household growth over the 2021 to 2051 period be accommodated through the primary rental market including half (50%) of the high-density renter-occupied unit demand and 20% of the medium-density renter-occupied unit demand. This will require approximately 33,000 additional purpose-built rental units to be constructed over the 2021 to 2051 period to meet forecast demand representing an average annual increase of approximately 1,100 per year. To meet anticipated needs, purpose-built rental housing development activity across York Region will need to be approximately seven times greater over the next 30 years when compared to what has been provided across the Region over the past decade.

Working with public and private partners to provide opportunities for rental housing, particularly in the form of purpose build rental, will therefore have a significant impact on the achievability of the Region's forecast. Watson recognizes that significantly increasing the supply of rental housing in the market will likely require greater participation by the private-sector development community and non-profit organizations to construct purpose-built rental housing.

**Affordability presents a significant risk to the Region's ability to achieve its 2051 forecast**  
Watson have identified several potential risks if York Region's housing supply is not well aligned with anticipated affordability needs of existing and future residents. If the Region is unable to address the housing affordability gaps, including satisfying the need for increased rental housing, the following outcomes are likely:

- An increasing share of lower-and middle-income households will need to spend greater than 30% of household income on shelter costs in York Region
- Households may need to settle for housing arrangements that meet their affordability needs but do not necessarily meet their functional needs which may impact quality of life. This could include living arrangements in smaller than desired dwellings
- An increased percentage of young adults would be expected to defer entry into the rental or ownership housing market, combined with an overall increase in multiple family/multi-generation living arrangements
- A greater share of lower- and middle-income households will likely rent and not purchase, placing greater pressure on both the primary and secondary rental markets
- An increasing share of lower-and middle- income households will need to spend a greater than 30% share of household income on shelter costs in York Region.
- Households may consider less expensive housing options in other locations within the broader regional market area outside York Region. If the Region is unable to attract target market segments such as young families and seniors, the Region will have difficulty in meeting its long-term population and housing forecast to 2051.

## **8.0 LOCAL MUNICIPAL POPULATION AND EMPLOYMENT FORECASTS TO 2051**

### **8.1 Population forecasts to 2051**

#### **York Region housing growth is distributed to nine local municipalities**

Population growth is distributed to the nine local municipalities by structure type and policy area. Built-up area housing growth is distributed based on each local municipality's intensification target (discussed in Section 9 of this report) as well as considerations related to historic and anticipated Regional market shares by housing type. Designated greenfield area and rural housing growth is distributed based on housing supply estimates and forecasts for rural growth by local municipality. Housing supply estimates are derived from planning applications and estimates of remaining development potential based on secondary plans.

#### **Population by local municipality is generated based on applying persons per unit assumption to forecast local municipal housing growth**

Consistent with the approach for the Region, local municipal population growth is determined by applying persons per unit assumptions against forecast housing growth by type. Persons per unit assumptions for ground-related housing growth are generally based on observed persons per unit in new units by local municipality over the last 35 years while high density persons per unit estimates are assumed to increase over time. The 2016 population base for each local municipality is declined at the same rate as the Regional assumption.

### Infrastructure timing and market factors affect the timing of local municipal forecasts

The capacity and timing associated with new infrastructure projects is a key input to forecast growth by local municipality. For example, anticipated timing for the Upper York Water Reclamation Centre, northeast and northwest Vaughan projects, and the Yonge North Subway Extension informed an anticipated increase in the pace of growth in affected municipalities in the late 2020s. This is particularly true for Newmarket, Aurora, and East Gwillimbury where capacity for growth is currently limited in advance of the Upper York Water Reclamation Centre, currently scheduled for completion in 2028.

### Majority of Region's population growth forecasted for Markham, Vaughan, and Richmond Hill

Table 10 provides a summary of York Region's proposed forecast by local municipality.

**Table 10**  
**Proposed York Region Population Forecast by Local Municipality**

<b>Municipality</b>	<b>2016 Population</b>	<b>2051 Population</b>	<b>Growth</b>	<b>Share of York Region Growth</b>	<b>Average Annual Growth Rate</b>
Aurora	57,200	84,900	27,700	3%	1.1%
East Gwillimbury	24,700	105,100	80,400	9%	4.2%
Georgina	46,800	71,900	25,100	3%	1.2%
King	25,300	49,600	24,300	3%	1.9%
Markham	339,100	619,200	280,100	32%	1.7%
Newmarket	86,800	110,700	23,900	3%	0.7%
Richmond Hill	201,000	317,000	116,000	13%	1.3%
Vaughan	315,700	568,700	253,000	29%	1.7%
Whitchurch-Stouffville	47,300	92,900	45,600	5%	1.9%
<b>York Region</b>	<b>1,143,900</b>	<b>2,020,000</b>	<b>876,100</b>	<b>100%</b>	<b>1.6%</b>

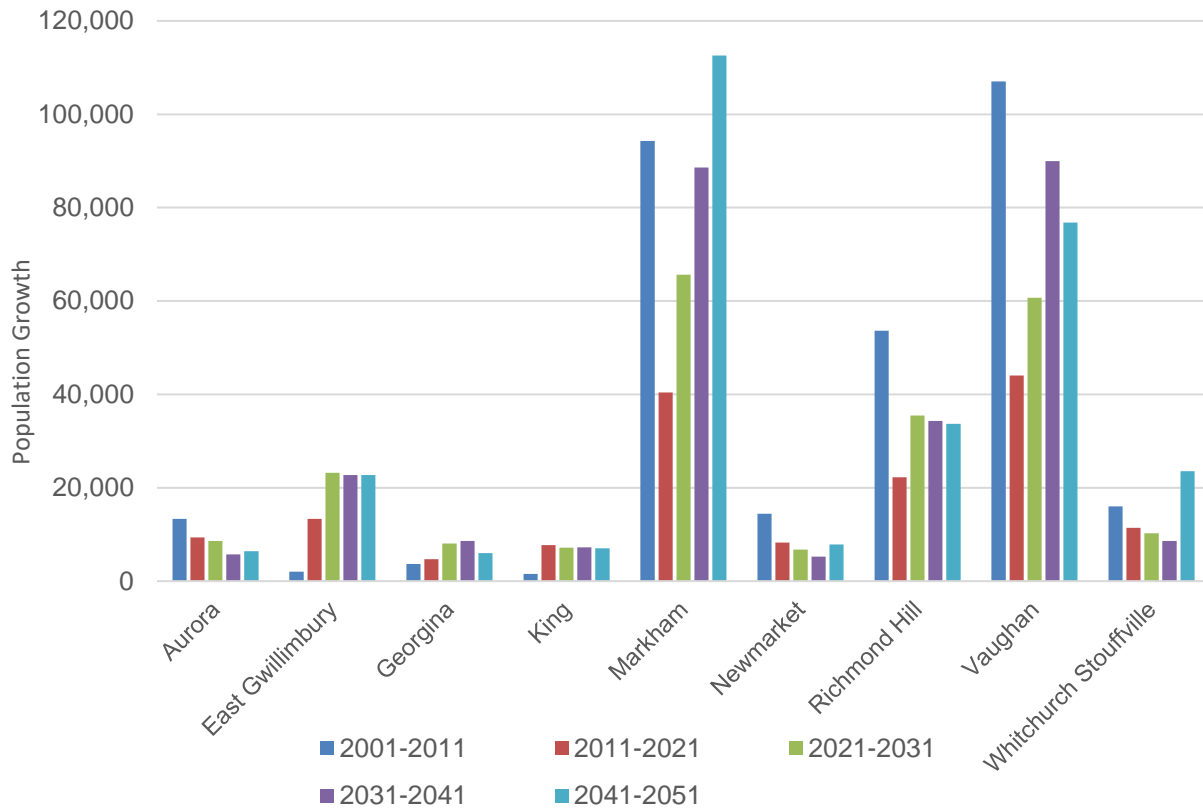
Source: York Region Planning and Economic Development Branch

Similar to historic trends (Figure 19), the majority of the Region's population growth is forecast to be accommodated in Markham, Vaughan and Richmond Hill. This growth is assumed to include intensification in the Region's Centres and Corridors and other intensification areas along with the build-out of major greenfield areas including ROPA 3 in Markham, ROPA 2 in Vaughan, and North Leslie in Richmond Hill, among other areas. East Gwillimbury will play a more significant role in accommodating population growth once the Upper York Water Reclamation Centre is completed.



**Figure 19**

**Historic vs forecast growth by local municipality, 2001 - 2051**



Source: York Region Planning and Economic Development Branch

By 2051, all municipalities will experience growth beyond their 2031 Regional Official Plan forecast (Table 11). Overall, the updated 2031 population is lower than the current Regional Official Plan 2031 forecast. Consequently, a number of municipalities have lower 2031 population forecasts than the current ROP due recent levels of relatively slower growth and delays in the timing of servicing infrastructure.

**Table 11**

**York Region Population Forecast Comparison**

Municipality	2051 Population	2031 Population	2031 Population (ROP)	Difference (2051 vs. 2031 ROP)
Aurora	84,900	72,700	70,200	14,700
East Gwillimbury	105,100	59,300	86,500	18,600
Georgina	71,900	57,200	70,300	1,600
King	49,600	35,300	34,900	14,700

<b>Municipality</b>	<b>2051 Population</b>	<b>2031 Population</b>	<b>2031 Population (ROP)</b>	<b>Difference (2051 vs. 2031 ROP)</b>
Markham	619,200	416,100	421,600	197,600
Newmarket	110,700	97,400	97,100	13,600
Richmond Hill	317,000	248,500	242,200	74,800
Vaughan	568,700	401,000	416,600	152,100
Whitchurch-Stouffville	92,900	60,300	60,600	32,300
<b>York Region</b>	<b>2,020,000</b>	<b>1,447,800</b>	<b>1,500,000</b>	<b>520,000</b>

Source: York Region Planning and Economic Development Branch

The following is a summary of the highlights of the local municipal population forecasts.

### **Aurora**

Aurora is forecast to reach a population of 84,900 by 2051. Primary sources of greenfield residential growth will be the build-out of the Aurora 2C and Aurora South secondary plan areas along with the anticipated development of the Aurora 2A secondary plan area in the longer term. Intensification is planned to occur within the Aurora Promenade, along the Yonge and Wellington Street corridors, including the Aurora GO Station.

### **East Gwillimbury**

With the completion of the Upper York Water Reclamation Centre, East Gwillimbury is forecast to grow to a population of 105,100 by 2051. Population growth is anticipated through the development of the Green Lane secondary plan and designated residential areas in Sharon, Queensville, and Holland Landing. As part of the proposed forecast there is also urban expansion in whitebelt areas adjacent to ROPA 1, south of Mount Albert Road and east of Highway 11. East Gwillimbury's 2031 population is significantly lower than the current Regional Official Plan forecast due to the delay in the Upper York Water Reclamation Centre.

### **Georgina**

Georgina is forecast to reach a population of 71,900 by 2051 with most of the growth occurring in the communities of Keswick and Sutton. The forecast for Sutton is based on the capacity of the planned expansion to the Sutton sewage treatment facility. Georgina's 2031 forecast population is lower than the current Regional Official Plan 2031 forecast due to recent slower levels of growth than previously anticipated.

### **King**

The population forecast of 49,600 for King Township is based on growth assumptions for the communities of Nobleton, King City, and Schomberg. The forecast assumes the current Environmental Assessment for water and wastewater servicing capacity expansion will be approved to allow Nobleton to reach a population of approximately 10,800. Growth beyond this figure in Nobleton was not contemplated in the Region's MCR work because of the significant

cost (minimum \$100 - \$200 million) that would be required in addition to a number of environmental constraints. King City is forecast to grow to a population of approximately 20,000, which will require water and wastewater upgrades to Regional infrastructure to accommodate growth beyond the current limit of 15,000 people and would be contingent on addressing constraints in the York Durham Sewage System. Schomberg is forecast to experience modest growth to reach its servicing capacity of approximately 3,600 people.

### **Markham**

Markham is forecast to accommodate the largest share of the Region's population growth between 2016 and 2051. The ROPA 3 new community area along with Markham's remaining whitebelt lands will be the primary locations for greenfield ground-related housing growth in the City. Significant levels of intensification are anticipated in Markham Centre and the Langstaff Gateway, along the Yonge corridor where the future Yonge North Subway Extension is being planned, the redevelopment of the York Downs golf course, and along other intensification corridors in the City. Markham's population is forecast to reach over 619,200 by 2051, an increase of 280,100 from 2016.

### **Newmarket**

Newmarket's population growth will be increasingly achieved through intensification as the last remaining greenfield areas are built out in Northwest and Southeast Newmarket. Newmarket is forecast to reach a population of 110,700 by 2051. Most of the intensification growth is planned within the Newmarket Urban Centre secondary plan area along Yonge St and Davis Drive, including the Newmarket Urban Growth Centre. In the short term, growth in Newmarket will be constrained until completion of Phase 1 of the Upper York Water Reclamation Centre.

### **Richmond Hill**

The North Leslie and West Gormley areas along with the build-out of the Oak Ridges community will be the source of most of Richmond Hill's remaining greenfield growth. A significant share of Richmond Hill's population growth will be intensification, concentrated along the Yonge Corridor, including Richmond Hill Centre which is planned to be the terminal station for the Yonge Street subway extension. Richmond Hill is forecast to reach a population of 317,000 by 2051, up from 201,000 in 2016.

### **Vaughan**

Vaughan is forecast to accommodate the second highest share of population growth in the Region (29%) with a 2051 population of 568,700. With the opening of the Toronto-York Spadina Subway Extension in late 2017, Vaughan Metropolitan Centre has been experiencing high levels of development activity with significant additional planned development. The future Yonge North Subway Extension is anticipated to contribute further to intensification growth in Vaughan along with areas of Highway 7 already served by bus rapid transit. The completion of the Northeast and West Vaughan wastewater servicing projects anticipated in the mid to late 2020's will enable the full development of Blocks 27 and 41, increase capacity for growth in Kleinburg-

Nashville, and open up new areas in the Vaughan whitebelt for both community and employment purposes.

### **Whitchurch-Stouffville**

Whitchurch-Stouffville is forecast to reach a population of 92,900 by 2051 with the majority of this growth occurring in the community of Stouffville. The development of the Phase 3 lands in Stouffville will be the main source of future greenfield housing supply, including the proposed Lincolnville MTSA along with proposed community urban expansion lands. The forecast takes account of two Minister's Zoning Orders in the whitebelt, just west of the community of Stouffville which are proposed for a mix of low, medium, and high-density units. Requests to expand the settlement area boundary into the protected countryside of the Greenbelt have not been incorporated because growth there is restricted by Provincial plans. The community of Stouffville will continue to be the source of intensification growth, primarily along the Main Street corridor and the Stouffville GO MTSA.

## **8.2 Employment forecasts to 2051**

### **York Region employment forecast is distributed by employment type to local municipalities based on potential for major office, available employment lands, and population related employment growth consistent with the distribution of population**

Forecast employment growth by local municipality and the overall timing of employment growth throughout the Region takes into account the availability and timing of major servicing infrastructure. The York Region employment forecast by type is distributed to the nine local municipalities based on the considerations below:

- **Major office employment**

Growth in major office is forecast to continue to be predominantly concentrated in Markham, Vaughan and Richmond Hill since new office development tends to gravitate to existing concentrations. An increasing share of major office employment is anticipated in the Region's Centres and Corridors as compared to office development in employment areas, supported by recent major rapid transit investments including the Toronto-York Subway Extension to Vaughan Metropolitan Centre and the future Yonge North Subway Extension. Aurora, Newmarket, East Gwillimbury, King, and Whitchurch-Stouffville are forecast to attract smaller shares of major office growth.

- **Employment area employment**

The local municipal employment area employment forecast is based on forecast market demand and local municipal vacant employment land supply, including potential for intensification. To meet forecast Regional employment growth, 1,100 hectares of urban expansion employment lands are proposed in the locations shown in Attachment 4.

- **Population-related employment**

Population-related employment – schools, retail, services, government, other institutional employment and work-at-home – is forecast to grow in proportion to population growth. Regional serving population-related employment such as the new Vaughan hospital are allocated to the appropriate municipality.

- **Rural employment**

A small share of the Region's employment growth is forecast in rural areas. This was distributed to local municipalities based on the distribution of existing rural employment.

**Markham and Vaughan are forecast to accommodate nearly two thirds of the Region's employment growth to 2051**

Table 12 summarizes the total employment forecast by local municipality.

**Table 12**  
**York Region Employment Forecast by Local Municipality**

<b>Municipality</b>	<b>2016 Employment</b>	<b>2051 Employment</b>	<b>Growth</b>	<b>Share</b>	<b>Average Annual Growth Rate</b>
Aurora	27,300	41,000	13,700	4%	1.2%
East Gwillimbury	9,500	37,400	27,900	7%	4.0%
Georgina	9,300	21,900	12,600	3%	2.5%
King	9,600	16,400	6,800	2%	1.5%
Markham	182,000	309,200	127,200	33%	1.5%
Newmarket	45,000	57,600	12,600	3%	0.7%
Richmond Hill	78,800	122,600	43,800	11%	1.3%
Vaughan	223,200	352,000	129,800	33%	1.3%
Whitchurch-Stouffville	15,400	31,900	16,500	4%	2.1%
<b>York Region</b>	<b>599,100</b>	<b>990,000</b>	<b>390,900</b>	<b>100%</b>	<b>1.4%</b>

Source: Planning and Economic Development Branch

Markham and Vaughan are forecast to accommodate nearly two thirds of the Region's employment growth to 2051 which is related to the large existing vacant employment land base in Vaughan, proposed urban expansion employment lands in Vaughan and Markham, the strong office market in both Markham and Vaughan, and the population-related employment growth that will accompany significant population growth.

Table 13 compares forecast employment in 2031 and 2051 with the Regional Official Plan 2031 forecast by local municipality. A number of municipalities have lower 2031 employment forecasts compared to the current Regional Official Plan due to delays in the timing of infrastructure delivery and slower than anticipated population growth. All municipalities have higher 2051 employment figures than the Regional Official Plan employment forecast for 2031.

**Table 13**  
**York Region Employment Forecast Comparison**

<b>Municipality</b>	<b>2051 Employment</b>	<b>2031 Employment</b>	<b>2031 Employment (ROP)</b>	<b>Difference (2051 vs. 2031 ROP)</b>
Aurora	41,000	33,800	34,200	6,800
East Gwillimbury	37,400	16,800	34,400	3,000
Georgina	21,900	13,100	21,200	700
King	16,400	11,700	11,900	4,500
Markham	309,200	224,000	240,400	68,800
Newmarket	57,600	51,800	49,400	8,200
Richmond Hill	122,600	97,000	99,400	23,200
Vaughan	352,000	277,900	266,100	85,900
Whitchurch-Stouffville	31,900	20,300	23,000	8,900
<b>York Region</b>	<b>990,000</b>	<b>746,400</b>	<b>780,000</b>	<b>210,000</b>

Source: Planning and Economic Development Branch

The following is a summary of the highlights of the employment forecast by local municipality.

### **Aurora**

Aurora's employment is forecast to grow by nearly 14,000 jobs from 2016 to 2051. Just over half of Aurora's employment growth during this period is anticipated to be in employment areas, primarily in employment areas along the Highway 404 corridor. Population-related employment growth accounts for just over 30% of employment growth. New major office development comprises the remainder the Town's employment growth and is expected to locate near the Highway 404 and Wellington area.

### **East Gwillimbury**

Employment in East Gwillimbury is forecast to grow by nearly four times its 2016 level of approximately 9,500, reaching 37,400 by 2051, representing an average annual growth rate of 4%. Over half of East Gwillimbury's employment growth is anticipated to be in employment areas, mainly in the ROPA 1 and Queensville employment areas along Highway 404 along with urban expansion employment lands. The majority of the remaining employment growth will be through population-related employment to serve the anticipated growth in population through development along Green Lane, in Queensville, Sharon, Holland Landing, and proposed urban expansion community lands.

### **Georgina**

Employment in Georgina is forecast to grow by about 12,600 jobs with total employment projected at 21,900 by 2051. Nearly 70% of Georgina's employment growth is anticipated to be

in employment areas, mainly in the Keswick Business Park. The remainder of Georgina's employment growth will be through population-related employment.

### **King**

King's employment is projected to grow by nearly 6,800 jobs with nearly half of this growth through growth in employment areas in King City, Nobleton, and Schomberg, as well as a small area proposed urban expansion. Just over 40% of King's employment growth is forecast to be in population-related employment which will serve the growing communities of King City and Nobleton.

### **Markham**

Markham is forecast to continue to accommodate a significant share of York Region employment, accounting for approximately 33% of the Region's growth from 2016 to 2051. Markham has traditionally been the primary centre for major office businesses in York Region and is projected to continue to play a major role in accommodating office employment. Major office employment is forecast to grow by just under 45,000 jobs from 2016 to 2051, representing a 44% share of the Region's total major office growth. In addition to continuing to accommodate office employment growth in business parks along Highway 404; Markham Centre, Langstaff Gateway, and the Yonge corridor are anticipated to attract increasing shares of new office development, supported by recent and planned major transit investments including the Yonge North Subway Extension. Approximately 29% of Markham's employment growth is forecast to be in employment areas, with a large share of this growth in the ROPA 3 employment area and proposed urban expansion area. The remaining employment growth in Markham will be population-related, a large share of which will be in centres and corridors to serve intensification residential development and in the proposed urban expansion community area in Northeast Markham.

### **Newmarket**

Employment in Newmarket is forecast to increase by approximately 12,600 jobs between 2016 and 2051. Newmarket is anticipated to attract growth of just over 4,000 major office jobs over the forecast period, accommodated mainly in the Yonge Street and Davis Drive corridors. As Newmarket's remaining vacant employment area supply is limited, employment area employment growth is projected to be approximately 3,500 jobs through development on vacant lands and intensification. The largest share of employment growth is anticipated to be population-related (40%), in step with projected growth in population.

### **Richmond Hill**

Richmond Hill is forecast to continue to experience strong employment growth with total jobs anticipated to increase by approximately 43,800 jobs between 2016 and 2051. The Beaver Creek employment area currently forms part of the Region's major office node at Highways 7 and 404. Major office will continue to account for significant employment growth in Richmond Hill, accounting for just under 16,000 new jobs. With the anticipated completion of the Yonge North Subway Extension in 2030, it is anticipated that a significant share of this growth will be

within Richmond Hill Centre. The largest share of employment growth (47%) is forecast to be population-related which will serve growth in population through intensification and remaining residential greenfield areas. Employment area employment growth is a relatively small share of Richmond Hill's total employment growth (17%) as the remaining vacant employment area supply is largely consumed over the first half of the forecast period.

