

Committee of the Whole (1) Report

DATE: Tuesday, April 01, 2025

WARD(S): ALL

TITLE: CANADA PUBLIC TRANSIT FUND – PROPOSED HOUSING SUPPLY AND AFFORDABILITY ACTION PLAN, JOINT GRANT SUBMISSION FOR JANE STREET BUS RAPID TRANSIT

FROM:

Vince Musacchio, Interim Deputy City Manager, Planning, Growth Management and Housing Delivery

ACTION: DECISION

Purpose

To provide an overview of the Housing, Infrastructure and Communities Canada – Canada Public Transit Fund (CPTF), a new funding program intended to deliver future transit projects. The CPTF requires a commitment to increase the supply of housing and affordability to ensure the creation of transit-supportive, complete communities. Staff are seeking Council endorsement of the proposed Housing Supply & Affordability Action Plan and direction to continue supporting the joint grant application to the CPTF.

Report Highlights

- Housing, Infrastructure and Communities Canada has introduced a new funding program starting in 2026-2027 called the Canada Public Transit Fund (CPTF).
- The CPTF represents a \$30 billion investment over ten years and is focused on expanding public transit, with funding beginning in 2026.
- York Region Rapid Transit Corporation (YRTCC) in partnership with the Ministry of Transportation is preparing to submit an Integrated Regional Plan to the CPTF and has identified the Jane Street Bus Rapid Transit Corridor and the Highway 7 East Bus Rapid Transit Corridor in the cities of Vaughan and Markham respectively as candidate projects.
- Policy Planning and Special Programs staff have developed a proposed Housing Supply & Affordability Policy Action Plan in collaboration with YRRTC for this funding application that will aim to increase housing supply and affordability on the Jane Street corridor.

Recommendations

1. THAT Council endorse the proposed Housing Supply & Affordability Action Plan provided in Attachment 1; and
2. THAT Council direct City staff to continue to work with the York Region Rapid Transit Corporation in refining the justification for the Jane Street Bus Rapid Transit project in support of the Ministry of Transportation Integrated Regional Plan submission under the Canada Public Transit Fund.

Background

Federal Metro-Region Agreements will allocate funds to improve transit service between provinces and transit providers that have the largest public transit networks.

Housing, Infrastructure and Communities Canada (HICC), formerly known as Infrastructure Canada, is administering the Canada Public Transit Fund (CPTF), which is intended to provide long-term funding for public transit projects nationwide. The CPTF represents a \$30 billion investment over ten years and is focused on expanding public transit, with funding beginning in 2026. The Ministry of Transportation is preparing the Greater Golden Horseshoe Metro-Region Agreement Integrated Regional Plan to submit to the HICC under the new CPTF.

The Ministry of Transportation is working with several transit authorities in the Greater Golden Horseshoe to support the grant application including York Region Rapid Transit Corporation (YRRTC). In preparing the grant application, the Jane Street Bus Rapid Transit (BRT) Corridor in the City of Vaughan and the Highway 7 East BRT Corridor in the City of Markham have been identified as two priority projects eligible for this funding program. The Jane Street BRT is identified as a future project in Metrolinx's 2041 Regional Transportation Plan and Jane Street is identified as a Regional Transportation Corridor in the Vaughan Official Plan, 2010, on Schedule 10 'Major Transit Network'. As led by YRRTC, a Transit and Rail Project Assessment Process is currently underway for the Jane Street Corridor.

The Cities of Vaughan and Markham are providing inputs into the grant application through the development of individual Housing Supply & Affordability (HSA) Action Plans. City of Vaughan Policy Planning and Special Programs staff have prepared a proposed HSA Action Plan for Vaughan in collaboration with YRRTC. The proposed HSA Action Plan commits to 12 actions that meet the objectives of the CPTF criteria related to increasing new housing supply, providing for greater housing affordability, increasing access to jobs and amenities, as well as increasing suitable housing for families within transit-supportive communities on the Jane Street Corridor.

A successful application to the CPTF would establish the long-term funding necessary to design, construct and operate BRT service along the Jane Street Corridor from Highway 7 to the south to Major Mackenzie Drive to the north. A more diverse and

efficient transportation system will result in greater network capacity, producing faster, more seamless trips for residents, businesses and goods. As of December 2024, Vaughan is home to approximately 354,000 residents and as the largest economy in York Region supports nearly 20,000 businesses employing more than 220,000 workers. The expansion of the BRT will be a catalyst for additional housing supply, including affordable options and will ensure the City is able to meet future population and economic growth.

Previous Reports/Authority

- February 14, 2023 – Committee of the Whole (2) [staff report](#): Municipal Housing Target and Municipal Housing Pledge, More Homes Built Fast Act, 2023
- May 7, 2024 – Committee of the Whole (1) [staff report](#): Vaughan Official Plan Review Update Report.
- September 17, 2024 – Committee of the Whole (2) [Member's Resolution](#): Making Housing More Affordable in Vaughn
- November 12, 2024 - Committee of the Whole (2) [staff report](#): Development Charges Reduction Options – Response to Member's Resolution

Analysis and Options

City Staff are working collaboratively with YRRTC Staff to support the grant application submission to Housing, Infrastructure and Communities Canada.

The basis of the City of Vaughan's proposed HSA Action Plan lies in a multi-pronged approach to accelerate the supply of housing and improve affordability near transit services. The actions identified through the proposed HSA Action Plan include a commitment to complete a range of studies that concern land use planning, transportation, and housing analysis. Included in these studies are implementation measures to realize land use planning visions developed through secondary plans, transportation-based plans, and the mechanisms and incentives necessary to securing affordable units and last-mile solutions.