## **Vaughan**

Vaughan is forecast to continue to accommodate a significant share of employment growth in the Region, accounting for 33% of total growth. Vaughan has traditionally accommodated the largest share of employment land employment in the Region, having an ample supply of well-located employment lands close to 400 series highways along with the CN Macmillan freight classification yard and CP Intermodal facility. Between 2016 and 2051, Vaughan is forecast to accommodate just under 40% of the Region's total employment area employment growth through development of existing vacant lands and urban expansion lands in West Vaughan and along the future GTA West corridor. The Toronto-York Spadina Subway Extension to the Vaughan Metropolitan Centre in 2017 has attracted new office development. Vaughan's major office market is anticipated to continue to strengthen both in the Vaughn Metropolitan Centre and other transit supportive locations as well as in employment areas. Vaughan is second only to Markham in forecast major office employment growth, accommodating nearly one third of the Regional growth total. Vaughan's remaining employment growth will be through population-related employment, including the new Vaughan hospital as well as education, retail, service and other institutional uses to serve intensification as well as greenfield areas.

## **Whitchurch-Stouffville**

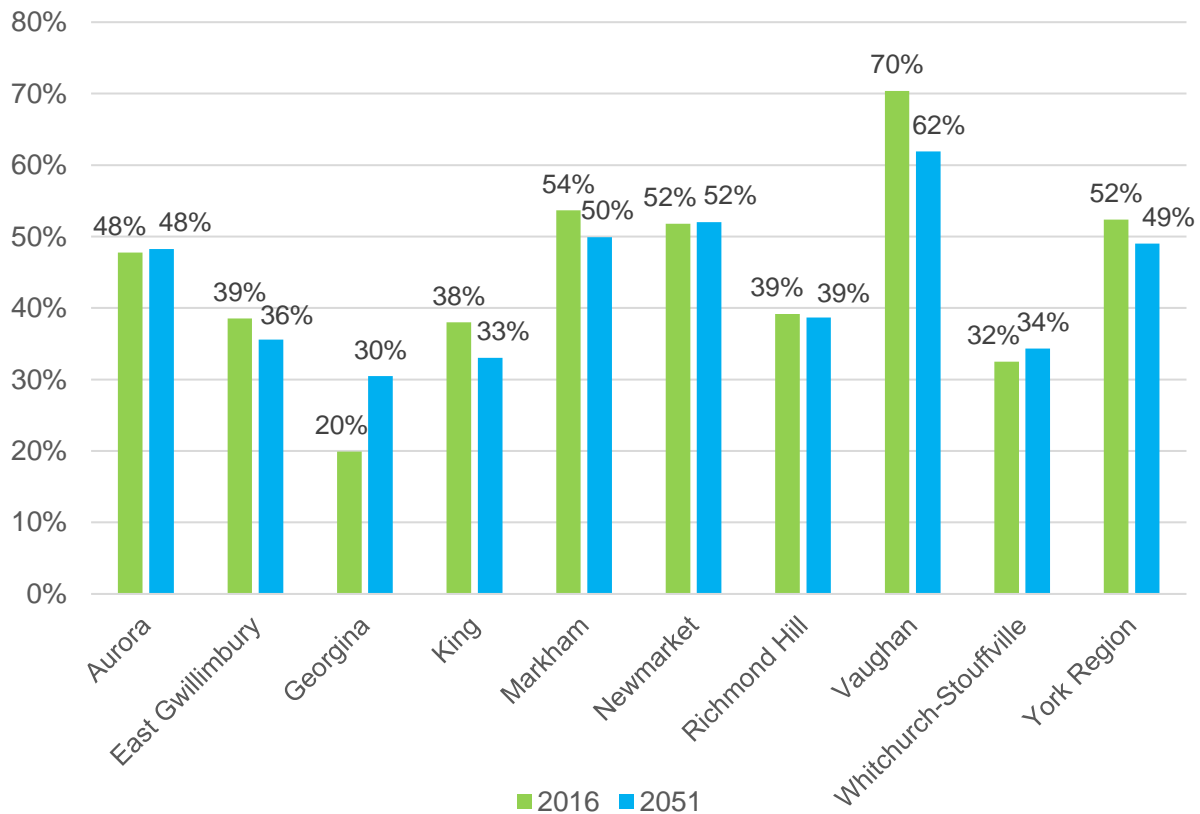
Employment in Whitchurch-Stouffville is forecast to grow by approximately 16,500 jobs between 2016 and 2051 with just under half of this growth in employment areas. The majority of the Town's forecast employment area growth is anticipated to be through proposed urban expansion lands. Approximately 45% of the Town's employment growth is anticipated to be through population-related employment, as a result of population growth in intensification areas and greenfield areas in the Community of Stouffville as well as the proposed community urban expansion area. Smaller shares of the Town's employment growth are forecast through major office and rural employment.

## **Local Municipal Activity Rates to remain fairly constant to 2051**

An activity rate is the ratio of employment to residents. It provides a measure of economic sustainability by looking at the provision of employment opportunities in relation to the population of a community. The current Regional Official Plan has a policy goal of providing 1 job for every 2 residents, which equates to an activity rate of 50%. The Growth Plan forecast for York Region results in a Reginal activity rate of 49% by 2051. Figure 20 compares local municipal activity rates in 2016 and at 2051.



**Figure 20**  
**Local Municipal Activity Rate Comparison**



Source: Planning and Economic Development Branch

## 9.0 INTENSIFICATION AND DENSITY TARGETS BY LOCAL MUNICIPALITY

### 9.1 Intensification Targets

**A York Region intensification framework was presented to Regional Council in April 2019 and is being through the Regional Official Plan update**

The Growth Plan requires municipalities to prepare an intensification strategy to set out how the Growth Plan minimum intensification target will be met. The April 2019 [Planning for Intensification](#) report presented a draft framework for intensification in York Region. The framework is based on existing Centres and Corridors policies in the Regional Official Plan along with local municipal intensification strategies and policies. Intensification is planned for strategic locations within the built-up area to optimize efficiencies in infrastructure and services delivery, including transit services. The current Regional Official Plan includes an intensification matrix that supports a hierarchy of appropriate density ranges by intensification type. As part of

the Regional Official Plan review process, a more simplified intensification hierarchy is being developed that proposes the following components:

1. Regional Centres/ subway stations
2. Major Transit Stations Areas
3. Regional Corridors
4. Local centres and corridors

**A range of factors were considered in developing local municipal intensification targets**

Under the Growth Plan, York Region is required to meet a minimum 50% intensification target. Each local municipality will play a unique role in supporting the achievement of the overall Regional intensification target. Markham, Vaughan and Richmond Hill have the largest built-up areas and contain three of the four Regional Centres as well as extensive intensification corridors. They also benefit from having the most existing and planned transit infrastructure. A number of factors were considered in developing the proposed local municipal intensification targets including:

- Current planning applications in the built-up area
- Extent of planned local municipal intensification areas – Regional Centres and Corridors, Major Transit Station Areas, local centres and corridors, and infill potential
- Current Regional Official Plan local municipal intensification targets
- Infrastructure capacity and timing

The extent and presence of Major Transit Station Areas was considered in developing intensification targets but were not a determining factor since Major Transit Station Areas are not obligated to meet their minimum density targets by 2051.

The amount of vacant designated greenfield area land and distribution of urban expansion also impacts a municipalities intensification rate. For example, a municipality such as Markham, while allocated a significant share of the Region's total intensification units also has a large amount of designated greenfield area and whitebelt growth proposed to 2051 which results in a lower intensification percentage than a municipality such as Newmarket that has very little remaining designated greenfield area potential. Table 14 presents proposed intensification targets by local municipality.

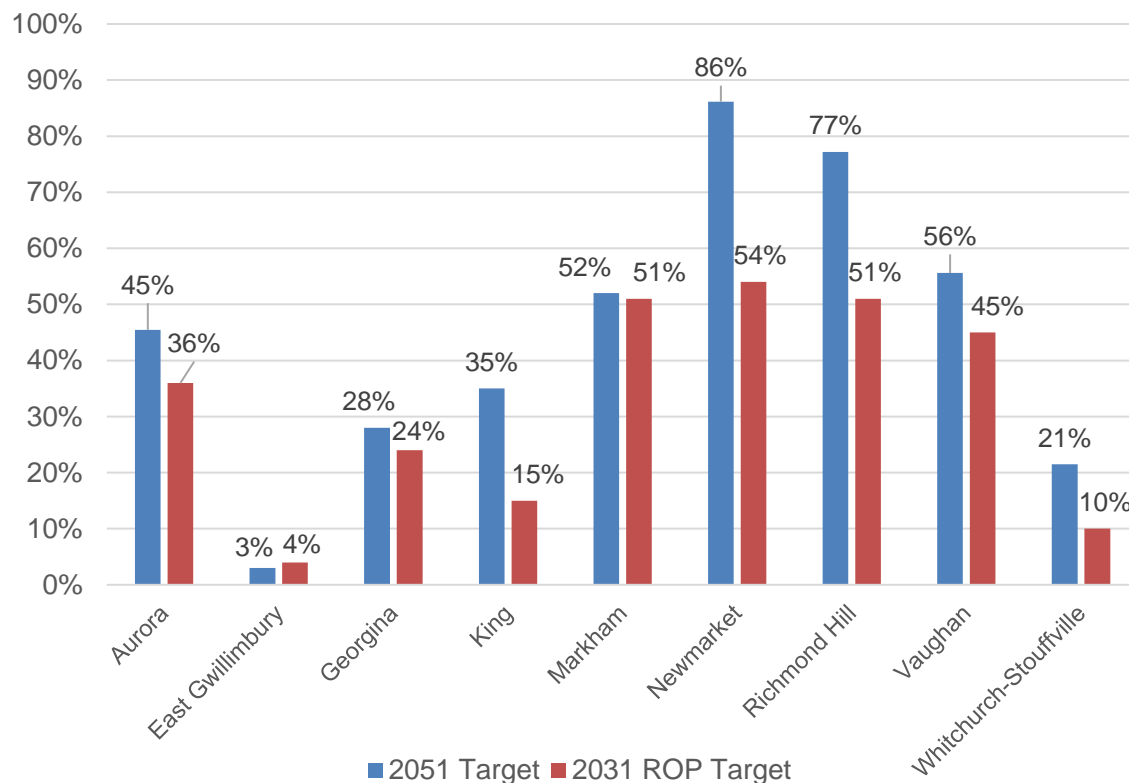
**Table 14**  
**Proposed Local Municipal Intensification Targets**

<b>Municipality</b>	<b>2016-2051 Intensification Target (units)</b>	<b>Intensification Percentage</b>
Aurora	4,600	45%
East Gwillimbury	800	3%
Georgina	2,500	28%
King	2,800	35%
Markham	50,300	52%
Newmarket	8,700	86%
Richmond Hill	33,100	77%
Vaughan	49,100	56%
Whitchurch-Stouffville	3,600	21%
<b>York Region</b>	<b>155,500</b>	<b>50%</b>

Source: Planning and Economic Development Branch

As shown in Figure 21, compared to the 2031 targets in the 2010 Regional Official Plan, most local municipal targets are higher in order to achieve the 50% Regional intensification target. Given that the market is currently delivering over 50% Region-wide, these increases are reasonable. The draft intensification targets for King, Newmarket, Richmond Hill and Whitchurch-Stouffville are noticeably higher than the current Regional Official Plan due to less available greenfield growth.

**Figure 21**  
**Comparison of Local Municipal Intensification Targets**



Source: Planning and Economic Development Branch

## 9.2 Designated Greenfield Area Density Targets

### Local municipal designated greenfield area density targets reflect existing and planned development

As part of the land needs assessment process, the Growth Plan requires that the Region develop local municipal designated greenfield area density targets. The targets are expressed as minimum densities in residents and jobs per hectare that are planned to be achieved by 2051. The designated greenfield area targets reflect existing development in the designated greenfield area along with planned residential and non-residential uses and are to be applied across the entire designated greenfield area within each local municipality. This includes any proposed urban expansion lands required to accommodate growth to 2051.

Local municipal designated greenfield area minimum density targets are calculated in the same way as the Regional total – considering built, under construction, under application, and planned development in the designated greenfield area. As discussed earlier in this report, a density of 60 residents and jobs per hectare was assumed for urban expansion purposes in community areas. Local municipal designated greenfield area minimum density targets are shown in Table 15.

**Table 15****Proposed Local Municipal Designated Greenfield Area Density Targets**

<b>Municipality</b>	<b>2051 DGA Density Targets (residents and jobs per ha)</b>
Aurora	55
East Gwillimbury	55
Georgina	35
King	30
Markham	70
Newmarket	40
Richmond Hill	70
Vaughan	70
Whitchurch-Stouffville	50
<b>York Region</b>	<b>60</b>

Source: Planning and Economic Development Branch

In the case of many municipalities, designated greenfield area density targets are heavily influenced by existing areas that have already been built at low densities. Density targets in Table 15 should therefore be treated as minimums. Local municipalities are encouraged to plan for higher densities in appropriate locations, especially in areas with higher order transit.

## 10.0 INTEGRATED APPROACH TO GROWTH MANAGEMENT

### 10.1 Managing growth-related risks

#### **Integrated growth management will be important in mitigating growth-related risk**

Planning for growth of over 800,000 people and 345,000 jobs over a 30-year planning horizon will require an integrated and agile approach to growth management. Achieving provincial forecasts requires average annual growth of 26,100 people per year. As shown in Table 16, this figure exceeds short term historical average annual growth (2010-2020) in York Region and is slightly above longer-term averages over the past 35 years.

**Table 16****Comparison of Local Municipal Intensification Targets**

Historical short term	Historical long term	2051 forecast
16,500	24,900	26,100

Source: York Region Planning and Economic Development Branch

The Region's fiscal capacity is strongly tied to the pace of growth. As a result, there are financial risks associated with planning for growth and paying for required infrastructure. Slower than anticipated growth could have the following impacts:

- Slower cost recovery through development charges to pay down outstanding development charges debt and reduction in the amount of development charges revenue available to fund new infrastructure – for example a sustained 10% reduction in collections versus the forecast could require capital deferral of up to \$300 million
- Increased costs for operating infrastructure put in place too early to operate efficiently
- Tax levy or rate increases for existing residents and businesses to support ongoing operation and maintain service levels
- Reduction in contributions to asset management reserves and insufficient funds for the Region's future capital replacement and rehabilitation.

### **An agile approach to growth management will help maintain financial sustainability**

The Region has been planning in an integrated manner since the 1994 Regional Official Plan with the current MCR providing an opportunity to re-assess and recalibrate the distribution of growth based on updated policy objectives, recent growth trends, and the actual pace and location of growth observed since the 2010 Regional Official Plan. Core to the Region's integrated approach to growth management are the objectives in Figure 22.

**Figure 22**

#### **Integrating infrastructure and financial planning with land use planning**



Source: York Region Planning and Economic Development Branch

A more agile approach involves regularly re-aligning Regional plans, programs, and processes with the Region's fiscal reality. Through municipal comprehensive reviews, master plan updates, Capital Plan updates, and annual budget reviews there are opportunities to re-calibrate Regional plans and strategies with actual growth and development charges collections. While the current MCR and master plan process will provide the foundation for planning for growth to 2051, annual updates to Capital Plans through the annual budget process will be important in responding to the changing nature and pace of growth to ensure growth remains fiscally sustainable. Future municipal comprehensive reviews (approximately every 5-10 years) will re-assess the distribution and pace of growth as well as future urban expansion needs.

Analyzing the full costs and debt implications of land use decisions and understanding associated risks and opportunities has been and will continue to be important. While planning to achieve the Region's long term vision of building strong, caring, safe, complete communities will ultimately require 100% of the remaining whitebelt lands, applying the land needs assessment identified that only 80% of these lands are required to accommodate the 2051 forecast. An assessment of the full costs and debt implications of land use decisions therefore becomes of paramount importance when recommending a distribution of urban expansion lands. As shown in Section 6, based on an assessment of risks, opportunities, and costs associated with each geographic option, the proposed distribution of urban expansion in Table 8 more closely aligns infrastructure investment required to support growth with the ability to recover it through development charges. It also reduces the costs of new infrastructure relative to other geographic distributions by not requiring the final expansion of the Upper York Water Reclamation Centre.

Phasing is another key component to managing growth, particularly over the extensive 30-year planning horizon. Based on the allocation of growth in Table 8, and an estimated 33% share of anticipated Regional rapid transit costs to 2051, an estimated \$11.6 billion in new infrastructure is required to accommodate growth to 2051. The significant investments required to accommodate growth to 2051 mean that growth cannot happen everywhere at once so mechanisms to implement phasing at the Regional and local municipal levels will be incorporated into the Regional Official Plan update.

Finally, it's important to recognize the role of the Region's partners in building communities. Greater coordination and information exchange particularly with local municipalities and the development community will be critical to a successful integrated growth management strategy.

### **It will be important for public agency partners to support growth to ensure complete communities**

Cooperation by other public agencies and the private sector will be necessary to achieve the 2051 forecast. The Province, local municipalities, the development industry, Metrolinx, conservation authorities, and the public are important stakeholders in supporting and managing growth. Fast-tracking critical infrastructure to support growth in the Region will require action by the Province. The overdue approval of the Upper York Water Reclamation Centre is necessary to unlock population growth potential in northern York Region and required to accommodate the assigned growth to 2051. Continued funding for planned Bus Rapid Transit and Yonge-North

Subway Extension projects are necessary to accommodate high-density growth in the Region's urbanizing areas.

The development industry can play an important role in mitigating financial risks to the Region by entering into prepaid development charges credit agreements in advance of Regional infrastructure in exchange for a development charges credit at the time of registration/site plan approval. This is one example of risk sharing the Region will consider moving forward.

## **10.2 Phasing and staging of growth**

### **Phasing strategies for urban expansion areas will be enhanced in the draft Regional Official Plan and coordinated with infrastructure Master Plans**

The amount of urban expansion and associated population and employment growth to 2051 is unprecedented. To achieve its 2051 forecasts, York Region will be required to accommodate over 130,000 people and 50,000 jobs in new whitebelt areas. This is in addition to growth of 115,000 and 35,000 jobs in the Region's 2031 new community areas that were brought into the urban boundary through the 2010 ROP for which construction is just starting. Together, these growth areas consist of almost one third of the Region's total growth to 2051 with most of these areas being dependent on new infrastructure. Ensuring this growth materializes in a controlled and phased manner will be critical to deliver complete communities for new residents with timely provision of services such as schools, libraries, community centres, and other personal services, in addition to roads, transit, and pipe infrastructure. This will also be important to support a return on previous infrastructure investments in the Region's intensification areas.

To properly manage this amount of growth across diverse geographies of the Region will require strong phasing policies in both Regional and local municipal Official Plans.

A phased approach to growth management will consider:

- Optimizing growth in areas with existing water and wastewater capacity in order to recover development charges collections prior to making new investments
- Giving special consideration to projects which support broader geographic areas (including supporting intensification) and/or enhance the existing transportation network and water/ wastewater system rather than result in extensions to those systems
- Phasing policies for urban expansion areas based on:
  - Alignment with capital spending
  - Achievement of population thresholds
  - Prioritizing areas that are lower risk (higher level of certainty), lower costs, lower costs per capital, and greater potential return on investment
  - Tying the timing of growth in intensification areas to the sustained achievement of the Region's annual intensification target
  - A requirement to provide a logical progression of development



**Designating 80% of the whitebelt provides certainty, focus, and stronger alignment with the ability to recover growth-related investments through development charges**

As mentioned, 100% of the whitebelt will be required at some point in time to accommodate Regional growth. Planning for 80% of the whitebelt allows the Region to take a more focused approach to planning for growth to 2051 and to better leverage existing and planned infrastructure investments. Planning for growth as allocated in Table 8 of this report also acknowledges that the final phase of the Upper York Water Reclamation Centre is likely to be built post 2051, thereby reducing the amount of new infrastructure that is planned for through master plans and Capital Plans. Planning for 80% of the whitebelt also provides more certainty and focus for the Region by creating a closer alignment between the infrastructure required to support growth to 2051, the cost of that infrastructure, and the ability to recover costs through development charges collections.

Finally, 80% of the whitebelt minimizes, to the extent possible, impacts on the Region's agri-food network and supports ongoing agricultural uses given that the majority of the lands not proposed for urban expansion (located in northern East Gwillimbury) had LEAR scores in the highest category.

**Identifying the remaining Whitebelt as Future Urban beyond 2051 is a consideration**

With the Provincial Land Needs Assessment requiring 80% of the Region's Whitebelt to accommodate growth to 2051, it may be appropriate to clarify that the remaining 20% of Whitebelt lands will likely be needed for future growth beyond 2051. Eighty percent to 2051 can be supplied by existing and planned infrastructure investments, and more closely matches the ability to recover growth-related costs through development charges in the future. This also acknowledges the final phase of the Upper York Water Reclamation Centre is likely to be post 2051. Identifying the remaining 20% of the Whitebelt lands as "Future Urban" beyond 2051 acknowledges the reality of the future long-term function of these lands.

It should be noted that in January 2021, concern was expressed with the identification of whitebelt lands not required to 2051 as a result of the provincial land needs assessment as 'Future Urban'. Local municipal staff identified that a 30-year planning horizon provided ample land to accommodate growth to 2051 and that planning communities beyond that horizon was premature. They also indicated the desire to capitalize on technological advancements as well as inevitable changes to demographic, housing, and consumer preferences as well as the nature of work.

## **11.0 CONCLUSIONS AND NEXT STEPS**

Planning for and managing growth is a complex process that involves many considerations. Growth forecasts are developed and distributed to the Region's nine local municipalities based on Provincial growth targets, planning policy, demographic factors, market trends, financial, and servicing factors. Results of the Provincial land needs assessment methodology produce a need for 2,300 hectares of community land and 1,100 hectares of employment lands to accommodate growth to 2051 – equating to 80% of the Region's available Whitebelt lands. The proposed distribution of urban expansion lands in Table 7 is based on a thorough review of opportunities, costs, and potential risks in each geographic area of the whitebelt. Timing and uncertainty of servicing in northern York Region is a key factor informing the distribution of urban expansion land needs to 2051. Proposed forecasts meet the requirements of the Provincial Policy Statement, Growth Plan, and Regional Official Plan with respect to criteria for assessing locations for urban expansion while also minimizing growth-related risks to the Region.


The proposed forecast distribution by local municipality is based on recent growth trends, Land Need Assessment urban expansion needs, vacant greenfield areas, and market demand for intensification.

While 100% of the Whitebelt will be required in time, planning for 80% to 2051 will require a more focused and financially sustainable approach to managing growth and infrastructure delivery. Identifying the remaining 20% of the Whitebelt lands as "Future Urban" would reflect the reality of future long-term growth beyond 2051 and encourage comprehensive long-term visioning for those lands. Further, staging and phasing of capital investments in line with actual rather than forecast growth will be necessary for a more agile and coordinated approach to achieving the Region's long-term vision of building strong, caring, safe complete communities in a financially sustainable manner.


# YORK REGION

## REGIONAL MAP

### Landowner/Municipal Requests for Urban Expansion

 Urban Expansion Request

### Land Use Category

 Built-up Area

 Designated Greenfield Area


 Greenbelt


 Hamlet


 2010 Urban Expansion


 Designated Greenfield Area - Agriculture


### Base Map

 Municipal Boundary

 Other Municipal Boundaries

 Roads

 400-Series Highways

 Waterbodies

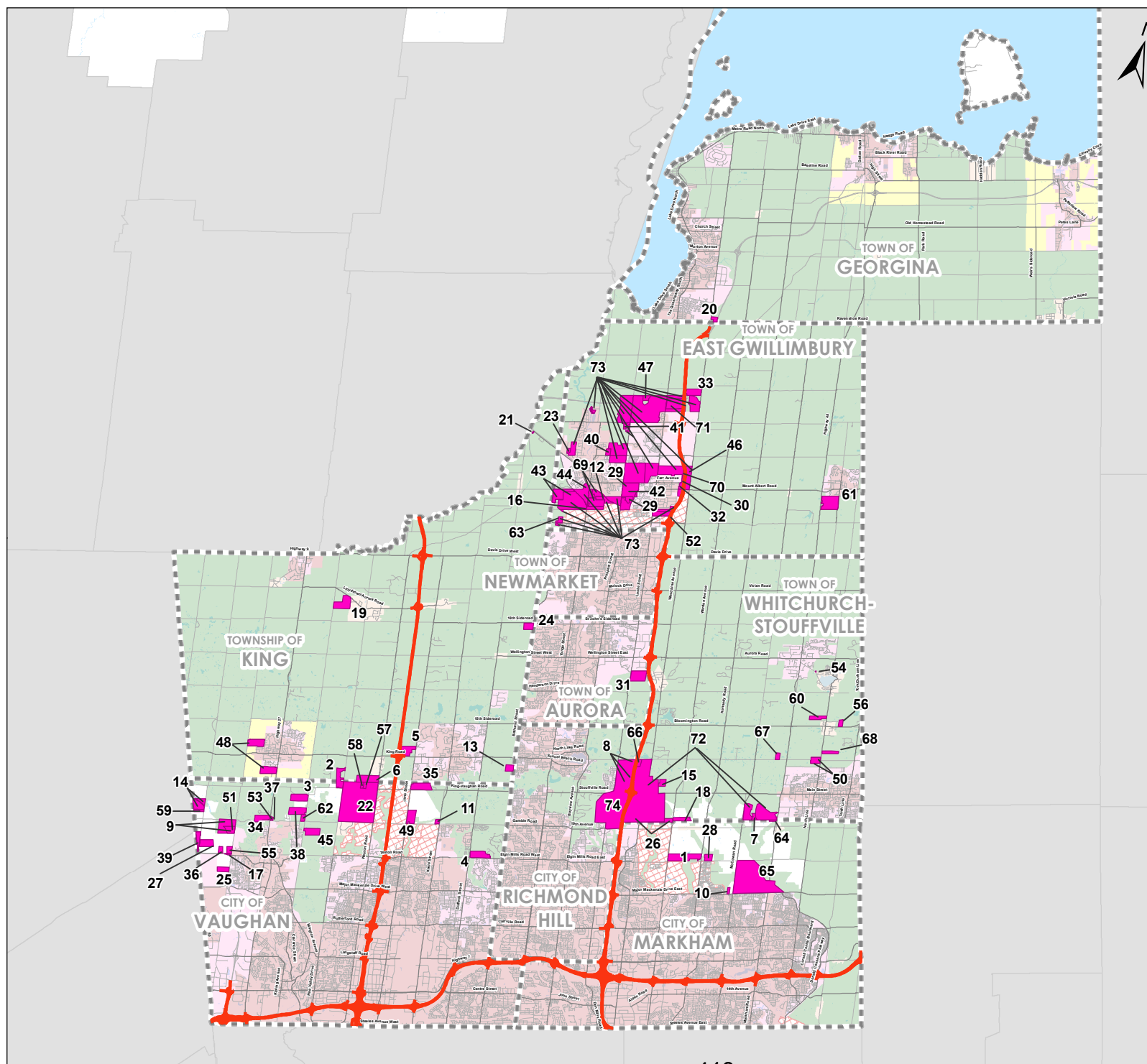
\*Areas are draft and are awaiting approval through the Municipal Comprehensive Review and are subject to change.



Produced by:  
The Regional Municipality of York  
Planning and Economic  
Development, Corporate Services  
March 2021

Data: © Queen's Printer for Ontario  
2003-2021

0 10 Kilometers



**York Region Official Plan Review**  
**Landowner and Municipal Submissions for Urban Expansion for the Municipal Comprehensive Review**

**Table 1: Landowner Requests**

*Note: Any lands ultimately identified for urban expansion would be subject to further studies to determine the extent of developable area.*

#	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
1	RJ Forhan & Associates	Romandale Farms Ltd.	4044 Elgin Mills Road East, Markham	Request for lands to be brought into the Urban Area through the MCR, should the Region determine a need for additional 'Whitebelt' land.	The lands outside of the Greenbelt Plan area are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.
2	Weston Consulting	1606620 Ontario Inc.	12700 7th Concession, King	The portion of the lands in Vaughan currently designated 'Whitebelt' maintain the designation and this portion of the property be added to the Urban Area should the Region determine a need for additional 'Whitebelt' land.	The lands outside of the Greenbelt Plan area are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.
3	Weston Consulting	Mrs. Orah Buck	5511 King Vaughan Road, Vaughan	The portion of the lands in Vaughan currently designated 'Whitebelt' maintain the designation and this portion of the property be added to the Urban Area should the Region determine a need for additional 'Whitebelt' land.	The lands outside of the Greenbelt Plan area are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.

#	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
4	Cam Milani	Milani Group	1136 Teston Road, Vaughan	Remove lands from ORMCP Countryside and Natural Linkage and bring them into the Settlement Area. Consider property for inclusion in the Urban Area should the Region determine a need for additional 'Whitebelt' land.	In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas).
5	IBI Group	Toromont Industries Limited	3230 King Road, King	Remove lands from Protected Countryside and Natural Heritage System designations in Greenbelt Plan and remove lands from Greenbelt and Agricultural designations in YROP and re-designate land for Employment Use.	In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas).
6	M.A.M Group Inc (including subsidiary Trinistar Corporation) and SGL	Westlin Farms Incline Home Corporation, Trinison Management Corp., Trinistar Corporation	12470 Weston Road, King	Include the subject lands within the urban area expansion.	The lands outside of the Greenbelt Plan area are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.

#	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
7	Sorensen Gravely Lowes Planning & Design Inc.	Willowgrove	11737 McCowan Road, Whitchurch-Stouffville	Request that the Willowgrove lands not be considered for any "land swap" to redesignate the lands from 'Whitebelt' to greenbelt in the Greenbelt Plan. Request that this portion of the "Whitebelt lands" should remain as such to allow for the possibility of a logical urban boundary expansion of the Community of Stouffville, to accommodate Provincial growth projections.	The lands outside of the Greenbelt Plan area are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.
8	Evans Planning Inc.	Ms. Asha Rani Batra	1775 Bethesda Road, 12471 Leslie Street, 1700 Stouffville Road, Richmond Hill	Remove lands from the Greenbelt Plan and modify ORMCP designation to permit employment uses. Consider adding these lands to Urban Area through the MCR and redesignate to permit employment uses.	In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas).
9	Weston Consulting	Vinnie Ussia, 1116941 Ontario Ltd.	11180 Huntington Road, 6901 Kirby Road, 7001 Kirby Road, and 7055 Kirby Road, Vaughan	Include subject lands in the Urban Area through the MCR to permit low-rise residential use on the east side and commercial/industrial uses to the west of the railway tracks.	The lands outside of the Greenbelt Plan area are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.

#	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
10	Patrick Cheng	Peoples Gospel Church	5172 Major Mackenzie Drive East, Markham	Include subject lands in Urban Area through the MCR to permit construction of the Peoples Gospel Church.	The lands outside of the Greenbelt Plan area are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.
11	Humphries Planning Group Inc.	K & K Holdings Ltd.	11600 Keele Street, Vaughan	Include subject lands in urban area to align ROP with Vaughan OMB approved Official Plan.	The lands outside of the Greenbelt Plan area are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.
12	Michael Smith Planning Consultants	1334618 Ontario Inc.	18823 Old Yonge Street, East Gwillimbury	Request to include subject lands (part of the 'Whitebelt') in the Urban Area through the MCR to permit low-density development of the lands.	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment. *Preliminary distribution of the quantum of urban expansion required based on the proposed forecast for the Town of East Gwillimbury is subject to ongoing discussions between York Region and Town of East Gwillimbury staff.
13	Barbir and Associates	18823 Old Yonge Street	12820 Bathurst Street, King	Include subject lands in the Township of King settlement area.	In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas).

#	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
14	Pamela Tang and Peter Chang Sing	Pamela Tang and Peter Chang Sing	11871 Albion Vaughan Road, Vaughan	Redesignate Greenbelt portion of the lands and bring entire property from 'Whitebelt' into Urban Area. Introduce a new GO station on property.	The lands outside of the Greenbelt Plan area are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.
15	Dillon Consulting	Mr. Edmund Moss	12441 Woodbine Avenue, Whitchurch-Stouffville	Request for an expansion of the Gormley Secondary Plan Area to include the subject lands to be developed as General Commercial and Light Employment.	In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas).
16	Bousfields Inc.	Living Life (Greenwich Inc.)	18618 Yonge Street, East Gwillimbury	Request for lands to be brought into the Urban Boundary for East Gwillimbury to permit the development of commercial and residential uses, including affordable, rental and seniors housing.	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment. *Preliminary distribution of the quantum of urban expansion required based on the proposed forecast for the Town of East Gwillimbury is subject to ongoing discussions between York Region and Town of East Gwillimbury staff.
17	Bousfields Inc.	Ms. Lesa Cozzi	1070 Nashville Road, Vaughan	Request for Whitebelt lands to be brought into the Urban Boundary through the MCR.	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.



#	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
18	Davies Howe Partners LLP	Warden North GP Inc.	11691 Warden Avenue, Whitchurch-Stouffville	Request for lands to be brought into the urban boundary through the MCR.	The lands outside of the Greenbelt Plan area are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.
19	Humphries Planning Group Inc.	1453941 Ontario Ltd.	4995-5015 Lloydtown/ Aurora Road and 16425 8th Concession, King	Request for lands to be brought into Pottageville Hamlet Plan boundary through the MCR. Property is currently designated as Protected Countryside and Natural Heritage System in the Greenbelt Plan.	In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas).
20	MMM Group Ltd.	Nizza Enterprises	2354 Ravenshoe Road, Georgina	Request the subject lands and the lands to the north be included into the Urban Area as well as re-designate the lands from Agricultural Protection Area to Employment as part of the Town's Official Plan review.	In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas).
21	Owners of the Bradford Inn (Sia and Frank)	Owners of the Bradford Inn (Sia and Frank)	20590 Highway 11, King	Request for additional permissions under the Greenbelt Plan to permit the development of a seniors housing complex or an expansion to the existing hotel use.	In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas).

#	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
22	KLM Planning Partners Inc.	Block 42 landowners: Melrose Properties Inc., Ironrose Investments Inc., MCN (Pinevalley) Inc., Mel-Terra Investments Inc., Azure Woods Home Corp., Lazio Farms Holdings Inc., Mastro Capital Partners Inc., Mastro Investments Inc., and Intu Developments Corporation	12011 Pine Valley Drive, Vaughan	Request for an expansion of the urban boundary to include the lands within Block 42 for urban uses through the MCR.	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.
23	Biddington Homes/Bousfields Inc.	Owners of 198 Oriole Drive, East Gwillimbury	198 Oriole Drive, East Gwillimbury	Request for lands to be brought into the urban boundary through the MCR.	A number of considerations informed the identification of preliminary urban expansion areas. Staff are not recommending these lands be included in the preliminary urban boundary expansion. *Preliminary distribution of the quantum of urban expansion required based on the proposed forecast for the Town of East Gwillimbury is subject to ongoing discussions between York Region and Town of East Gwillimbury staff.

#	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
24	KLM Planning Partners Inc.	2154000 Ontario Inc.	15940 Bathurst Street, King	Request for lands to be removed from Oak Ridges Moraine Conservation Area and Greenbelt Plan Area. Request for lands to be brought into the urban boundary through the MCR.	In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas).
25	Humphries Planning Inc	Owners of 10436, 10450 Huntington Road	10436, 10450 Huntington Road, Vaughan	Request for lands to be brought into the urban boundary through the MCR. Property is currently within the 'Whitebelt' in Block 66E in Vaughan.	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.
26	Weston Consulting	P. Campagna Investments Ltd.	12162 Woodbine Avenue, 11670 Woodbine Avenue, 11851 Woodbine Avenue, 11767 Woodbine Avenue, 11674 Warden Avenue, Whitchurch-Stouffville	Request for lands to be brought into the urban boundary through the MCR for employment purposes. The properties are primarily within the Oak Ridges Moraine Conservation Plan and Greenbelt Plan areas. A small portion of land is 'Whitebelt'.	The lands outside of the Greenbelt Plan area are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.
27	Weston Consulting	Laurentel Developments	10961 Cold Creek Road, Vaughan	Request for lands to be brought into the urban boundary through the MCR for employment purposes. The property is currently within the 'Whitebelt' lands in north west Vaughan.	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.

#	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
28	Devine Park LLP	Elgin Mills Markham Ltd.	4716 Elgin Mills Road East, Markham	Request to include identified property in urban expansion area.	The lands outside of the Greenbelt Plan area are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.
29	Evans Planning Inc.	Sharon Road Holding Company (857 Mount Albert Road); Oxford Developments (18839 2nd Concession Road)	857 Mount Albert Road and 18839 2nd Concession Road, East Gwillimbury	Request to include lands in urban area.	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment. *Preliminary distribution of the quantum of urban expansion required based on the proposed forecast for the Town of East Gwillimbury is subject to ongoing discussions between York Region and Town of East Gwillimbury staff.
30	Arshia Delfani & Roya Rezaee	Arshia Delfani & Roya Rezaee	1915 Farr Avenue, East Gwillimbury	Request to redesignate land as urban based on nature of surrounding land, freeway, etc.	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment. *Preliminary distribution of the quantum of urban expansion required based on the proposed forecast for the Town of East Gwillimbury is subject to ongoing discussions between York Region and Town of East Gwillimbury staff.

#	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
31	Harper Dell & Associates		14897 and 14773 Leslie Street, Aurora	Request to redesignate Part W 1/2 Lots 17 and 18, Cons 3 EYS from ORMCP Countryside to Settlement Area	In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas).
32	Weston Consulting	Marino D'Allesandro	2062 Farr Avenue, East Gwillimbury	Request to include whitebelt lands in urban boundary (extending urban boundary slightly west from adjacent parcels in the Sharon Community)	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment. *Preliminary distribution of the quantum of urban expansion required based on the proposed forecast for the Town of East Gwillimbury is subject to ongoing discussions between York Region and Town of East Gwillimbury staff.
33	Kian Kashani	Kashani & Co. Investment Inc., Kashani & Kashani Inc.	21170 Woodbine Avenue, East Gwillimbury	Consider lands for site specific zoning or inclusion within future expansions to the urban area to support the ongoing growth of York Region.	In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas).
34	Weston Consulting	Di Poce Real Estate Holdings Limited	11720 Highway 27, Vaughan	Request for Urban boundary expansion on the eastern portion of the lands outside of the Greenbelt.	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment. *Although the subject property is within the urban expansion area, a preliminary review indicates little to no developable area.

#	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
35	KLM Planning Partnership	Robintide Farms Limited	2720 King-Vaughan Road, Vaughan	Request for removal of the ORMCP/redesignation portion of the west lands; the appropriate long-term use of the west lands will be for urban uses.	The lands outside of the Greenbelt Plan area are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.
36	Weston Consulting		6990 Nashville Road, Vaughan	The subject property is currently located approximately 2 kilometers north of the City of Vaughan's Urban Boundary. Request for staff to consider potential future development of these lands in its growth management analysis.	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.
37	Armstrong Planning	Vanda Buttarazzi and Kalid Yusuf	5920 Kirby Road and 11561 Highway 27, Vaughan	Request for a minor expansion of the Urban Boundary up to the Greenbelt Boundary to accommodate future residential uses.	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment. *Although the subject property is within the urban expansion area, a preliminary review indicates little to no developable area.
38	Premier Realty Consulting Limited	Di Poce Real Estate Limited	11720 Kipling Avenue, Vaughan	Applicant requests that as part of the Region's MCR and the City's Official Plan Review process to consider lands outside the Greenbelt for future community area development.	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment. *Although the subject property is within the urban expansion area, a preliminary review indicates little to no developable area.

#	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
39	Weston Consulting	Sarai Trucking Limited	11151 Highway 50, 11050 Cold Creek Road, 11065 Highway 50, Vaughan	Request for subject property to be included in the Urban Area designation.	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.
40	Thorstone Consulting Services	685109 Ontario Ltd. (Geo A. Kelson Company)	236 Doane Road, East Gwillimbury	That the land at 236 Doane Road, in the Town of East Gwillimbury, be identified as a "Future Urban Area".	A number of considerations informed the identification of preliminary urban expansion areas. Staff are not recommending these lands be included in the preliminary urban boundary expansion. *Preliminary distribution of the quantum of urban expansion required based on the proposed forecast for the Town of East Gwillimbury is subject to ongoing discussions between York Region and Town of East Gwillimbury staff.
41	Evans Planning	Ann Lee Chong and Teddy Chong	641 Queensville Sideroad, East Gwillimbury	Request to update the Region's Greenbelt protected countryside layer and to request including the lands within the urban boundary to allow for urban expansion.	A number of considerations informed the identification of preliminary urban expansion areas. Staff are not recommending these lands be included in the preliminary urban boundary expansion. *Preliminary distribution of the quantum of urban expansion required based on the proposed forecast for the Town of East Gwillimbury is subject to ongoing discussions between York Region and Town of East Gwillimbury staff.

#	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
42	Evans Planning Inc.	2nd Concession Landowners Group	18899, 18839 2nd Concession Road, 893, 857 Mount Albert Road, East Gwillimbury	Applicant requests to bring the subject lands (agricultural area) into the urban area.	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment. *Preliminary distribution of the quantum of urban expansion required based on the proposed forecast for the Town of East Gwillimbury is subject to ongoing discussions between York Region and Town of East Gwillimbury staff.
43	Groundswell Urban Planners Inc.	Marianneville Stonehaven Developments Limited (Kerbel Group)	18813, 18881 and 18737 Bathurst Street, and 356 Morning Sideroad, East Gwillimbury	Request for urban expansion northward to include the subject lands with the development of Whitebelt lands to occur north of Green Lane.	A number of considerations informed the identification of preliminary urban expansion areas. Staff are not recommending these lands be included in the preliminary urban boundary expansion. *Preliminary distribution of the quantum of urban expansion required based on the proposed forecast for the Town of East Gwillimbury is subject to ongoing discussions between York Region and Town of East Gwillimbury staff.



#	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
44	The Biglieri Group Ltd.	Holland Green Developments Inc.	Part of Lot 106, Concession 1, West of Yonge Street, East Gwillimbury	A request to re-designate the lands from Agriculture to future Settlement Area.	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment. *Preliminary distribution of the quantum of urban expansion required based on the proposed forecast for the Town of East Gwillimbury is subject to ongoing discussions between York Region and Town of East Gwillimbury staff.
45	Weston Consulting	Paul and Doris Nessim	PT LT 29 CON 7 PTS 1, 2 & 3 65R11933, Vaughan	The purpose of this submission is to formally request consideration for an Urban Area Boundary Expansion through the Region's MCR.	In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas).
46	MHBC Planning, Urban Design & Landscape Architecture	Liberty Development Corporation (1596630 Ontario Ltd.)	19350 Woodbine Avenue, East Gwillimbury	Requesting that the York Region expands the Queensville settlement through the MCR process to accommodate employment purposes on Whitebelt lands.	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment. *Preliminary distribution of the quantum of urban expansion required based on the proposed forecast for the Town of East Gwillimbury is subject to ongoing discussions between York Region and Town of East Gwillimbury staff.

#	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
47	Thorstone Consulting Services	Thomas & Martin Pick	21045 2nd Concession Road, East Gwillimbury	Requesting that mostly Whitebelt lands be considered for future urban expansion employment lands.	A number of considerations informed the identification of preliminary urban expansion areas. Staff are not recommending these lands be included in the preliminary urban boundary expansion. *Preliminary distribution of the quantum of urban expansion required based on the proposed forecast for the Town of East Gwillimbury is subject to ongoing discussions between York Region and Town of East Gwillimbury staff.
48	Dentons Canada LLP	Flato Developments and Wyview Group	12650 Highway 27 & 13235 10th Concession, King	Request for lands to be considered for inclusion in the Nobleton Community settlement area.	In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas). Additional growth beyond the serviced capacity limit in the current environmental assessment is not being proposed based on preliminary financial assessments for the community of Nobleton.
49	KLM Planning Properties Inc.	Yarmosh Holdings Inc. c/o DG Group	11665 Jane Street, Vaughan	Request for lands to be included within the Urban Boundary for the City of Vaughan through the MCRP process.	The lands outside of the Greenbelt Plan area are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.

#	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
50	Margaret Orsi and Domenic & Pina Greco	Margaret Orsi and Domenic & Pina Greco	13044 Ninth Line (Margaret Orsi) and 12958 Ninth Line (Domenic & Pina Greco), Whitchurch-Stouffville	Urban Area Expansion (York Region) and inclusion into the official plan and secondary plan area (Town of Whitchurch-Stouffville).	In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas).
51	MHBC Planning	DiBattista Farms Ltd/Signature Communities	11180, 11300, 11340 Huntington Road, Vaughan	Request that the lands be included in the urban boundary expansion as "future urban area."	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment. *Although the subject properties are within the urban expansion area, a preliminary review indicates little to no developable area.
52	Dr. Keith Watson	Dr. Keith Watson	18004 Leslie Street, East Gwillimbury	Seeking to have Whitebelt land included in the Settlement Area of East Gwillimbury.	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment. *Preliminary distribution of the quantum of urban expansion required based on the proposed forecast for the Town of East Gwillimbury is subject to ongoing discussions between York Region and Town of East Gwillimbury staff.