A comprehensive approach to planning for the Jane Street Corridor will ensure that this corridor develops as a well-connected community served by higher-order transit. Housing-related planning tools and incentives implemented through the proposed HSA Action Plan are intended to increase housing supply within the corridor while maintaining a balanced approach to future development with greater recognition of housing affordability.

It is through the proposed HSA Action Plan that the City will:

- Analyze travel behaviors of future travelers along the Jane Street Corridor through the Central Vaughan Transportation Study;
- Review and analyze transit-supportive growth within strategic growth areas;
- Complete a Housing Needs Assessment and implement Council supported incentives and policies identified through the City's Housing Strategy;

- Consider establishing an Inclusionary Zoning program as provided for in the draft Official Plan, which will be explored through the Housing Strategy;
- Provide innovative incentives for new and existing business owners to increase connectivity to address last-mile issues and support greater housing options as identified through the Community Improvement Plan Study; and
- Explore the feasibility of implementing a Community Planning Permit System (CPPS) for the Jane Street corridor, to consider a wide range of housing options including matters of housing affordability through the development application process.

The Community Planning Permit System is a land use planning tool that can speak to a wide range of matters including housing options

The Community Planning Permit System (CPPS) is a land-use planning tool that provides an alternative to the current planning approval process. It combines three separate planning application processes of Zoning By-law Amendments, Minor Variances, and Site Plan applications, into one application submission and approval mechanism.

Like a Zoning By-law, a CPPS By-law identifies permitted uses and, minimum and maximum development standards for a site or area. However, a CPPS By-law can set conditions to ensure future development meets those standards as well as additional conditions for planning applications requesting variances from these standards. Conditions might include infrastructure requirements, community contributions, and environmental impact mitigation among others.

Section 70.2 of the *Planning Act* and Ontario Regulation 173/16 requires provisions authorizing the implementation of a CPPS to be outlined in an Official Plan prior to passing a bylaw under section 34.

The Planning Act policies speak to the components that a CPPS bylaw must contain prior to Council approval, however, there are no conditions to what the CPPS may or may not be applied to.

- 3. (1) *The council shall not pass a community planning permit by-law for any area in the municipality unless, before the passing of the by-law, the official plan in effect in the municipality,***
- (a) identifies the area as a proposed community planning permit area;*
 - (b) sets out the scope of the authority that may be delegated and any limitations on the delegation, if the council intends to delegate any authority under the community planning permit by-law; and*
 - (c) for each proposed community planning permit area identified under clause (a),*
 - (i) contains a statement of the municipality's goals, objectives and policies in proposing a community planning permit system for the area,*
 - (ii) sets out the types of criteria that may be included in the community planning permit by-law for determining whether any class of development or any use of land may be permitted by community planning permit, and*

(iii) sets out the types of conditions that may be included in the community planning permit by-law in accordance with clause 4 (2) (i) and subsections 4 (4), (5) and (6).

Section 3 (4), does speak to additional information that may be included into an Official Plan which allows for a municipality to exempt any class of development from a CPPS bylaw only if that class is defined in Official Plan policy.

(4) The official plan may,

(a) set out information and materials that are required, in addition to those set out in Schedule 1, in an application for a community planning permit; and

(b) exempt any class of development or any use of land from any of the requirements of Schedule 1, but only if the official plan sets out what information and materials are to be provided in an application that falls within that class or use.

The draft Vaughan Official Plan 2025 includes policies on a CPPS.

The City is undertaking a number of housing-related initiatives to address housing affordability in the City of Vaughan.

The strength of the City's proposed HSA Action Plan is that it is supported by a series of ongoing City-wide housing-related initiatives. These include the Vaughan Transportation Plan 2023, Vaughan Pedestrian and Bicycle Master Plan 2020, Draft Vaughan Official Plan 2025, Housing Strategy Study 2025, DC policy changes (Surety Bonds, DC Reimbursement and Credit Policy, and DC rate reduction and deferral), and the Community Improvement Plan Study 2025.

If the CPTF application is successful, the implementation of Vaughan's proposed HSA Action Plan will include the development of key performance metrics that will monitor the supply and mix of housing across the corridor.

Financial Impact

If YRRTC and MTO are successful in obtaining the CPTF federal transit funding, all funds will be allocated to YRRTC via the Jane Street/Highway 7 East BRT projects.

The majority of Vaughan's proposed HSA Action Plan initiatives relate to ongoing studies at the City that have existing approved funding sources like the CIP and Housing Strategy. However, additional costs may be required through future budget requests to financially support any recommended incentives that are brought forward through the completion of those studies and approved by Council. In addition, a future budget request would be required for the CPPS Study.

Broader Regional Impacts/Considerations

The Ministry of Transportation is preparing an Integrated Regional Plan in collaboration with all partner governments and transit agencies including YRRTC. As the public transportation service provider in York Region, YRRTC is leading the submission to the CPTF with input from the Cities of Vaughan and Markham. If successful, YRRTC will be responsible for the design, build and operation of these new BRT systems. The City of Vaughan continues to work with York Region and YRTCC to address matters related to

infrastructure and servicing that are essential to support residential growth along the Jane Street corridor.

Conclusion

The City of Vaughan has been offered an opportunity to participate in the preparation of a multi-regional transit-supportive submission to secure funding for the Jane Street Bus Rapid Transit. As the City's contribution to the joint submission, the proposed commitments within the proposed HSA Action Plan have been chosen to increase housing supply and affordability over a minimum 10-year horizon through comprehensive planning and implementation measures. Federal funding for transit improvement projects is critical to financing the Jane Street BRT which is essential in connecting current and future residents to housing, jobs and services along the Jane Street Corridor and beyond.

For more information, please contact Christine Lee, Senior Planner, at extension 3611.

Attachment

1. Vaughan's proposed Housing Supply & Affordability Action Plan

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