#	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
53	Weston Consulting		11561 Highway 27, Vaughan	Request consideration of the southern portion of the subject lands (currently white belt) for inclusion within the Urban Area limits of the City of Vaughan in the Region of York Official Plan.	In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas). For the 'Whitebelt' portion of the lands, a number of considerations informed the identification of preliminary urban expansion areas. Staff are not recommending these lands be included in the preliminary urban boundary expansion.
54	Groundswell Urban Planners Inc.	2561371 Ontario Inc.	5612 Lakeshore Road, Whitchurch-Stouffville	The subject property is designated ORM Countryside Area. The request for consideration to include the subject property into the urban boundary.	In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas).
55	Weston Consulting	Laurentel Developments	6910 Roe Road, Vaughan	Formally request consideration for the inclusion of the subject properties within the Urban Area through the Region's MCR.	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.
56	SOL-Arch	Jerry Xu	6336 Bloomington Road, Whitchurch-Stouffville	Interested to be included in the York Region's Boundary Expansion Plan for Hamlet of Bloomington	In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas).

#	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
57	CBRE Limited	Mary Friedrich	4050 King-Vaughan Road, Vaughan	Client seeks that an expansion of the urban boundary includes the subject lands within Block 42 for future urban uses, and that property is included in budgetary discussions for the expansion of the Urban Area	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.
58	Stella Ventura	Antonio and Antoinietta Guida (parents of Stella Ventura)	4100 King-Vaughan Road, Vaughan	Submission to support that the current MCR review include subject lands located within Block 42 in the proposed urban expansion boundary.	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.
59	WSP	1860938 Ontario Ltd. (Sam Morra)	Pt of Lot 32, Concession 11, Vaughan	Applicant is requesting that the Subject Area, including the Subject Property, be included within York Region's Urban Area Boundary for use as a mix of affordable residential and employment uses.	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.
60	Henry Li, Representative of Centraland	Jerry Xu	13962 Ninth Line, Whitchurch-Stouffville	Interested to be included in the York Region's Boundary Expansion Plan for Hamlet of Bloomington	In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas).
61	Weston Consulting		18609A Highway 48 & 18784 Centre Street, East Gwillimbury	Formally request consideration for the subject properties for inclusion in the Town and Villages designation of the York Region OP.	In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas).

#	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
62	Weston Consulting		(Pt Lot 31 Con 8 VAUGHN) or 00 Kirby Road, Vaughan	Formally request consideration for the subject property to be included in the Urban Area limits of the Region of York OP.	In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas).
63	Macaulay Shiomi Howson Ltd.	Sundial Homes (Green Lane) Limited	22 Green Lane West, East Gwillimbury	Requests the inclusion of a small, isolated piece of land currently used for agriculture in the urban boundary.	A number of considerations informed the identification of preliminary urban expansion areas. Staff are not recommending these lands be included in the preliminary urban boundary expansion. *Preliminary distribution of the quantum of urban expansion required based on the proposed forecast for the Town of East Gwillimbury is subject to ongoing discussions between York Region and Town of East Gwillimbury staff.
64	Dentons Canada LLP	Flato Developments Inc., Wyview Group	Highway 48 and Dickson Hill Road, Markham	Request the Region include these lands as part of a settlement area expansion. Clients intend to develop a full mixed use community focused on age-friendly development, including seniors housing.	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment. Subject to Provincial MZO.
65	SGL Planning & Design Inc.	Northeast Markham Landowners Group (NEMLG)	North of Major Mackenzie Drive East and east of McCowan Road, Markham	NEMLG respectfully requests that their lands be included within an expansion to the City of Markham urban boundary through the MCR process.	The lands outside of the Greenbelt Plan area are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.

#	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
66	MGP	Vianova Group Inc.	2005 Bethesda Side Road, Whitchurch-Stouffville	Request of Vianova Group Inc. to the Minister of Municipal Affairs and Housing for a Minister's Zoning Order to permit Light Employment and industrial development on a site outside the Town's settlement area boundary; site is designated Oak Ridges Moraine Countryside where Light Employment industrial development is not permitted in the Town and Region's Official Plans.	In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas).
67	Tagrid Rokan	Tagrid Rokan	5026 Bethesda Road, Whitchurch-Stouffville	Inquiring about urban boundary expansion and the possibility of future development.	In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas).
68	Ashish Patel	Ashish Patel	13187 Ninth Line, Whitchurch-Stouffville	Inquiring for future potential boundary expansion of Stouffville	In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas).

#	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
69	Thorstone Consulting Services, Inc.	1324534 Ontario Inc (Thomas and Martin Pick)	18733, 18719, 18645 Old Yonge Street, East Gwillimbury	That the area generally described as the lands east of Old Yonge Road north of Green Lane East, be identified as a "Future Urban Area" within the draft land budget for 2041 and the Region's Municipal Comprehensive Review.	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment. *Preliminary distribution of the quantum of urban expansion required based on the proposed forecast for the Town of East Gwillimbury is subject to ongoing discussions between York Region and Town of East Gwillimbury staff.
70	MHBC Planning, Urban Design & Landscape Architecture	Liberty Development Corporation (1596630 Ontario Ltd.)	Part Lot 13 & 14, Conc 3, East Gwillimbury	Expand the Sharon settlement area to permit a mix of residential and population-related employment on Whitebelt land.	The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment. *Preliminary distribution of the quantum of urban expansion required based on the proposed forecast for the Town of East Gwillimbury is subject to ongoing discussions between York Region and Town of East Gwillimbury staff.



#	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
71	Prudence Management Inc.	1078703 Ontario Limited	20913 Leslie Street, East Gwillimbury	Applicant requests that the subject lands be included in the Urban Boundary with the new Official Plan.	A number of considerations informed the identification of preliminary urban expansion areas. Staff are not recommending these lands be included in the preliminary urban boundary expansion. *Preliminary distribution of the quantum of urban expansion required based on the proposed forecast for the Town of East Gwillimbury is subject to ongoing discussions between York Region and Town of East Gwillimbury staff.

**Table 2: Municipal Requests**

*Note: Any lands ultimately identified for urban expansion would be subject to further studies to determine the extent of developable area.*

#	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
72	Town of Whitchurch-Stouffville	Town of Whitchurch-Stouffville	1) Areas east of Highway 404, between the southern boundary of the Town of Whitchurch-Stouffville and Bethesda Sideroad. 2) Area between the southern boundary of the Town of Whitchurch-Stouffville and west of McCowan Road	That the subject lands be included into the Provincially Significant Employment Zones. The Town of Whitchurch-Stouffville also endorsed an expansion of the urban settlement boundary.	1) In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas). 2) The lands are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.
73	Town of East Gwillimbury	Town of East Gwillimbury	Various parcels in the central and western sections of East Gwillimbury	THAT Council endorses the need to include the "Whitebelt" lands within the Town as part of the "Urban Area" in the Regional Official Plan (ROP) through the Region's current Municipal Comprehensive Review (MCR) process in order to create complete communities, coordinate infrastructure planning and accommodate residential and employment growth to the year 2041 and beyond.	A portion of the lands outside of the Greenbelt Plan are included within the preliminary urban boundary expansion based on the Province's mandated land needs assessment.  *Preliminary distribution of the quantum of urban expansion required based on the proposed forecast for the Town of East Gwillimbury is subject to ongoing discussions between York Region and Town of East Gwillimbury staff.

#	Submitted by	On Behalf of	Location or Address	Nature of Request	Comments
74	MPlan Inc., City of Richmond Hill	Leslie Stouffville Landowners Association	Northeast Richmond Hill, surrounding the Gormley GO Station	Request that Countryside designated area be redesignated to settlement area, and that lands south of Bethesda Road are not to be considered within a prime agricultural area.	In accordance with Provincial policies, urban uses are not being proposed within the Greenbelt Plan or Oak Ridges Moraine Conservation Plan (beyond existing settlement areas).



 **Watson  
& Associates**  
ECONOMISTS LTD.

# Foundational Housing Analysis

York Region

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Final Report (Executive Summary)

March 2021

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# Executive Summary



## Executive Summary

With an estimated population of 1,227,000 as of 2021,<sup>1</sup> York Region is expected to grow to approximately 2 million people by the year 2051, in accordance with the Growth Plan for the Greater Golden Horseshoe (GGH) – A Place to Grow, hereinafter referred to as the Growth Plan, 2019.<sup>2</sup> As the Region's population grows, providing affordable and appropriate housing for residents across all life stages will be an ongoing challenge. Between 2021 and 2051, it is estimated that over 273,000 new households will be required across the Region, largely within existing and future urban areas.<sup>3</sup>

To better understand how macro-economic conditions, as well as regional and local real estate development trends, are influencing current housing trends across the Region, York Region is embarking on the development of a Foundational Housing Analysis. This analysis will help inform the definition of market demand as well as provide an assessment of the various other supply and policy-based factors that are likely to impact York Region's updated Regional Official Plan (ROP) population and housing forecast. A critical consideration in the development of the 2051 housing forecast will be the need to strike the right balance between market demand, Growth Plan, 2019 targets and policy objectives, housing supply and housing affordability.

The York Region Foundational Housing Analysis is being prepared in two phases:

- **Phase 1 – York Region Foundational Housing Brief** (December 2020) – This Brief provided the preliminary findings of the Foundational Housing Analysis, largely as it related to:
  - The rate of recent population and housing growth relative to current estimates, as well as to York Region's regional competitors within the broader regional market area;<sup>4</sup> and

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<sup>1</sup> 2021 population estimate, York Region. Adjusted for net Census population undercount.

<sup>2</sup> A Place to Grow: Growth Plan for the Greater Golden Horseshoe. Office Consolidation. August 2020. Ontario.

<sup>3</sup> York Region, Preliminary Draft Forecast to 2051, September 2020.

<sup>4</sup> For the purpose of this study, the broader regional market area is defined as the neighbouring upper-tier and single-tier municipalities of the Greater Toronto Hamilton Area as well as the Simcoe Area and Dufferin County.



- The reasons for estimated population and housing shortfalls relative to current estimates, as well as preliminary considerations of where on-going unmet housing needs are likely to persist and need to be further examined.

The Phase 1 report also provided a closer examination of anticipated residential real estate market demand, including potential barriers to housing choice, within the context of available housing supply.

- **Phase 2 – York Region Foundational Housing Report** – This report provides an assessment of the York Region long-term housing forecast to the year 2051, prepared by York Region as part of its current Municipal Comprehensive Review (MCR) and ROP Review. As part of this review, specific attention has been given to housing demand by structure type, tenure, planning policy area, and rate of development. In providing this assessment, a detailed examination has also been provided with respect to current conditions and future trends in housing affordability, and the influence of these trends on future housing needs by structure type and tenure.

Core to this analysis is an examination of the following key themes regarding the Region's 2051 population forecast and housing needs over the next 30 years:

- 1. What are the broader trends regarding long-term population for York Region within the GTHA and GGH context?**
- 2. What are the key factors that need to be considered in assessing the appropriateness of the long-term housing forecast by structure type prepared as part of the York Region draft MCR?**
- 3. Is the York Region long-term housing forecast by structure type prepared as part of the York Region draft MCR appropriate?**
- 4. Is a minimum 50% residential intensification target for York Region from 2021 to 2051 appropriate? Should York Region consider a higher residential intensification target?**





- 5. How are future trends regarding housing affordability in York Region anticipated to impact demand for rental and ownership housing? Are there particular types of rental and ownership housing where supply is needed to accommodate anticipated demand?**
- 6. Are there potential risks for York Region if the housing supply is not well-aligned with the anticipated long-term needs of existing and future residents?**
- 7. What recommended actions should York Region and its partners take to help ensure that housing supply in York Region is aligned with the anticipated needs of the Region's existing and future residents to the year 2051?**

**Q1. What are the broader trends regarding long-term population for York Region within the GTHA and GGH context?**

**A1. The growth outlook for York Region remains very positive; however, it is anticipated that the rate of future population and employment across the Region will gradually decline over the long term.**

- Population and employment growth within York Region is strongly correlated with the growth outlook and competitiveness of the broader regional economy of Central Ontario, which is commonly referred to as the Greater Golden Horseshoe (GGH). The economic growth potential and increasing global presence of the GGH City/Region presents a tremendous opportunity to leverage York Region's economic profile at the international level.
- Notwithstanding the strong economic and population growth potential of the Greater Toronto and Hamilton Area (GTHA), it is important to recognize that the GGH Outer Ring economy is anticipated to grow at a relatively faster rate than the GTHA over the next three decades. This forecast shift in population growth from the GTHA to the GGH Outer Ring is anticipated to be largely driven by two key factors: 1) the relative affordability of housing in the GTHA compared to the GGH Outer Ring; and 2) a growing and strengthening economy across the GGH Outer Ring.





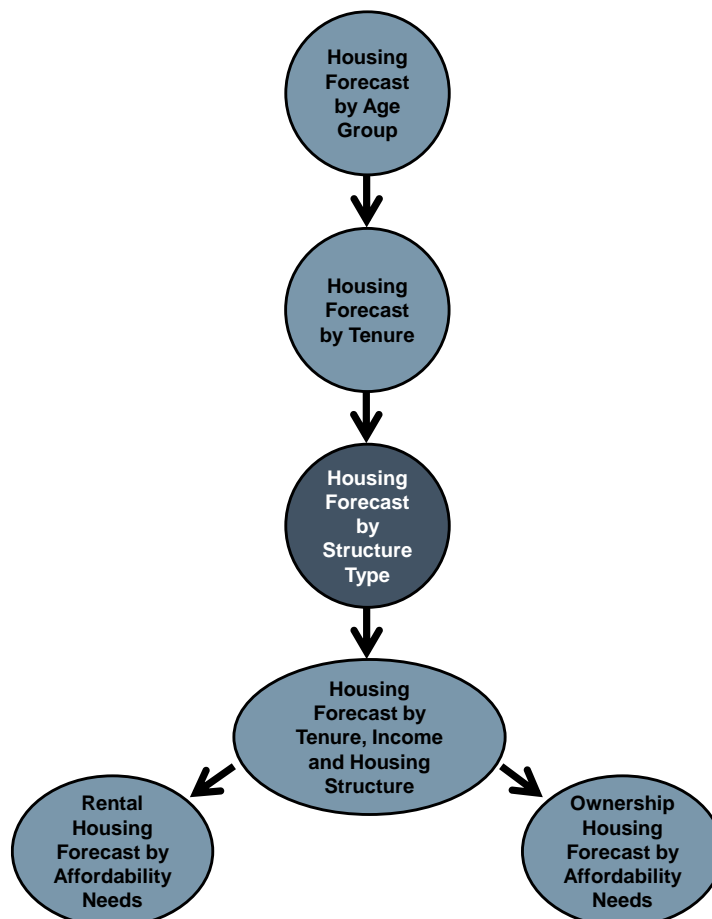
- It is recognized that the long-term population forecast for the GTHA as set out in the Growth Plan, 2019 is aspirational. This conclusion also applies to York Region. While it is recognized that the Growth Plan, 2019 population and employment forecasts are to be treated as minimums, a higher 2051 population forecast for York Region is not considered to be a likely long-term growth scenario. Accordingly, the Growth Plan, 2019 population forecast for York Region is recommended as the preferred long-term growth forecast.

**Q2. What are the key factors that need to be considered in assessing the appropriateness of the long-term housing forecast by structure type prepared as part of the York Region draft MCR?**

**A2. The appropriateness of the York Region MCR housing forecast by structure type was tested through this Foundational Housing Analysis using a customized housing forecast modelling framework, which assesses future trends in age structure, housing demand by tenure (i.e. ownership vs. rental) and housing affordability. Figure ES-1 summarizes the adopted housing forecast modelling framework.**



Figure ES-1  
York Region Foundational Housing Study  
Household Forecast Modelling Framework



- Using this modelling framework, a household forecast by structure type by population age group was generated over the 2021 to 2051 planning horizon. Key observations regarding housing demand by structure type and major age group are summarized below and illustrated in Figure ES-2.



## **York Region's Aging Population is one of the Key Drivers of Increased Demand for High-Density Housing**

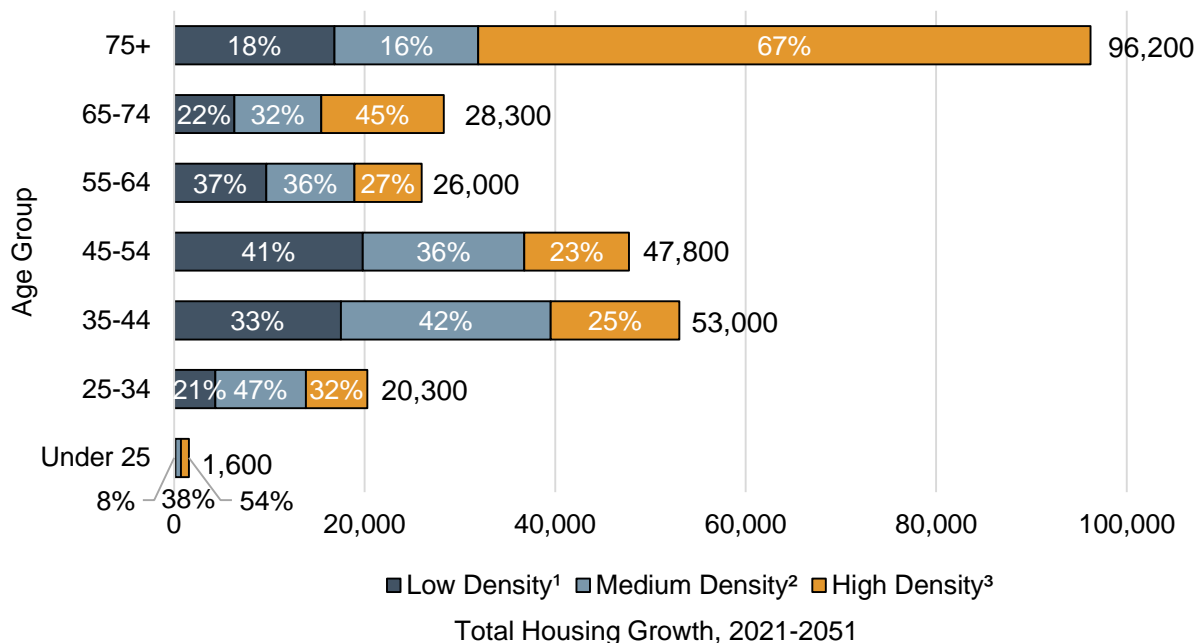
- The average age of the population base in York Region is getting older, due to the concentration of Baby Boomers within the Region.<sup>1</sup> In 2021, the oldest of the Region's Baby Boomers will turn 75 years of age.
- The percentage of the population in the 75+ age group (older seniors) is forecast to more than double over the 25-year period, from 6% in 2016 to 14% by 2051. The 75+ age group is anticipated to represent the fastest growing demographic group in York Region, increasing at two and a half times the rate of the Region's total population.
- The aging of the Region's population is anticipated to place increasing demand on the need for a range of new housing options by type and built form, largely geared towards condominiums, rental apartments, seniors' housing, affordable housing and social housing products.
- Over the 2021 to 2051 forecast period, over half (55%) of future high-density housing demand in York Region is anticipated to be generated from households maintained by persons aged 75 years of age and older.
- As York Region's Baby Boomers continue to age, an increasing number of grade-related households are anticipated to "turn-over" to new buyers. In total, approximately 40,000 grade-related households are anticipated to be circulated back into the residential real estate market between 2016 and 2051, representing 13% of the Region's entire stock of grade-related households in 2016.

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<sup>1</sup> Defined as those born between 1946 and 1964.



Figure ES-2  
York Region  
Housing Forecast by Structure Type by Age Group, 2021 to 2051



<sup>1</sup> Low density represents singles and semi-detached.

<sup>2</sup> Medium density includes townhouses (including back-to-back and stacked townhouses) and duplexes.

<sup>3</sup> High density includes all apartments.

Source: Watson & Associates Economists Ltd. derived from York Region Draft Municipal Comprehensive Review Housing Forecast, 2020.

- The housing forecast by structure type was then further summarized by tenure. These results were also assessed against historical trends as well as active development applications in the planning approvals process. Key observations regarding housing demand by structure type and tenure group are summarized below and illustrated in Figure ES-3.

### Ownership Housing Forecast

- Ownership housing in York Region is forecast to increase by 186,900 households, which represents approximately 68% of total forecast demand for new households over the forecast period.
- Just over two-thirds of projected ownership housing growth is anticipated to be grade related, while the remaining 32% is anticipated to be in high-



density forms. Demand for high-density ownership housing is largely anticipated to be generated from persons 75+ years of age.

## Rental Housing Forecast

- Rental housing demand in York Region is projected to total 82,600 households, which represents approximately one-third of housing growth in York Region over the forecast period. At this rate of growth, rental housing would represent approximately 22% of total housing in York Region by the year 2051, which is similar to the ratio of rental to total housing for the GTHA, excluding the City of Toronto, as of 2016.
- Just under two-thirds of forecast rental housing demand is anticipated to be in the form of high-density households. Rental housing is anticipated to represent close to half the Region's total high-density housing demand over the next 30 years, equally driven by demand from both the primary and secondary rental housing market.
- Forecast demand for rental housing is expected across a broad range of age groups but is anticipated to be highest amongst adults between 25 and 54 years of age and older seniors in the 75+ age group.

Figure ES-3  
York Region  
Housing Growth Forecast by Structure Type and Tenure, 2021 to 2051

	Low Density <sup>1</sup>	Medium Density <sup>2</sup>	High Density <sup>3</sup>	Total	Percentage Housing Share
<b>Total Renter-Occupied Housing Forecast</b>	<b>7,500</b>	<b>22,600</b>	<b>56,100</b>	<b>86,200</b>	<b>32%</b>
<b>Renter-Occupied Housing Forecast by Structure Type</b>	<b>9%</b>	<b>26%</b>	<b>65%</b>	<b>100%</b>	
<b>Total Owner-Occupied Housing Forecast<sup>4</sup></b>	<b>66,300</b>	<b>59,900</b>	<b>60,700</b>	<b>186,900</b>	<b>68%</b>
<b>Owner-Occupied Housing Forecast by Structure Type</b>	<b>35%</b>	<b>32%</b>	<b>32%</b>	<b>100%</b>	
<b>Total Household Forecast<sup>5</sup></b>	<b>73,800</b>	<b>82,500</b>	<b>116,800</b>	<b>273,100</b>	<b>100%</b>
<b>Total Household Forecast by Structure Type</b>	<b>27%</b>	<b>30%</b>	<b>43%</b>	<b>100%</b>	

Source: Watson & Associates Economists Ltd., 2021.

<sup>1</sup> Low density represents singles and semi-detached.

<sup>2</sup> Medium density includes townhouses (including back-to-back and stacked townhouses) and duplexes.

<sup>3</sup> High density includes all apartments.

<sup>4</sup> Includes freehold and condominium units.

<sup>5</sup> Based on York Region draft MCR Housing Forecast.



**Q3. Is the York Region long-term housing forecast by structure type prepared as part of the York Region draft MCR appropriate?**

**A3. Yes, the analysis prepared as part of this Foundational Housing Report supports the findings of the draft York Region MCR with respect to forecast long-term housing demand by structure type.**

- In accordance with the York Region draft MCR housing forecast, the York Region 2021 to 2051 percentage housing forecast by structure type is 27% for low-density, 30% for medium-density and 43% for high-density dwellings.<sup>1</sup> The York Region draft MCR housing forecast by structure type:
  - Appropriately recognizes recent shifts in residential building permit activity in York Region from low-density dwellings toward medium- and high-density housing forms;
  - Recognizes further anticipated shifts toward medium- and high-density residential development which are exhibited in active residential plans; and
  - Anticipates a more balanced mix of ownership and rental housing demand relative to recent trends.

As York Region Continues to Mature and Urbanize the Composition of its Households are Anticipated to Diversify

- Demand for grade-related housing will largely be driven by Census families, which are relatively large with respect to average household size or persons per unit (PPU).
- It is important to note, however, that the share of Census non-family households, which typically have lower household sizes, has been recently increasing across York Region. This emphasizes the importance of providing a range of households by structure type and building size.

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<sup>1</sup> For the purposes of this analysis, low-density housing includes singles and semis, medium-density housing includes townhouses (including stacked townhouses) and duplexes, and high-density housing includes all other apartment units.



**Q4. Is a minimum 50% residential intensification target for York Region from 2021 to 2051 appropriate? Should York Region target a higher residential intensification target?**

**A4. Yes, a minimum 50% residential intensification target is recommended as the preferred long-term residential intensification scenario for the Region. This intensification target appropriately considers recent residential housing development patterns by geographic area as well as anticipated near-term and longer-term housing demand within the BUA and DGA.**

A 50% Residential Intensification Target would Represent an Increase in the Absolute Amount of Housing Growth within the York Region BUA Relative to Recent Historical Trends

- Between 2006 and 2020, approximately 4,000 housing residential building permits were issued annually within the York Region BUA. Since 2006, the Region's share of residential development activity within the BUA has steadily increased, from 45% during the 2006 to 2010 period, to 54% from 2016 to 2019. During this same time period, the share of new residential development within the BUA has steadily shifted towards high-density housing types, as remaining vacant lands available to accommodate low-density housing have been absorbed.
- Under a 50% residential intensification target, approximately 4,600 new households would be required to be built on an annual basis within the BUA between 2021 and 2051. Relative to the amount of residential intensification achieved between 2006 and 2021, a 50% residential intensification target would represent a 15% increase in the annual level of housing growth allocated to the BUA. At this time, a higher residential intensification target beyond 50% is not considered a likely scenario.
- As previously noted in the York Region Foundational Housing Brief, York Region has recently made significant transit infrastructure investments within the BUA. These investments have played, and will continue to play, a key role in the Region's recent success regarding residential intensification over the next 30 years.



- Q5. How are future trends regarding housing affordability in York Region anticipated to impact demand for rental and ownership housing? Are there particular types of rental and ownership housing for which more supply is needed to accommodate demand?**
- A5. Housing affordability represents a key driver behind the need for a broader range of ownership and rental housing products geared toward medium- and high-density households.**

#### Housing Demand for Ownership Housing is Anticipated to Remain Strong Across York Region

- The home ownership market in York Region is expected to remain strong over the long term. Owner-occupied housing growth is expected to be comprised of a mix of freehold and condominium development with a range of low-, medium- and high-density dwellings. Demand for grade-related ownership housing is anticipated to be largely driven by middle- and high-income Census families.

#### Low-Density Ownership Housing Needs

- Forecast demand for low-density ownership housing in York Region will continue to be strongest amongst **high-income** households that can afford premium-priced homes above an average price point of \$950,000; however, minimal market choice exists for homes priced under this average.

#### Medium-Density Ownership Housing Needs

- Relative to low-density housing, York Region offers a greater supply of medium-density housing to accommodate anticipated demand associated with **high-income** households across York Region.
- Over the past decade, however, York Region has experienced significant price appreciation in medium-density housing which has eroded housing affordability for this form of housing to **middle-income** households.





- **Middle-income**, working-age families represent the largest market for medium-density ownership housing across York Region; however, few **middle-income** households can afford to purchase a medium-density home in York Region.<sup>2</sup>

#### High-Density Ownership Housing Needs

- York Region is anticipated to require a greater share of smaller condominium units in the market over the next three decades than what has been constructed over the past 10 years.
- This need for smaller condominium units (studio) is anticipated to be significant, representing approximately 53% of high-density ownership housing demand. Demand for smaller condominium units is expected to be largely driven by **low-income** households in the 75+ age group.
- Demand for larger (2 bedroom+) condominium units is projected to make up approximately 23% of the demand for high-density ownership households. Demand for larger apartments is anticipated to be comprised primarily from **high-income** households.

#### Continue to Explore Opportunities to Increase the Supply of Purpose-Built Rental Housing

- In recent years, demand for rental housing in York Region has largely been satisfied by the secondary rental market. This includes condominium units rented by owners and second suites as well as non-profit housing development. The secondary rental market is expected to continue to supply the majority of ground-oriented rental housing.
- Based on the findings of this study, it is projected that just under 40% of overall renter household growth during the 2021 to 2051 period will need to be accommodated through the primary rental market, totalling approximately 32,800 new purpose-built rental households.

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<sup>2</sup> For the purposes of this report, **low-income** households are defined as those that earn an annual household income of less than \$65,000 per year, **middle-income** households are defined as those that earn an annual household income between \$65,000 and under \$104,000, while **high-income** households are defined as those that earn an annual household income of \$104,000 or more per year.



**Q6. Are there potential risks for York Region if the housing supply is not well-aligned with the anticipated long-term needs of existing and future residents?**

**A6. Improving the alignment of the housing stock by type, location, tenure, and affordability against the needs of the population by age and income level is a fundamental long-term goal for York Region. Improved alignment between housing supply and demand is essential for York Region to achieve its long-term population and employment allocation to the year 2051. Ultimately, if mismatches persist between housing supply and demand, existing residents and potential new home buyers may consider alternative housing options within the broader regional market area outside York Region.**

Continue to Address Gaps in Housing Affordability to Better Align Housing Demand and Supply across York Region

- If York Region is unable to address the housing affordability gaps identified herein, the following combination of outcomes are likely:
  - An increasing share of lower-and middle-income households will need to spend a greater than 30% share of household income on shelter costs in York Region.
  - Households may need to settle for housing arrangements that meet their affordability needs but do not necessarily meet their functional needs which may impact quality of life. This could include living arrangements in smaller than desired dwellings.
  - An increased percentage of young adults would be expected to defer entry into the rental or ownership housing market, combined with an overall increase in multiple family/multi-generation living arrangements.
  - A greater share of lower- and middle-income households than what has been presented herein will likely rent and not purchase, placing greater pressure on both the primary and secondary rental markets.
  - Households may consider less-expensive housing options in other locations within the broader regional market area outside York Region. If York Region is unable to attract the target market segments identified in



the forecast presented herein, the Region will have difficulty in meeting its long-term population and housing forecast to 2051.

**Q7. Are there recommended actions that York Region and its partners should take to help ensure that housing supply in York Region is better aligned with the anticipated long-term needs of the Region's existing and future residents?**

**A7. Yes, opportunities exist through land-use planning tools and financial incentives to better align the anticipated long-term needs of the Region's existing and future residents.**

Recommended approaches to address the Region's affordable housing needs are summarized below:

- Work with public- and private-sector partners to increase the supply of medium-density ownership housing opportunities geared toward younger families and middle-income households.
- Encourage the development of a broad range of condominium units by size and price.
- Continue to explore approaches to expand the Region's purpose-built rental housing inventory.
- Explore land-use planning tools and financial incentives to better align the anticipated long-term needs of the Region's existing and future residents, such as:
  - Municipal fee exemptions, discounting or deferrals;
  - Land donation or discounting;
  - Tax increment equivalent grants;
  - Reduced parking requirements;
  - Flexibility in building height and set back requirements; and
  - Inclusionary zoning.

## MAP 1

## YORK REGION

Town of East Gwillimbury

Preliminary Recommended  
Locations for Urban Expansion\*

- Community
- Employment
- Remaining Developable Whitebelt Areas
- Non-developable (NHS, Infrastructure)

## Land Use Category

- Built-up Area
- Designated Greenfield Area
- Greenbelt
- Hamlet
- 2010 Urban Expansion
- Designated Greenfield Area - Agriculture

## Base Map

- 400-Series Highways
- Municipal Boundary
- Roads

\*Areas are draft and are awaiting approval through the Municipal Comprehensive Review and are subject to change.



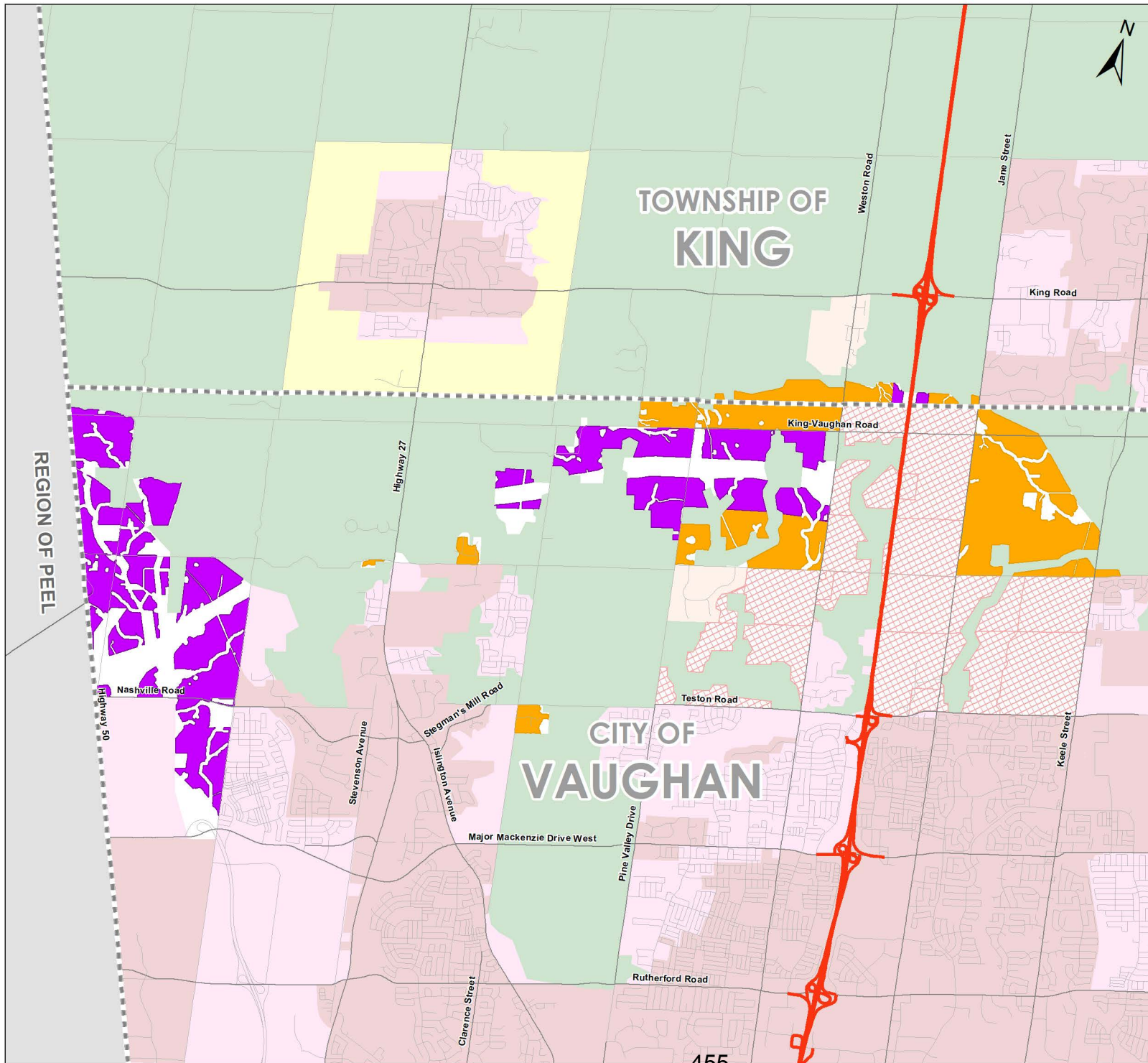
Produced by:  
The Regional Municipality of York  
Planning and Economic  
Development, Corporate Services  
March 2021

Data: © Queen's Printer for Ontario  
2003-2021

0 0.25 0.5 1 1.5 2  
Kilometers







# MAP 2

## YORK REGION

Township of King  
and  
City of Vaughan

### Preliminary Recommended Locations for Urban Expansion\*

- Community
- Employment
- Non-developable  
(NHS, Infrastructure)

### Land Use Category

- Built-up Area
- Designated  
Greenfield Area
- Greenbelt
- Hamlet
- 2010 Urban  
Expansion
- Designated  
Greenfield Area  
- Agriculture

### Base Map

- Municipal Boundary
- Roads
- 400-Series Highways

\*Areas are draft and are awaiting approval  
through the Municipal Comprehensive Review  
and are subject to change.

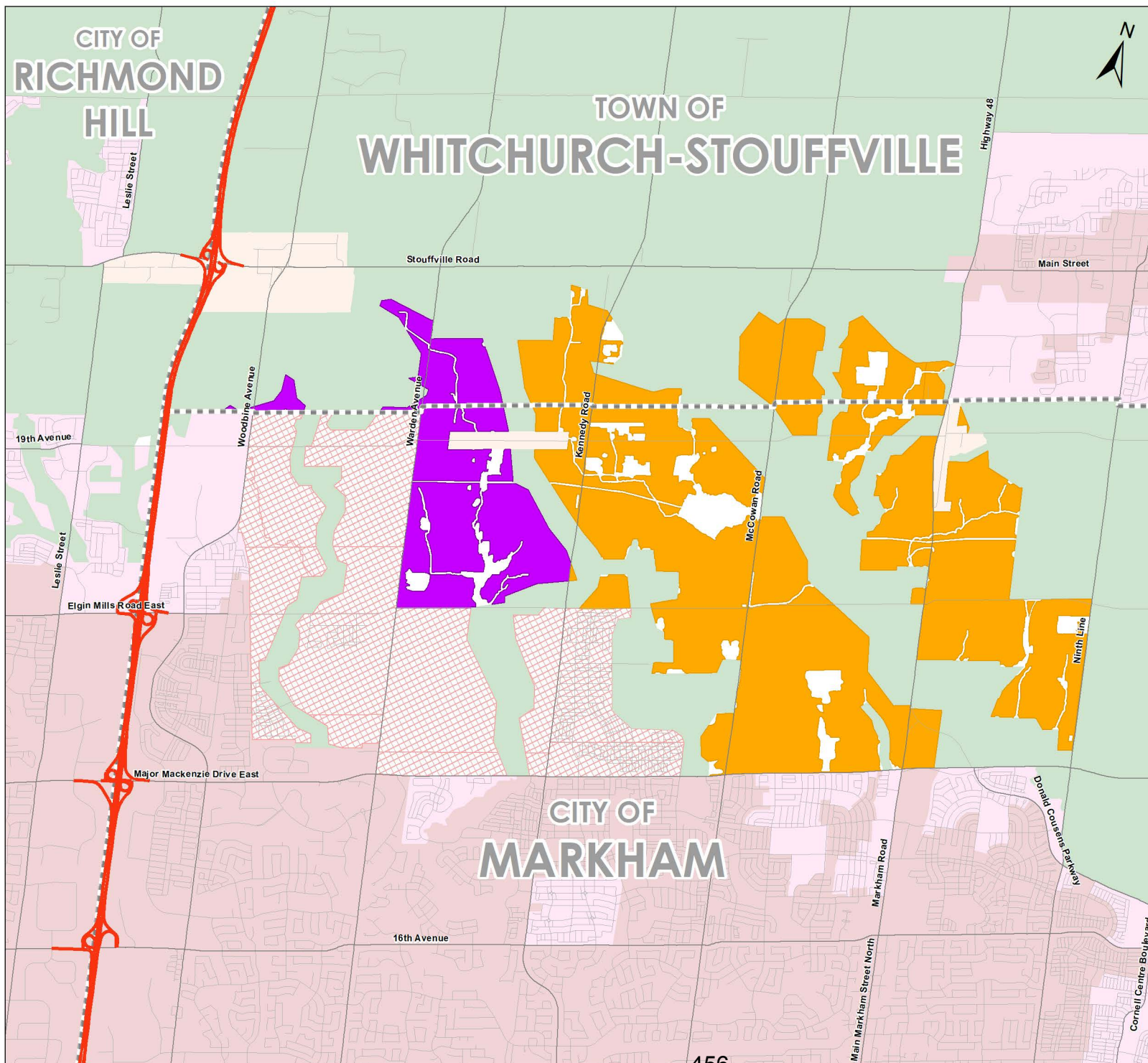


Produced by:  
The Regional Municipality of York  
Planning and Economic  
Development, Corporate Services  
March 2021

Data: © Queen's Printer for Ontario  
2003-2021

0 0.375 0.75 1.5 2.25 3  
Kilometers





# MAP 3 YORK REGION

City of Markham  
and  
Town of Whitchurch-Stouffville

**Preliminary Recommended  
Locations for Urban Expansion\***

- Community
- Employment
- Non-developable  
(NHS, Infrastructure)

## Land Use Category

- Built-up Area
- Designated  
Greenfield Area
- Greenbelt
- Hamlet
- 2010 Urban  
Expansion
- Designated  
Greenfield Area  
- Agriculture

## Base Map

- Municipal Boundary
- Roads
- 400-Series Highways

\*Areas are draft and are awaiting approval  
through the Municipal Comprehensive Review  
and are subject to change.



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Planning and Economic  
Development, Corporate Services  
March 2021

Data: © Queen's Printer for Ontario  
2003-2021

0 0.250.5 1 1.5 2  
Kilometers

**Forecast and Land Needs Assessment  
Draft Consultation Approach**

<b>Type of Engagement</b>	<b>Q2/early Q3 2021</b>
Local Municipal Staff	<ul style="list-style-type: none"> <li>• 1:1 meetings - feedback on proposed forecasts and land needs</li> <li>• Local municipal working group discussions / feedback</li> </ul>
Development Industry	<ul style="list-style-type: none"> <li>• Feedback from BILD on proposed forecasts and land needs</li> </ul>
Planning Advisory Committee	<ul style="list-style-type: none"> <li>• Feedback on proposed forecasts and land needs</li> </ul>
Public Consultation	<ul style="list-style-type: none"> <li>• Inform and request feedback on proposed forecasts and land needs</li> <li>• Online engagement coordinated with consultation on Master Plans and with proposed Regional Official Plan policy directions and topic areas (e.g. Housing)</li> <li>• Online engagement through platforms such as York Region Have your say web page, social media, surveys, and/or others</li> <li>• Virtual public open house</li> </ul>
York Region staff presentations to local Councils	As requested
Local municipal Council positions on draft forecasts	Requested no later than July 15, 2021





## Committee of the Whole (2) Report

---

**DATE:** Wednesday, May 12, 2021

**WARD(S):** ALL

**TITLE:** PROCLAMATION OF NATIONAL PUBLIC WORKS WEEK 2021

**FROM:**

Zoran Postic, Deputy City Manager, Public Works

**ACTION:** DECISION

---

### **Purpose**

To request that Council proclaim the period May 16 – 22, 2021, as “National Public Works Week” (NPWW) in the City of Vaughan and to provide information on the scheduled events.

### **Report Highlights**

- Proclaim May 16 – 22, 2021 as “National Public Works Week” in the City of Vaughan.
- The National Public Works Week flag will be raised on Tuesday, May 17, 2021 at both the Joint Operations Centre and City Hall.
- Council Chambers will be illuminated orange Tuesday, May 17, 2021.
- The City will not proceed with the official National Public Works Week activities in May due to the COVID-19 pandemic.
- The National Public Works Week committee will host a virtual event on Friday May 21 and consider alternate ways to celebrate our Public Works professionals.

### **Recommendations**

1. That the period from May 16 - 22, 2021, be proclaimed as “National Public Works Week” in the City of Vaughan;
2. That the National Public Works Week flag be raised at Vaughan City Hall and the Joint Operations Centre for the period from May 16 - 22, 2021, to commemorate National Public Works Week;
3. That Council Chambers be illuminated orange on May 17, 2021;

4. That this proclamation be posted on the City's website and published on City Page Online; and
5. That these recommendations be ratified by Council.

## **Background**

**Since 1960, the American Public Works Association has sponsored National Public Works Week and more than 30,000 members in the U.S. and Canada use this week to energize and educate the public on the importance of Public Works**

In 1960, the American Public Works Association started a week-long campaign to make the general public more aware of the services Public Works Departments provide, as well as to promote the "often-unsung heroes" of our society; the professionals who serve the public every day with quiet dedication. Since its beginning, agencies, municipalities, and regions have used this week to educate, engage and inform the public about the essential role that Public Works plays in the quality of their community life. Equally important is promoting Public Works as a career choice for the future work force and recognizing those who currently serve in these public roles.

## **Public Works staff promote and support Service Excellence**

The Public Works portfolio strives to deliver on five key objectives that allow our team to provide critical services the citizens of Vaughan rely on each day. These five key objectives center around Vaughan's 2018-2022 Strategic Plan and focus on staff engagement, citizen experience, good governance and operational performance. The objectives are as follows,

1. Make our people a priority through health, safety, and wellness
2. Improve employee engagement and culture
3. Foster a culture of innovation by being business effective
4. Create WOW moments by keeping our citizens safe and our City clean and beautiful
5. Be a Public Works Ambassador

By developing plans and programs to deliver on these crucial objectives, in addition to focusing on the 2018-2022 Term of Council Priorities, the team is able to consistently provide the following services that include but are not limited to:

- Constant supply of safe, clean drinking water
- Management of wastewater and stormwater systems
- Management of Solid Waste, including organics, recycling, yard waste and garbage collection
- Maintenance and beautification of parks, open spaces, entry features and urban tree canopy
- Maintenance of roadways and traffic management
- Winter maintenance of roadways, sidewalks, City facilities and pathways

- Maintenance of fleet and equipment to ensure operations continue to run smoothly

### **Previous Reports/Authority**

Proclamation – 2020 National Public Works Week and Flag-Raising Request  
<https://pub-vaughan.escibemeetings.com/filestream.ashx?DocumentId=32068>

Proclamation – 2018 National Public Works Week and Flag-Raising Request  
[https://www.vaughan.ca/council/minutes\\_agendas/Extracts/14cw0404\\_18ex\\_16.pdf](https://www.vaughan.ca/council/minutes_agendas/Extracts/14cw0404_18ex_16.pdf)

Proclamation – 2017 National Public Works Week and Flag-Raising Request  
[https://www.vaughan.ca/council/minutes\\_agendas/Extracts/13cw0404\\_17ex\\_20.pdf](https://www.vaughan.ca/council/minutes_agendas/Extracts/13cw0404_17ex_20.pdf)

### **Analysis and Options**

#### **The theme for the 2021 National Public Works Week is “Stronger Together”**

This year’s theme, “Strong Together”, challenges Public Works members and their citizens to think about the role Public Works plays in creating a great place to live. By working together, the impact citizens and Public Works professionals can have on their communities is magnified and results in the ability to accomplish goals once thought unattainable. The theme is also fitting for the past year as the Public Works team has worked tirelessly as one team to continue to provide seamless service delivery throughout the pandemic. The poster for this year’s theme can be found in Attachment 1.

#### **Traditional National Public Works Week activities will not take place this year**

Planning for this year’s National Public Works Week commences annually each February. An organizing committee, made up primarily of the Public Works Leadership team, has traditionally implemented formalized activities that take place during NPWW each year. These activities included:

- In-person Public Works flag raising event
- Staff Appreciation BBQ
- Public Works Open House
- Variety of planned public works education and outreach events

The NPWW organizing committee, in alignment with the Regional Municipality of York and Public Health Ontario, has decided to cancel the planned activities as a result of the COVID-19 pandemic.

#### **The Public Works team explores alternative methods to recognize staff**

Although typical NPWW activities cannot take place this year, the Public Works team has explored alternative methods to recognize and honour staff for their diligent and tireless work over the last year. The team implemented the “Golden Pylon Awards and Recognition Program” where staff could nominate and vote for their peers and teams to

win awards centered around the portfolio's key objectives. We would like to congratulate the 2020 winners for their incredible work and look forward to enhancing and improving the program for 2021.

### **Golden Pylon Award Winners 2020:**

1. **The WOW Award:** The Street Sweeping Team - John Bascio, Paolo DiLecce, Joe Durso, Terry Fisher, Sam Yirenkyi, Rick Rotundo, Marc Provost, Mike Morabito, Luigi Mirabelli, Anthony Cafarelli, Matthew Mendes, Daniel Sepe, Stephen Marcantonio – Transportation and Fleet Management Services
2. **The Health and Safety Award:** Andre Jacobelli - Parks, Forestry and Horticulture Operations
3. **The Innovation Award:** Shathli Shaif - Environmental Services
4. **The Leadership Award:** Carmine Mainella - Parks, Forestry and Horticulture Operations, Mike Perin – Environmental Services, Kewal Kharbanda, Environmental Services
5. **Best Supporting Department:** Corporate and Strategic Communications

### **The National Public Works Week Committee will host a Virtual Event for this year's celebration**

Although official activities have been deferred to a later date, the NPWW committee is committed to celebrate the significant contributions and accomplishments of City of Vaughan Public Works staff, many of which have worked diligently during this difficult time. The committee will be hosting a Virtual Event on May 21 at 1:00 p.m. to highlight the great work done by our Public Works professionals and will demonstrate how the team makes Vaughan an amazing place to work and live. The celebration will be promoted throughout the City of Vaughan's social media channels and broadcast on the City of Vaughan website.

### **Financial Impact**

There are no costs associated with this report.

### **Broader Regional Impacts/Considerations**

There are no broader regional impacts or considerations with the adoption of this report.

### **Conclusion**

National Public Works Week provides a venue through which municipalities across North America can inform, educate, and promote the vital contributions that Public Works makes to support our communities being safe, clean and beautiful.

However, given the COVID-19 pandemic, the City will not be proceeding with NPWW events in May 2021. National Public Works Week will be celebrated via a virtual event on May 21 at 1:00 p.m. that will be available to the public through the City of Vaughan website.

**For more information**, please contact:

Zoran Postic, Deputy City Manager of Public Works: [Zoran.postic@vaughan.ca](mailto:Zoran.postic@vaughan.ca)  
Ext. 6137.

### **Attachment**

1. National Public Works Week Poster 2021.

### **Prepared by**

Lexie Scarcello, Executive Assistant to the Deputy City Manager of Public Works  
[Lexie.scarcello@vaughan.ca](mailto:Lexie.scarcello@vaughan.ca) Ext. 6327.

### **Approved by**

A handwritten signature in blue ink, appearing to be 'Zoran Postic', with a stylized, looped design.

Zoran Postic, Deputy City Manager  
Public Works

### **Reviewed by**

A handwritten signature in blue ink, appearing to be 'Jim Harnum', with a stylized, looped design.

Jim Harnum, City Manager





NATIONAL PUBLIC WORKS WEEK  
MAY 16-22, 2021

Stronger  
Together





## Committee of the Whole (2) Report

---

**DATE:** Wednesday, May 12, 2021

**WARD(S):** 4

**TITLE:** TEMPORARY PUBLIC ART MURAL AT THE VAUGHAN  
METROPOLITAN CENTRE

**FROM:**

Jim Harnum, City Manager

**ACTION:** FOR INFORMATION

---

**Purpose**

To provide an update on the status of SmartCentres' commissioning of a temporary Public Art mural to be painted along the entire façade of a large vacant retail building located south of Portage Parkway, between Edgeley Boulevard and Buttermilk Avenue at the Vaughan Metropolitan Centre (VMC).

**Report Highlights**

- Vaughan is a creative urban city committed to integrating art into its public realm – a city where Public Art is accessible to all people and valued as a placemaking catalyst for conveying Vaughan's unique identity and economic vitality.
- On June 7, 2016, Council approved the Vaughan City-Wide Public Art Program and the VMC Culture and Public Art Framework.
- Temporary public art which invites community gatherings and expresses the progressive spirit of growth and diversity of the city is a targeted result of the first 5-year phase of the Vaughan City-Wide Public Art Program.
- Recommendations 15 and 17 of the VMC Culture and Public Art Framework are to support the delivery of temporary cultural installations / exhibitions and programming, and to develop a program for temporary public art installations in the downtown.

### **Report Highlights Continued**

- SmartCentres proposes transforming the façade (and potentially the roof top) of a large vacant retail building located in the heart of future redevelopment south of Portage Parkway, between Edgeley Boulevard and Buttermilk Avenue at the VMC with a monumental mural as a temporary Public Art installation.
- A complementary site activation plan proposes a number of creative activations for the adjacent surface parking lot, including a drive-in theatre screen with parking, art walk, art installation, food truck area and art maze to be executed in compliance with responsible social distancing.
- SmartCentres hired LNDMRK, respected art integration and activation specialists and creators of Montreal's renowned MURAL Festival to implement the vision and artistic production for the mural project as a credible and innovative Public Art installation that fosters community, national and international engagement and recognition.
- SmartCentres proposed this progressive project as a privately funded discretionary public realm enhancement - one not required as a Public Art Contribution through development review and approval.

### **Recommendation**

1. That this report be received for information.

### **Background**

Vaughan is a creative urban city committed to integrating art into its public realm – a city where Public Art is accessible to all people and valued as a placemaking catalyst for conveying Vaughan's unique identity and economic vitality. The role and value of Public Art as a vital vehicle for transforming the VMC through the creative use of art and design strategies recurs as a fundamental theme in a number of Council endorsed documents, including: the VMC Secondary Plan, VMC Streetscape and Open Space Plan, VMC Urban Design Guidelines, Vaughan City-Wide Public Art Program and VMC Culture and Public Art Framework.

On June 7, 2016, Item 6, Report No. 26, of the Committee of the Whole (Working Session), was adopted without amendment by Council which included recommendations that staff work with the development community on advancing the integration of Public Art into development proposals where possible or appropriate; and that staff pursue and seek partnerships for integrating Public Art installations within the Mobility Hub as quick win placemaking opportunities.

In the spirit of transformation, this June, SmartCentres envisions revitalizing the façade (and potentially the roof top) of a large vacant retail building located in the heart of future redevelopment south of Portage Parkway, between Edgeley Boulevard and Buttermilk Avenue at the VMC with a monumental mural as a vibrant temporary Public Art installation. The mural will feature the work of one renowned artist that wraps around all four faces of the vacant retail building. On a broader programming scale, a complementary site activation plan also proposes a number of creative activations on the adjacent surface parking lot, including a drive-in theatre screen with parking, art walk, art installation, food truck area and art maze to be executed in compliance with responsible social distancing.

Dedicated advocates of Public Art in placemaking, SmartCentres proposed this progressive project as a fully funded discretionary public realm enhancement - one not required as a Public Art Contribution through development review and approval. SmartCentres developed the Public Art Plan for this mural installation coupled with complementary activation programming as a meaningful opportunity to advance placemaking aspirations for the VMC by creatively animating the existing urban design context.

SmartCentres hired LNDMRK, respected art integration and activation specialists and creators of Montreal's renowned MURAL Festival to implement the vision and artistic production for the mural project as a credible and innovative Public Art installation that fosters community, national and international engagement and recognition. A strategic communications plan is intended to ensure the installation is well-positioned across social platforms.

Conforming to the principles identified in the Vaughan City-Wide Public Art Program and the recommendations outlined in the VMC Culture and Public Art Framework, SmartCentres' Public Art proposal is subject to on-going evaluation by staff and the Vaughan Design Review Panel for its appropriateness for display in the public realm. As planning culminates and the implementation details are finalized, including artist commissioning, art installation and communications, City staff continues to liaise with SmartCentres and LNDMRK to advance the project with due diligence.

**Critical Path for Mural Installation:**

April 21, 2021 – SmartCentres' Public Art Plan submitted to City of Vaughan

April 29, 2021 – Design Review Panel Assessment

April 30, 2021 – Artist Selection

April 30-May 12, 2021 – Art Design Refinement

May 12, 2021 – Production Timeline Finalized

June 2021 (tbd) – Art Installation

From a planning perspective, this proposal represents a minor site alteration to the building façade (and potentially the rooftop) to facilitate the temporary public art mural program and will be processed through a minor Site Development Application, subject to delegated approval authority to the satisfaction of the City/VMC Program.

## **Previous Reports/Authority**

[Vaughan City-Wide Public Art Program](#)

[VMC Culture & Public Art Framework](#)

## **Analysis and Options**

### **Realizing the vision of the VMC Culture and Public Art Framework**

The realization of the VMC's vision as a vibrant downtown with exciting activities, social capital and cultural events is predicated on collective efforts in creating a sense of 'place'. Culture and Public Art initiatives contribute to that sense of place, by creating memories and experiences that draw people to use and frequent the VMC on a 24/7 basis versus just passing through.

Public Art plays many roles in the urban context. As outlined in the City-Wide Public Art Program, some of its key roles include:

- Placemaking - creating and enhancing public spaces that promote people's health, happiness, and well-being
- Gateway Marker - an entrance feature that signifies a boundary and assists with wayfinding
- Landmark - an easily recognized feature in the cityscape that contributes to placemaking and orientation
- Wayfinding - visuals used to convey location and directions
- Interpretation - a work of art that illuminates the character or history of its context

Activation and Animation - a work of art that energizes a space, can be interacted with and/or can move independently

The prominent siting of this large scale temporary mural installation wrapping around the entire façade of the vacant retail building (and potentially the roof top) is strategically positioned to animate the urban context. The bold vision and design concept is centered on animating the existing urban context with colour and vibrancy to infuse the emerging pristine built form with a dynamic liveliness to encourage placemaking experiences and anchor the complement of nearby site activations. This project achieves one of the quick win placemaking opportunities endorsed by Council in June 2016, as a temporary

public art installation implemented through the City-Wide Public Art Program and follows the design considerations in principle outlined for private developments outlined in the VMC Culture and Public Art Framework.

The VMC Secondary Plan identifies Public Art as “an important element in the VMC’s public realm, adding culture, beauty and interest to the streetscapes” (s.4.4.8).

Recommendations 15 and 17 of the VMC Culture and Public Art Framework speaks specifically to developing a program for temporary Public Art installations, encouraging programming opportunities that can be implemented on vacant and under-utilized lands in the VMC.

This temporary Public Art project contributes to public awareness of the role and value of Public Art and Vaughan’s City-Wide Public Art Program in placemaking and city building as a catalyst for contributing to Vaughan’s authentic urban character and economic vitality. It reinforces the expansive movement of Public Art that is coming to downtown Vaughan, designed to captivate the interest of a diverse viewing audience travelling through the public realm of the VMC at the same time as setting the stage for creative, high profile Public Art opportunities for emerging and established Vaughan and GTA visual artists.

### **Financial Impact**

There is no economic impact resulting from this report, as this project is funded entirely by the Owner as a discretionary public realm enhancement; and therefore, it is not aligned with securing a Public Art Contribution in development review and approval. The temporary Public Art mural installation will be owned and maintained by the Owner.

### **Broader Regional Impacts/Considerations**

The Region’s policy for Economic Vitality recognizes culture as an important element in making the Region a place to work, live and play. Vibrant and healthy communities will attract and retain a skilled labour force.

The policies for An Urbanizing Region direct Regional Centres to recognize the importance of creating a sense of place and high quality open spaces “that include meeting places and urban squares that incorporate art, culture and heritage” (s. 5.3.7).

The Region also sets the requirements for Regional Centre secondary plans to include policies addressing the need for public art to be incorporated into major Regional and City buildings and to encourage the inclusion of public art in significant private sector developments.

## **Conclusion**

The temporary art mural proposal for transforming the façade (and potentially the roof top) of a large vacant retail building located in the heart of future redevelopment south of Portage Parkway, between Edgeley Boulevard and Buttermilk Avenue at the VMC aligns with the placemaking vision for integrating Public Art in the new downtown. It supports Vaughan's position as a progressive leader to become the vanguard of Public Art in the Region and beyond.

Conforming to the principles identified in the Vaughan City-Wide Public Art Program, and the recommendations outlined in the VMC Culture and Public Art Framework, SmartCentres' Public Art proposal is subject to on-going evaluation by staff and the Vaughan Design Review Panel for its appropriateness for display in the public realm. As planning culminates and the implementation details are finalized, including artist commissioning, art installation and communications, City staff continues to liaise with SmartCentres and LNDMRK to advance the project.

**For more information**, please contact Sharon Gaum-Kuchar, Senior Art Curator and Planner, extension 8088

## **Attachments**

1. Context and Location Plan
2. Proposed Site Plan
3. Proposed Building Elevations

## **Prepared by**

Sharon Gaum-Kuchar, Senior Art Curator and Planner, ext. 8088  
Gaston Soucy, Project Manager - Planning, VMC, ext. 8266

## **Approved by**

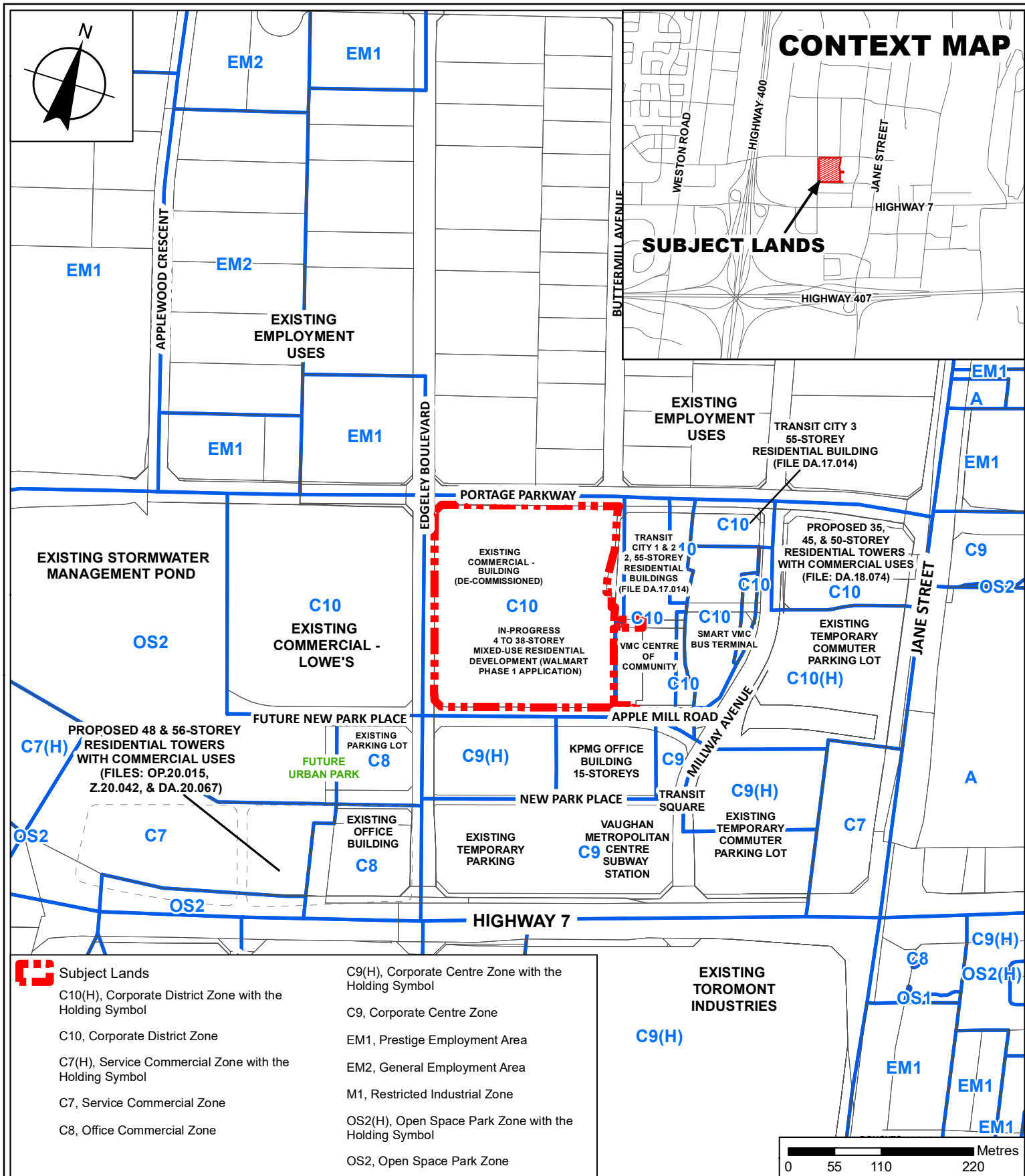


Jim Harnum, City Manager

## **Reviewed by**



Jim Harnum, City Manager



## Context and Location Map

### LOCATION:

Part of Lots 6 and 7, Concession 5;  
101 Edgeley Boulevard

### APPLICANT:

Penguin-Calloway (Vaughan) Inc.



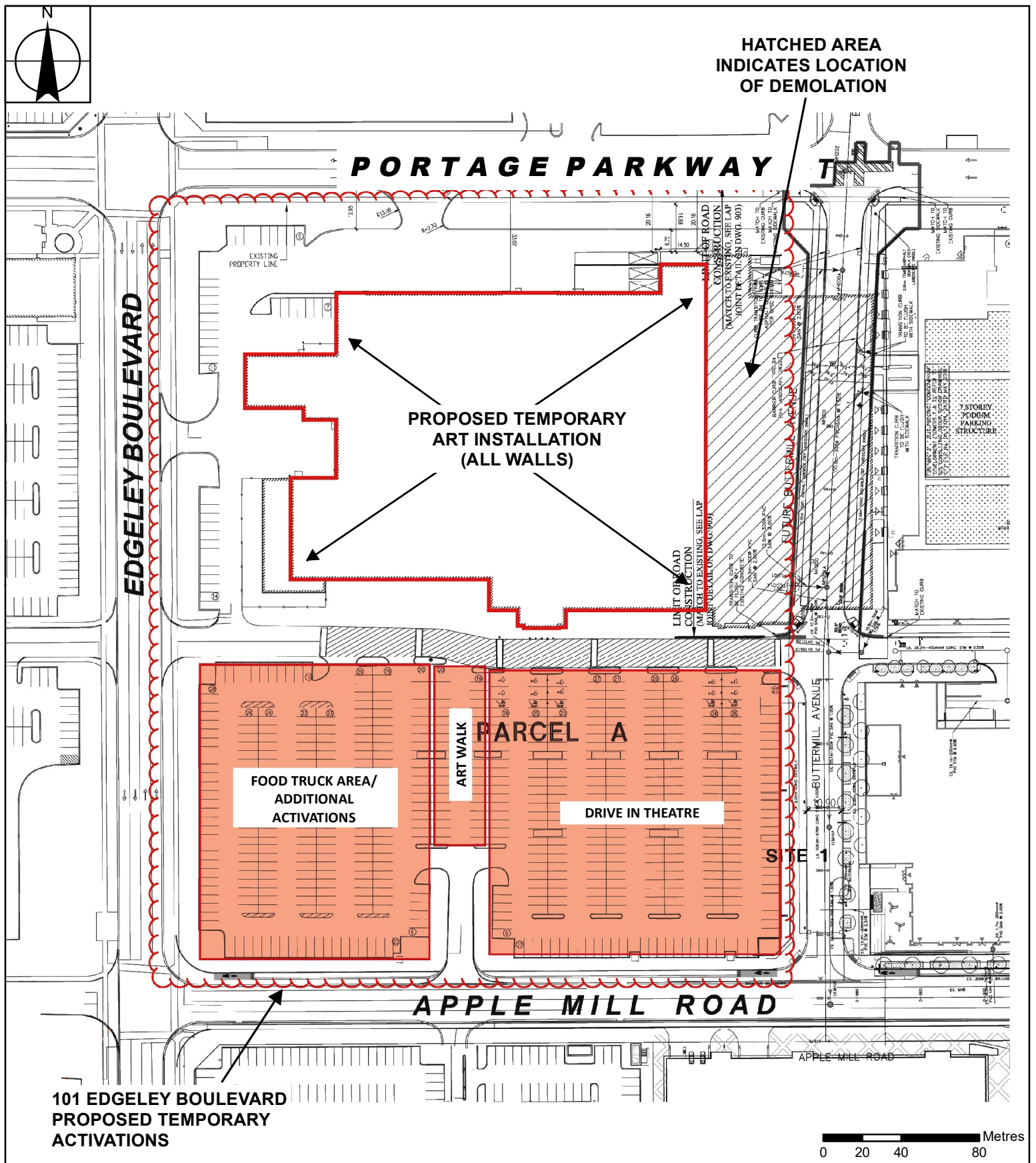
## Attachment

FILE:  
DA.21.017

DATE:  
May 12, 2021







## Proposed Site Plan

**LOCATION:**  
Part of Lots 6 and 7, Concession 5;  
101 Edgeley Boulevard

**APPLICANT:**  
Penguin-Calloway (Vaughan) Inc.



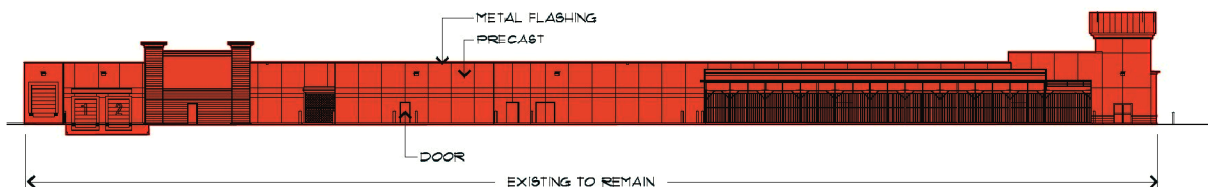
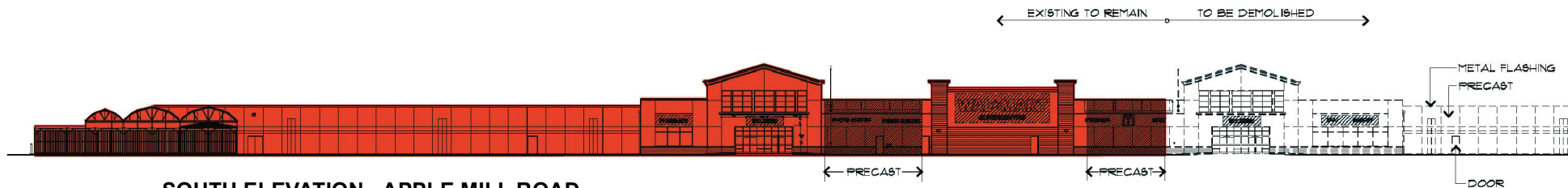
## Attachment

**FILE:**  
DA.21.017

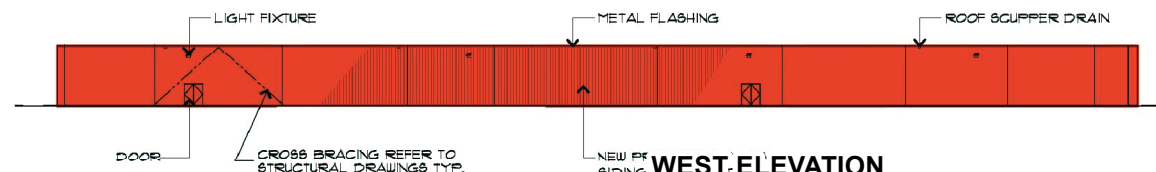
**DATE:**  
May 12, 2021

**2**





**PROPOSED LOCATIONS  
OF TEMPORARY ART  
INSTALLATION**



**WEST ELEVATION**  
NEW F.F.  
SIDING  
COLOUR: 56081 BAMBOO  
IVORY TO MATCH EXISTING

Not to Scale

## Proposed Building Elevations

**LOCATION:** Part of Lots 6 and 7, Concession 5;  
101 Edgeley Boulevard

**APPLICANT:**  
Penguin-Calloway (Vaughan) Inc.



## Attachment

**FILE:**  
DA.21.017

**DATE:**  
May 12, 2021

**3**



## Committee of the Whole (2) Report

---

**DATE:** Wednesday, May 12, 2021

**WARD(S):** ALL

**TITLE:** APPOINTMENT OF MEMBERS TO THE TRANSPORTATION AND INFRASTRUCTURE TASK FORCE AND THE VAUGHAN PUBLIC LIBRARY BOARD

**FROM:**

Wendy Law, Deputy City Manager, Administrative Services and City Solicitor

**ACTION:** DECISION

---

**Purpose**

To consider the applications received for appointing up to three (3) citizen members to the Transportation and Infrastructure Task Force and two (2) members to the Vaughan Public Library Board.

**Report Highlights**

- Up to three (3) citizen members need to be appointed to the Transportation and Infrastructure Task Force due to a resignation and further request for memberships.
- Two (2) members need to be appointed to the Vaughan Public Library Board due to resignations.
- The successful candidates will be advised of their appointments.

**Recommendations**

1. That Council consider the applications received as per the Confidential Attachment 1, for appointing up to three (3) citizen members to the Transportation and Infrastructure Task Force for the term ending in June 2022; and
2. That Council consider the applications received as per the Confidential Attachment 2, for appointing two (2) members to the Vaughan Public Library Board for the 2018 – 2022 Term of Council.

## **Background**

At its meeting on March 10, 2021, Council adopted the following recommendations from the Committee of the Whole – Item 7, Report No. 8:

- 1) That a recruitment process be initiated to recruit up to 3 members for the Transportation and Infrastructure Task Force; and
- 2) That the Terms of Reference be amended to allow up to 10 Citizen representative members.

At its meeting on February 17, 2021, Council adopted the following recommendations from the Committee of the Whole – Item 11, Report No. 6:

- 1) That the City Clerk be requested to commence the recruitment process to fill the vacancies caused due to the resignations of two (2) members of the Vaughan Public Library Board; and
- 2) That the report of the Deputy City Manager, Administrative Services and City Solicitor dated February 9, 2021, be received.

## **Previous Reports/Authority**

[Committee of the Whole – Item 7, Report No. 8 \(Transportation and Infrastructure Extract\)](#)

[Committee of the Whole – Item 11, Report No. 6 \(Vaughan Public Library Extract\)](#)

## **Analysis and Options**

### **Transportation and Infrastructure Task Force**

After the resignation of a member, Council directed that not only the resignation position be filled, but up to two (2) further members be appointed.

The revised Task Force membership shall be composed of the following:

- a. A maximum of two (2) Council members.
- b. The Mayor will serve as an ex-officio member of the Task Force
- c. A maximum of fourteen (14) individuals:
  - i. Four (4) Technical Committee members:
    - Metrolinx staff (1)
    - York Region Transit (YRT) or York Region Rapid Transit Corporation (YRRTC) staff (1)

- York Region staff (1)
  - Ministry of Transportation (MTO) staff (1)
- ii. Ten (10) Citizen representative members, which fall into at least one of the following groups:
- GO Transit user
  - YRT transit user
  - Transportation Planner/Engineer
  - Post-secondary student
  - Cycling representative
  - Environmental interest
  - Accessibility interest
  - Member of a Senior's group
  - Community members at large

### **Vaughan Public Library Board**

In accordance with the Board By-law, The Vaughan Public Library Board shall be comprised of no less than nine (9) members and no more than fifteen (15) members.

Currently, there are four (4) members of Council and thirteen (13) appointed citizen members on the Board. After the resignation of two (2) members, Council has directed staff to recruit and appoint two (2) citizen members to fill the vacancies.

The Office of the City Clerk, in collaboration with Corporate and Strategic Communications, coordinated the recruitment process utilizing the City's Social Media platforms and the City's website.

The deadline for submitting applications was 4:30 p.m. on Friday, April 9, 2021. All applications received will be provided to Mayor and Members of Council as Confidential Attachments 1 and 2.

### **Financial Impact**

There is no financial impact associated with this report.

### **Broader Regional Impacts/Considerations**

There are no Regional implications associated with this report.

## **Conclusion**

Staff is requesting that Council consider the applications received for appointing members to the Transportation and Infrastructure Task Force and to the Vaughan Public Library Board.

**For more information**, please contact Todd Coles, City Clerk, extension 8281.

## **Attachments**

1. Confidential Attachment – Applications - Transportation and Infrastructure Task Force (Mayor and Members of Council only).
2. Confidential Attachment – Applications - Vaughan Public Library Board (Mayor and Members of Council only).

## **Prepared by**

Adelina Bellisario, Council / Committee Administrator, ext. 8698

## **Approved by**



Wendy Law  
Deputy City Manager  
Administrative Services & City Solicitor

## **Reviewed by**



Jim Harnum, City Manager



## Committee of the Whole (2) Report

---

**DATE:** Wednesday, May 12, 2021

**WARD(S):** ALL

**TITLE:** ACCESSIBILITY ADVISORY COMMITTEE – RECRUITMENT OF ONE (1) CITIZEN MEMBER

**FROM:**

Wendy Law, Deputy City Manager, Administrative Services and City Solicitor

**ACTION:** DECISION

---

**Purpose**

To seek Council's direction with respect to recruiting one (1) citizen member to the Accessibility Advisory Committee in a vacancy caused due to the termination of membership of a member for lack of attendance at 3 or more consecutive meetings.

**Report Highlights**

- Sandra Longo's membership has been terminated for not attending 3 or more consecutive meetings.
- Council's direction is required to fill the resultant vacancy.

**Recommendation**

1. That the Office of the City Clerk be directed to recruit one (1) citizen member to the Accessibility Advisory Committee, utilizing the most cost-effective method/s possible.

**Background**

Section 7) of the City of Vaughan's Policy No. CL-005 – GUIDELINES AND PROCEDURES FOR STATUTORY AND NON-STATUTORY COMMITTEES AND BOARDS states:

*"If a member is absent from meetings of the Committee for three (3) consecutive regularly scheduled meetings, or in the opinion of the Committee if any member's absenteeism jeopardizes the objectives of the Committee, the Committee shall pass a resolution requesting Council to appoint a replacement member;"*

At its meeting on April 27, 2021, the Accessibility Advisory Committee was advised that Sandra Longo had not attended 4 (four) consecutive meetings. The following recommendation was made:

- 1) That the membership of Sandra Longo be terminated due to lack of attendance; and
- 2) That Council be requested to provide direction to staff with respect to filling the vacancy, utilizing the most cost-effective method/s possible.

### **Previous Reports/Authority**

Not applicable.

### **Analysis and Options**

The City of Vaughan's Accessibility Advisory Committee has an overall mandate to advise Council to support the City's work in identifying and removing barriers to lay the foundation for a barrier-free, inclusive City.

The objectives of the Accessibility Advisory Committee are as follows:

- advise Council about the requirements and implementation of accessibility standards and the preparation of accessibility reports
- work on initiatives that promote accessibility
- assist in the preparation and implementation of the City's multi-year Accessibility Plan
- provide guidance, address and identify the needs of the community by the removal and prevention of barriers in the City of Vaughan's by-laws, facilities, policies, programs, practices, initiatives and services.

According to its Terms of Reference, the Accessibility Advisory Committee is composed of one (1) Member of Council and nine (9) citizen members. Members are appointed by Council, and any changes to the membership require Council approval.

### **Financial Impact**

There is no financial impact associated with this report.

### **Broader Regional Impacts/Considerations**

There are no Regional Impacts/Considerations associated with this report.

## **Conclusion**

Council is requested to provide direction to staff with respect to recruiting one (1) citizen member to the Accessibility Advisory Committee to fill the vacancy caused due to the termination of membership of one member, utilizing the most cost-effective method/s possible.

**For more information**, please contact Todd Coles, City Clerk, Extension 8281

## **Attachments**

None

## **Prepared by**

John Britto, Council / Committee Administrator: [john.britto@vaughan.ca](mailto:john.britto@vaughan.ca).

## **Approved by**



Wendy Law  
Deputy City Manager,  
Administrative Services & City Solicitor

## **Reviewed by**



Jim Harnum, City Manager



## Committee of the Whole (2) Report

---

**DATE:** Wednesday, May 12, 2021

**WARD(S):** ALL

**TITLE:** PROCLAMATION REQUESTS – BUILDING SAFETY MONTH  
AND WORLD SICKLE CELL DAY

**FROM:**

Wendy Law, Deputy City Manager, Administrative Services and City Solicitor

**ACTION:** DECISION

---

**Purpose**

To seek approval for proclamation requests for: Building Safety Month and World Sickle Cell Day.

**Report Highlights**

- Respond to the proclamation request from the Building Standards Department to proclaim the month of May as Building Safety Month.
- Respond to the proclamation request received from Sickle Cell Awareness Group of Ontario regarding a proclamation and illumination for World Sickle Cell Day on June 19, 2021.

**Recommendations**

1. That the month of May be proclaimed as “Building Safety Month”;
2. That June 19, 2021 be proclaimed as “World Sickle Cell Day”;
3. That City Hall be illuminated in Red and White on June 19, 2021 for World Sickle Cell Day; and
4. That the proclamations be posted on the City’s website and the Corporate and Strategic Communications department be directed to promote the proclamations through the various corporate channels.

## **Background**

### **Building Safety Month**

Correspondence was received from the Building Standards Department on April 28, 2021.

The Ontario Building Officials Association celebrates Building Safety Month every May to bring public awareness to the Ontario Building Code. They promote the importance of obtaining building permits and the contributions of Municipal Building Officials.

### **World Sickle Cell Day**

Correspondence was received from Sickle Cell Awareness Group of Ontario on April 29, 2021.

Sickle Cell Disease (SCD) or Sickle Cell Anemia is a hereditary genetic disease characterized by the presence of abnormal crescent-shaped red blood cells which can affect Canadians of specific cultural backgrounds. The organization is hoping that by recognizing June 19 as World Sickle Cell Day, public awareness of this disease would be increased, as well as the importance of education and genetic testing.

Council has previously granted this request.

## **Previous Reports/Authority**

World Sickle Cell Day - [Committee of the Whole - June 16, 2020](#)

## **Analysis and Options**

### **Building Safety Month**

The proclamation meets the requirements of the City's Proclamation Policy 03.C.10, as follows:

- 2.1. For the purposes of Section 2, a proclamation may be issued for:
  - 2.1.4. Public awareness campaigns.

### **World Sickle Cell Day**

The proclamation meets the requirements of the City's Proclamation Policy 03.C.10, as follows:

- 2.1. For the purposes of Section 2, a proclamation may be issued for:
  - 2.1.4. Public awareness campaigns.

### **Financial Impact**

Not applicable

### **Broader Regional Impacts/Considerations**

Not applicable.

### **Conclusion**

Staff is recommending that May be proclaimed as Building Safety Month; that June 19, 2021 be proclaimed as World Sickle Cell Day and that City Hall be illuminated in Red and White; that the proclamations be posted on the City's website; and that the Corporate and Strategic Communications department be directed to promote the proclamations through the various corporate channels.

**For more information**, please contact Todd Coles, City Clerk, ext. 8281.

### **Attachments**

1. Correspondence from the Director of Building Standards and Chief Building Official, City of Vaughan, received on April 28, 2021.
2. Correspondence from the Communications and Marketing Manager, Sickle Cell Awareness Group of Ontario, received on April 29, 2021.

### **Prepared by**

Shari Gouzvaris, Supervisor, City Clerks Administrative Services, ext. 8280

### **Approved by**



Wendy Law  
Deputy City Manager,  
Administrative Services & City Solicitor

### **Reviewed by**



Jim Harnum, City Manager







## May is Building Safety Month! Are you ready?

Every May, the building industry celebrates Building Safety Month to bring public awareness to the Ontario Building Code, the importance in obtaining building permits and the contributions of municipal building officials.

The OBOA celebrates Building Safety Month every year by creating posters, and engaging in a month-long social media campaign.



Click [here](#) to download the posters for English and French.

Engage with us on social media and help build awareness of the importance of building safety and the role of building officials across Ontario!

Building Safety Month is coming up in May and we're inviting you to join our campaign.



---

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Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe from this list](#).

**From:** [Ika Washington](#)  
**To:** [Gouzvaris, Shari](#)  
**Subject:** [External] RE: Proclamation Request - June 19 - World Sickle Cell Day  
**Date:** April-29-21 3:49:33 PM  
**Attachments:** [SCAGO-WorldSickleCellDay-Recognition\\_Vaughan \(1\).pdf](#)

---

Hi Shari,

I would like to submit a request for building lighting and proclamation from the City of Vaughan for June 19th, 2021. I have attached a letter with more information about the organization, the day of recognition and our objectives for recognizing June 19th.

These are the answers to the information requested on your site:

- The date you'd like to have the proclamation: June 19, 2021
- The title and a brief description of the event you'd like to recognize: World Sickle Cell Day
- Your name and contact information: Ika Washington, Phone #: 6479750250
- The name of the community group requesting the clock tower lighting: Sickle Cell Awareness Group of Ontario
- The requesting group's nine-digit charitable organization number and/or a link to where the group's name on the Government of Canada's List of Charities: 83332 0872 RR0001
- If there is a possibility to have the city building illuminated to recognized World Sickle Cell Day, we would like to request the colours RED and WHITE.

Kindest Regards,

Ms. Ika Washington, MSc., BSc.

Communication & Marketing Manager & COVID-19 Coordinator, Sickle Cell Awareness Group of Ontario

235-415 Oakdale Rd. North York, On. M3N 1W7

Website: [www.sicklecellanemia.ca](http://www.sicklecellanemia.ca)|E-mail: [president@sicklecellanemia.ca](mailto:president@sicklecellanemia.ca)

PH: 416-745-4267. Cell: 647-975-0250

Twitter| Instagram| Facebook| LinkedIn



# SCAGO

**Sickle Cell Awareness Group of Ontario**

April 25, 2021

Office of the City Clerk  
Vaughan City Hall, Level 100  
2141 Major Mackenzie Dr.  
Vaughan, ON L6A 1T1

To Office of the City Clerk:

I would like to take this opportunity to introduce myself as the Communications and Marketing Manager for the Sickle Cell Awareness Group of Ontario (SCAGO).

Sickle Cell Awareness Group of Ontario also known as SCAGO is a member organization under the national umbrella of the Sickle Cell Disease Association of Canada.

It was established in 2005 to:

- Improve treatment and care received by patients living with SCD by providing better education about the disease to the medical and allied health professionals.
- Educate the community on SCD and sickle cell trait with the expected outcome of reducing the number of children born with the disease.
- Support those living with the disease by providing access to peer support group meetings, scholarships, learning for life seminars and advocating on their behalf with the Ontario Ministry of Health.

Sickle Cell Disease (SCD) or Sickle Cell Anaemia is a hereditary genetic disease characterized by the presence of abnormal crescent-shaped red blood cells. It affects Canadians of Asian, African, Mediterranean, Middle Eastern and Caribbean heritage. In 2005, it was estimated that over 2000 Ontarians are living with sickle cell disease and up to one in four from some specific cultural background carries the sickle cell trait. Most recent reports show that the incidence of SCD in Ontario is 1 in 2800 births (2015). Additionally, SCD predominantly affects ethnic minority populations with up to 25% of Canadians with ethnic roots in regions of the world traditionally affected by malaria and may carry the trait.

World Sickle Cell Day is observed on June 19 and has been recognized by the United Nation since 2008. On November 22, 2017, the Canadian government passed Bill S-211, enacting June 19th every year as "National Sickle Cell Awareness Day". World Sickle Cell Day was created to encourage global awareness and action to bring awareness through information,

activities and concern. Globally, SCD has been recognized as a huge public health problem and “one of the world’s foremost genetic diseases” (World Health Organization). According, to WHO there are nearly 100 million people throughout the world affected by SCD and 300 million people who carry the SCD trait.

We are requesting the City of Vaughan to recognize World Sickle Cell Day on June 19, 2021. Our missions below are aligned with the aim of World Sickle Cell Day health promotion campaigns:

- Increase public awareness of sickle cell disease
- The great importance of education on SCD and the importance of genetic testing. This *may* reduce the # of new births.
- Improved awareness will assist in patients realizing there is a community across Ontario
- To give hope, inspiration and empowerment to the individuals living with sickle cell disease.

We were very fortunate, in 2017, 2018 and 2019 to partner with the CN Tower, Exhibition Princess Gates, Niagara Falls, the City of Toronto, the City of Markham, City of Newmarket, City of Brampton, City of Mississauga, City of London, and many others to illuminate their landmarks. We found that there were a lot of people talking on social media platforms about the disease and requesting more information to help. We were also astounded by the amount of SCD patients who reached out to tell us the ways this initiative made them feel empowered and able to share their experiences with friends and co-workers. As we continue to find new ways to raise awareness and to dispel the stereotypes surrounding SCD, we push to recognize SCD patients who continue to live with the disease, as well as those who have lost their lives.

Thank you for taking the time to read this recognition request. If you have any further questions, please don’t hesitate to message me. I look forward to hearing from you.

Best Regards,

Ika Washington, MSc.  
Communications and Marketing, Manager  
Ph: 647-975-0250 | E: [communication@sicklecellanemia.ca](mailto:communication@sicklecellanemia.ca)

**Organization’s Information**

Website Address: [www.sicklecellanemia.ca](http://www.sicklecellanemia.ca)  
PH: 416-745-4267  
Charitable Registration #: 83332 0872 RR0001



## Committee of the Whole (2) Report

---

**DATE:** Wednesday, May 12, 2021

**WARD:** 5

**TITLE:** RENOVATION OF EXISTING HERITAGE HOUSE, AND REAR  
ADDITION AT 7714 YONGE STREET, THORNHILL HERITAGE  
CONSERVATION DISTRICT  
(TRANSMITTAL REPORT)

**FROM:**

Heritage Vaughan Committee

**ACTION:** DECISION

---

**Purpose**

To forward recommendations from the Heritage Vaughan Committee with respect to this matter.

**Report Highlights**

- This is a transmittal report from the City Clerk on behalf of the Heritage Vaughan Committee to bring forward recommendations to Committee of the Whole for consideration.

**Recommendations**

The Heritage Vaughan Committee forwards the following recommendation from its meeting of April 21, 2021 (Item 1, Report No. 4), for consideration:

- 1) That the recommendation contained in the report of the City Manager, dated March 24, 2021, be approved; and
- 2) That the report of the City Manager, dated April 21, 2021, be received.

*Heritage Vaughan, at its meeting March 24, 2021, recommended the following (Item 3, Report No. 3):*

- 1) That consideration of this matter be deferred to the Heritage Vaughan Committee meeting of April 21, 2021, to allow the applicant, staff and noted neighbours to deal with issues raised and report back.

Report Recommendation of the City Manager, dated March 24, 2021

THAT Heritage Vaughan Committee recommend Council approve the proposed adaptive reuse of the existing dwelling, and the new construction of a rear 2-storey addition located at 7714 Yonge Street under Section 42 of Ontario Heritage Act, subject to the following conditions:

- a) Any significant changes to the proposal by the Owner may require reconsideration by the Heritage Vaughan Committee, which shall be determined at the discretion of the Deputy City Manager, Planning & Growth Management.
- b) Heritage Vaughan Committee recommendations to Council do not constitute specific support for any Development Application under the Planning Act or permits currently under review or to be submitted in the future by the Owner as it relates to the subject application.
- c) The Applicant submit a finalized Stage 1 Conservation Plan to the satisfaction of Urban Design and Cultural Heritage Division prior to final Site Plan approval.
- d) The Applicant submit Stage 2 Conservation Plan drawings and specifications to the satisfaction of Urban Design and Cultural Heritage Division and Chief Building Officials prior to the issuance of a demolition permit.
- e) The Applicant submit Building Permit stage architectural drawings and building material specifications to the satisfaction of Urban Design and Cultural Heritage Division and Chief Building Official.

**Background**

At its meeting of April 21, 2021, the Heritage Vaughan Committee put forward recommendations for this application.

**Previous Reports/Authority**

N/A



### **Analysis and Options**

Recommendations from the Heritage Committee are being brought forward for consideration.

### **Financial Impact**

N/A

### **Broader Regional Impacts/Considerations**

N/A

### **Conclusion**

This report is submitted on behalf of the Heritage Vaughan Committee and seeks consideration of recommendation put forth.

**For more information**, please contact Todd Coles, City Clerk, Extension 8281

### **Attachments**

1. [Due to size of report and attachment here is the Link to the Heritage Vaughan Agenda for April 21, 2021 with respect to 7714 Yonge Street Report - Item 1](#)

### **Prepared by**

Adelina Bellisario,  
Council / Committee Administrator



## Committee of the Whole (2) Report

---

**DATE:** Wednesday, May 12, 2021

**WARD:** 3

**TITLE:** DE-LISTING FOR 11110 JANE STREET  
(TRANSMITTAL REPORT)

**FROM:**

Heritage Vaughan Committee

**ACTION:** DECISION

---

**Purpose**

To forward recommendations from the Heritage Vaughan Committee with respect to this matter.

**Report Highlights**

- This is a transmittal report from the City Clerk on behalf of the Heritage Vaughan Committee to bring forward recommendations to Committee of the Whole for consideration.

**Recommendations**

The Heritage Vaughan Committee forwards the following recommendation from its meeting of April 21, 2021 (Item 2, Report No. 4), for consideration:

- 1) That the recommendation contained in the report of the City Manager, dated April 21, 2021, be approved.

Recommendation of the City Manager, dated April 21, 2021:

THAT Heritage Vaughan recommend Council approve the proposed removal of the subject property from the Listing of Property of Architectural and Historical Significance, under Section 27(1.3) of the *Ontario Heritage Act*.

## **Background**

At its meeting of April 21, 2021, the Heritage Vaughan Committee put forward recommendations for this application.

## **Previous Reports/Authority**

N/A

## **Analysis and Options**

Recommendations from the Heritage Committee are being brought forward for consideration.

## **Financial Impact**

N/A

## **Broader Regional Impacts/Considerations**

N/A

## **Conclusion**

This report is submitted on behalf of the Heritage Vaughan Committee and seeks consideration of recommendation put forth.

**For more information**, please contact Todd Coles, City Clerk, Extension 8281

## **Attachments**

1. [Due to size of report and attachment here is the Link to the Heritage Vaughan Agenda for April 21, 2021 with respect to 11110 Jane Street Report - Item 2](#)

## **Prepared by**

Adelina Bellisario,  
Council / Committee Administrator

**CITY OF VAUGHAN**  
**REPORT NO. 4 OF THE**  
**EFFECTIVE GOVERNANCE AND OVERSIGHT TASK FORCE**  
*For consideration by the Committee of the Whole  
of the City of Vaughan  
on May 12, 2021*

---

The Effective Governance and Oversight Task Force met at 5:02 p.m., on April 14, 2021.

**ELECTRONIC PARTICIPATION**

Members Present: Councillor Tony Carella, Chair  
Councillor Alan Shefman, Vice-Chair  
Sam Florio  
Alfred Nataprawira  
Justin Rangooni  
Deven Sandhu  
Elliott Silverstein  
Vito Totino

Staff Present: Kathy Kestides, Director, Transformation and Strategy  
Wendy Law, Deputy City Manager, Administrative Services  
& City Solicitor  
Kevin Shapiro, Internal Auditor  
Michael Genova, Director, Corporate and Strategic  
Communications  
Rose Magnifico, Council / Committee Administrator

The following items were dealt with:

**1. REVIEW OF CITY OF VAUGHAN MANAGEMENT BY-LAW 100-2002**

The Effective Governance and Oversight Task Force advises Council:

- 1) That the discussion with respect to Management By-law 100-2002 was received.

**2. RESEARCH ON CITY MANAGER RECRUITMENT PRACTICES**

The Effective Governance and Oversight Task Force advises Council:

**REPORT NO. 4 OF THE EFFECTIVE GOVERNANCE AND OVERSIGHT  
TASK FORCE  
FOR CONSIDERATION BY THE COMMITTEE OF THE WHOLE  
OF THE CITY OF VAUGHAN ON MAY 12, 2021**

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- 1) That Attachment 2, memorandum from Christine Gianino, Chief Human Resources Officer, titled “Research on City Manager Recruitment Practices” and discussion with respect to the memorandum, was received.

**3. REPORT FOR DISCUSSION ON CITY OF VAUGHAN COMMITTEE STRUCTURE**

The Effective Governance and Oversight Task Force advises Council:

- 1) That Attachment 3, provided by the Alternate Committee Sub-Committee, titled “Report for Discussion on City of Vaughan Committee Structure” and discussion with respect to the document, was received.
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The meeting adjourned at 6:14 pm.

Respectfully Submitted,

Councillor Tony Carella, Chair

**CITY OF VAUGHAN**  
**REPORT NO. 4 OF THE**  
**DIVERSITY AND INCLUSION TASK FORCE**

*For consideration by the Committee of the Whole  
of the City of Vaughan  
on May 12, 2021*

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The Diversity and Inclusion Task Force met at 6:34 p.m., on April 15, 2021.

**ELECTRONIC PARTICIPATION**

**Present:**

**Council Members** Councillor Tony Carella, Chair  
Councillor Alan Shefman, Vice Chair

**Citizen Members** Alan Au-Yeung  
Amy Altwerger  
Aysha Anwar  
Barrie Goodman  
Darnell Thomas  
Drupati Maharaj  
Hannah Godefa  
Jennifer Solmes  
Jumol Royes  
Khizer Amin  
Maria Capulong  
Suhayb Shah  
Wendy Solis

**Also Present** Robert Davis, Partner, Tax & Chief Inclusion & Diversity Officer,  
KPMG Canada

**Staff Present** Zincia Francis, Diversity and Inclusion Officer  
Warren Rupnarain, Accessibility and Diversity Coordinator  
Lisa McDonough, Dy. CEO, Customer Experience, VPL  
Michael Genova, Director, Corporate and Strategic Communications  
Meghan Ferguson, Legal Counsel, Labour & Employment  
Raphael Costa, Director, Economic and Cultural Development  
Ashley Travassos, Manager, Tourism, Arts & Cultural Development  
Mirella Tersigni, Creative and Cultural Officer  
Cassandra Cleveland, Coordinator, Communications and  
Administration  
John Britto, Council / Committee Administrator

**REPORT NO. 4 OF THE DIVERSITY AND INCLUSION TASK FORCE  
FOR CONSIDERATION BY COMMITTEE OF THE WHOLE, MAY 12, 2021**

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The following items were dealt with:

**1. PROMOTING DIVERSITY AND INCLUSION IN A CORPORATE  
(ALBEIT MUNICIPAL) SETTING**

**The Diversity and Inclusion Task Force advises Council:**

- 1) That the presentation by Robert Davis, Partner, Tax & Chief Inclusion & Diversity Officer, KPMG Canada, and C2 presentation material titled “*KPMG – Inclusion & Diversity*” was received.**

**2. ECONOMIC AND CULTURAL DEVELOPMENT –  
PROGRAMS AND SERVICES**

**The Diversity and Inclusion Task Force advises Council:**

- 1) That the presentation by the Director of Economic and Cultural Development, and the Creative and Cultural Officer, and C1 presentation material titled “*Economic and Cultural Development – Programs and Services*” was received.**

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The meeting adjourned at 8:24 p.m.

Respectfully submitted,

Councillor Tony Carella, Chair



**CITY OF VAUGHAN  
REPORT NO. 4 OF THE  
HERITAGE VAUGHAN COMMITTEE**

*For consideration by the Committee of the Whole  
of the City of Vaughan  
on May 12, 2021*

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The Heritage Vaughan Committee met at 7:01 p.m., on April 21, 2021.

<u>Members Present</u>	<u>Electronic Participation</u>
Giacomo Parisi, Chair	X
Antonella Strangis, Vice Chair	X
Sandra Colica	X
Diana Hordo	X
Councillor Marilyn Iafrate	X
Waseem Malik	X
Riccardo Orsini	X
Shira Rocklin	X
John Senisi	X
Councillor Alan Shefman	X

Staff Present:

Rob Bayley, Manager of Urban Design & Cultural Heritage	X
Nick Borcescu, Senior Heritage Planner	X
Katrina Guy, Cultural Heritage Co-ordinator	X
Adelina Bellisario, Council / Committee Administrator	X

The following items were dealt with:

**1. RENOVATION OF EXISTING HERITAGE HOUSE, AND REAR  
ADDITION AT 7714 YONGE STREET, THORNHILL HERITAGE  
CONSERVATION DISTRICT (REFERRED)**

**The Heritage Vaughan Committee recommended that the following  
recommendation be forwarded to Council for approval:**

- 1) That the recommendation contained in the report of the City Manager, dated March 24, 2021, be approved; and**
- 2) That the report of the City Manager, dated April 21, 2021, be received.**

**REPORT NO. 4 OF THE HERITAGE VAUGHAN COMMITTEE FOR  
CONSIDERATION BY THE COMMITTEE OF THE WHOLE,  
MAY 12, 2021**

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**The Heritage Vaughan Committee advises Council:**

- 1) That the following comments and Communications were received:**
  - 1. Ms. Deborah Alexander, Alexander Planning Inc., Gunning Crescent, Tottenham, and Communication C1, dated April 13, 2021 and C3, on behalf of the applicant;**
  - 2. Mr. Barry Nelson, Society for the Preservation of Thornhill, Royal Orchard Boulevard, Thornhill;**
  - 3. Mr. Azam Khan, Yonge Street, Thornhill and Communication C6, presentation material;**
  - 4. Ms. Valerie Burke, Colborne Street, Thornhill and Communication C5, dated April 21, 2021;**
  - 5. Mr. Sonny Goldstein, Elizabeth Street, Thornhill and Communication C2; and**
- 2) That Communications C4 from Mr. Adam Birrell, The Society for the Preservation of Historic Thornhill (SPOHT), dated April 20, 2021, was received:**

**Recommendations**

Heritage Vaughan, at its meeting March 24, 2021, recommended the following (Item 3, Report No. 3):

- 1) That consideration of this matter be deferred to the Heritage Vaughan Committee meeting of April 21, 2021, to allow the applicant, staff and noted neighbours to deal with issues raised and report back; and**
- 2) That the following comments and Communications were received:**
  - 1. Mr. Azam Khan, Yonge Street, Thornhill and Communication C2, presentation material;**
  - 2. Mr. Michael Scott, Michael Scott Architect Inc., Delaware Avenue, Toronto, on behalf of the applicant;**
  - 3. Karolina and Igor Kataev, Old Jane Street, Thornhill;**
  - 4. Mr. Sonny Goldstein, Elizabeth Street, Thornhill;**
  - 5. Ms. Valerie Burke, Colborne Street, Thornhill and Communication C3, presentation material;**
  - 6. Mr. Adam Birrell, The Society for the Preservation of Historic Thornhill (SPOHT), Royal Orchard Blvd., Thornhill and Communication C4, dated March 24, 2021, and**

**REPORT NO. 4 OF THE HERITAGE VAUGHAN COMMITTEE FOR  
CONSIDERATION BY THE COMMITTEE OF THE WHOLE,  
MAY 12, 2021**

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7. Mr. Barry Nelson, The Society for the Preservation of Historic Thornhill (SPOHT), Royal Orchard Blvd., Thornhill.

Report of the City Manager, dated March 24, 2021

THAT Heritage Vaughan Committee recommend Council approve the proposed adaptive reuse of the existing dwelling, and the new construction of a rear 2-storey addition located at 7714 Yonge Street under Section 42 of *Ontario Heritage Act*, subject to the following conditions:

- a. Any significant changes to the proposal by the Owner may require reconsideration by the Heritage Vaughan Committee, which shall be determined at the discretion of the Deputy City Manager, Planning & Growth Management.
- b. Heritage Vaughan Committee recommendations to Council do not constitute specific support for any Development Application under the *Planning Act* or permits currently under review or to be submitted in the future by the Owner as it relates to the subject application.
- c. The Applicant submit a finalized Stage 1 Conservation Plan to the satisfaction of Urban Design and Cultural Heritage Division prior to final Site Plan approval.
- d. The Applicant submit Stage 2 Conservation Plan drawings and specifications to the satisfaction of Urban Design and Cultural Heritage Division and Chief Building Officials prior to the issuance of a demolition permit.
- e. The Applicant submit Building Permit stage architectural drawings and building material specifications to the satisfaction of Urban Design and Cultural Heritage Division and Chief Building Official.

**2. DE-LISTING FOR 11110 JANE STREET**

**The Heritage Vaughan Committee recommended that the following recommendation be forwarded to Council for approval:**

- 1) **That the recommendation contained in the report of the City Manager, dated April 21, 2021, be approved.**

**Recommendations**

1. THAT Heritage Vaughan recommend Council approve the proposed removal of the subject property from the Listing of Property of Architectural and Historical Significance, under Section 27(1.3) of the *Ontario Heritage Act*.

**REPORT NO. 4 OF THE HERITAGE VAUGHAN COMMITTEE FOR  
CONSIDERATION BY THE COMMITTEE OF THE WHOLE,  
MAY 12, 2021**

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**3. KLEINBURG-NASHVILLE HERITAGE CONSERVATION DISTRICT  
PLAN PHASE 2 UPDATE – PRESENTATION OF THE DRAFT PLAN**

**The Heritage Vaughan Committee advises Council:**

- 1) That the recommendation contained in the report of the City Manager, dated April 21, 2021, be approved; and**
- 2) That the presentation by Ms. Melissa Kosterman, Dillon Consulting Limited, North Service Road West, Oakville and Mr. David Eckler, AREA, Architects Rasch Eckler Associates Ltd., Lola Road, Toronto, be received.**

**Recommendations**

- 1. That the information outlined in this report and the consultant presentation on the proposed draft Plan of the Kleinburg-Nashville Heritage Conservation District Plan Update, set out in Attachment 1, be RECEIVED.**
- 

The meeting adjourned at 8:49 p.m.

Respectfully submitted,

Giacomo Parisi, Chair

**CITY OF VAUGHAN  
REPORT NO. 4 OF THE  
OLDER ADULT TASK FORCE**

*For consideration by the Committee of the Whole  
of the City of Vaughan  
on May 12, 2021*

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The Older Adult Task Force met at 3:00 p.m., on April 26, 2021.

**ELECTRONIC PARTICIPATION**

Present:

<b>Members</b>	Regional Councillor Mario Ferri, Chair Gerry O'Connor, Vice Chair Dr. Adriana Shnall Belinda Marchese Bernard Lo Darlene Share Jitu Pancholi
<b>York Region Representative</b>	Janet Rurak, Program Manager, York Region Seniors Strategy
<b>Others</b>	Jodi Ball, J Consulting Group Cassandra Vink, J Consulting Group Karen Sabzali, J Consulting Group
<b>Staff</b>	Robert Braid, Recreation Manager, Community Centres Viviana Precopi, Manager, Special Projects, Community Services Lisa McDonough, Dy CEO, Customer Experience, Vaughan Public Libraries Michael Genova, Director, Corporate and Strategic Communications Jennifer Ormston, Senior Manager, Corporate Communications and Engagement David Di Benedetto, Manager, Marketing and Creative Services Margie Chung, Manager of Traffic Engineering Jessica Stronghill, Stakeholder and Community Engagement Specialist Justin Gaul, Communications Specialist, Media and Social Media Cassandra Cleveland, Coordinator, Communications and Administration Warren Rupnarain, Accessibility and Diversity Coordinator John Britto, Council / Committee Administrator

**REPORT NO. 4 OF THE OLDER ADULT TASK FORCE  
FOR CONSIDERATION BY THE COMMITTEE OF THE WHOLE, MAY 12, 2021**

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The following items were dealt with:

**1. AGE FRIENDLY COMMUNICATION PLAN**

The Older Adult Task Force advises Council:

- 1) That the presentation by the Senior Manager, Corporate Communications and Engagement, and C1, presentation material titled “*Communications Overview – Age-Friendly Community Action Plan*”, was received.

**2. AGE-FRIENDLY COMMUNITY ACTION PLAN – UPDATE**

The Older Adult Task Force advises Council:

- 1) That the presentation by Jodi Ball and Cassandra Vink, J. Consulting Group, Oakville was received; and
  - 2) That the comments from members of the Task Force were received.
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The meeting adjourned at 4:30 p.m.

Respectfully submitted,

Regional Councillor Mario Ferri, Chair

**CITY OF VAUGHAN  
REPORT NO. 2 OF THE  
AUDIT COMMITTEE**

***For consideration by the Committee of the Whole  
of the City of Vaughan  
on May 12, 2021***

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The Audit Committee met at 10:01 a.m., on April 27, 2021.

**ELECTRONIC PARTICIPATION**

**MEMBERS PRESENT**

Council Members:      Regional Councillor Gino Rosati, Chair  
                                 Councillor Alan Shefman, Vice-Chair  
                                 Councillor Sandra Yeung Racco  
                                 Councillor Rosanna DeFrancesca

Citizen Members:      John Glicksman  
                                 Genevieve Grenier

Guests Present:        Kevin Travers, KPMG

Staff Present:          Kevin Shapiro, Internal Auditor  
                                 Todd Coles, City Clerk  
                                 Jim Harnum, City Manager  
                                 Michael Coroneos, Deputy City Manager, Corporate Services,  
                                 City Treasurer and Chief Financial Officer  
                                 Nick Spensieri, Deputy City Manager, Infrastructure  
                                 Development  
                                 Stefan Tzianetas, Director, PMO  
                                 Stephen Spracklin, Director of Legal Services  
                                 Dave Merriman, Director, Facility Management  
                                 Mike Petrilli, Audit Project Manager  
                                 Isabel Leung, Deputy City Clerk  
                                 Jack Graziosi, Director, Infrastructure Delivery  
                                 Nancy Yates, Controller, Financial Services  
                                 Dean Ferraro, Director of Financial Services, Deputy City  
                                 Treasurer  
                                 Rose Magnifico, Council/Committee Administrator

The following items were dealt with:

**REPORT NO. 2 OF THE AUDIT COMMITTEE  
FOR CONSIDERATION BY THE COMMITTEE OF THE WHOLE  
OF THE CITY OF VAUGHAN ON MAY 12, 2021**

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**1. PRESENTATION FROM KPMG – UNDERSTANDING MUNICIPAL FINANCIAL REPORTING**

The Audit Committee advises Council:

- 1) That the presentation by Kevin Travers, KPMG, and presentation material titled “Understanding Municipal Financial Reporting”, was received.

**2. CONSTRUCTION AUDIT OF FIRE STATION 7-4: PHASE 3**

The Audit Committee advises Council:

- 1) That the recommendation contained in the report of the Director of Internal Audit, dated April 27, 2021, was approved; and
- 2) That the presentation by the Director of Internal Audit, the Deputy City Manager, Infrastructure Development, and the Director, PMO, and presentation material titled “Construction Audit of Fire Station 7-4: Phase 3”, was received.

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The meeting adjourned at 11:18 a.m.

Respectfully Submitted,

Regional Councillor Gino Rosati, Chair



**CITY OF VAUGHAN  
REPORT NO. 2 OF THE  
ACCESSIBILITY ADVISORY COMMITTEE**

*For consideration by the Committee of the Whole  
of the City of Vaughan  
on May 12, 2021*

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The Accessibility Advisory Committee met at 7:05 p.m., on April 27, 2021.

**ELECTRONIC MEETING**

Present:

- |                |   |
|----------------|---|
| <b>Members</b> | Regional Councillor Linda D. Jackson, Chair<br>Brenndon Goodman, Vice Chair<br>Nancy Camilli<br>Olumuyiwa Olorunfemi<br>Paresh Jamnadas<br>Pat Acquisto<br>Yasmin Bhabha  |
| <b>Staff</b>   | Zincia Francis, Diversity and Inclusion Officer<br>Warren Rupnarain, Accessibility & Diversity Coordinator<br>Alessandra Pompeo, Communications Advisor (External and Website Content Management)<br>John Britto, Council/Committee Administrator |

The following items were dealt with:

**1. TERMINATION OF MEMBERSHIP**

**The Accessibility Advisory Committee advises Council:**

- 1) That the membership of Sandra Longo was terminated due to lack of attendance; and**
- 2) That Council was requested to provide direction to staff with respect to filling the vacancy, utilizing the most cost-effective method/s possible.**

**REPORT NO 2 OF THE ACCESSIBILITY ADVISORY COMMITTEE FOR  
CONSIDERATION BY THE COMMITTEE OF THE WHOLE, MAY 12, 2021**

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**2. NATIONAL ACCESSABILITY WEEK**

The Accessibility Advisory Committee advises Council:

- 1) That the discussion with respect to the above was received.

**3. INTERNATIONAL DAY OF PERSONS WITH DISABILITIES**

The Accessibility Advisory Committee advises Council:

- 1) That the Accessibility Champion Awards was included as part of the annual International Day of Persons with Disabilities event; and
- 2) That staff was requested to bring forward at the next Accessibility Advisory Committee meeting the existing categories, and the possibility of adding three more categories of Accessibility Champion Awards for:
  - i. Non-profit Community Organization
  - ii. Youth Under 18 years of age and
  - iii. Organization that provided outstanding COVID-19 response/support.

**4. NEW BUSINESS – PRESENTATION BY BY-LAW AND COMPLIANCE, LICENSING AND PERMIT SERVICES**

The Accessibility Advisory Committee advises Council:

- 1) That the Director of By-law and Compliance, Licensing and Permit Services or delegate was requested to make a presentation at the next Accessibility Advisory Committee meeting.
- 

The meeting adjourned at 7:45 p.m.

Respectfully submitted,

Regional Councillor Linda Jackson, Chair