

Proposed 2051 Forecast and Land Needs Assessment

Communication : C 103
Committee of the Whole (2)
May 12, 2021
Agenda Item # 8

Presented to
VAUGHAN COMMITTEE OF THE WHOLE

Presented by
Paul Bottomley
Manager, Policy, Research, and Forecasting

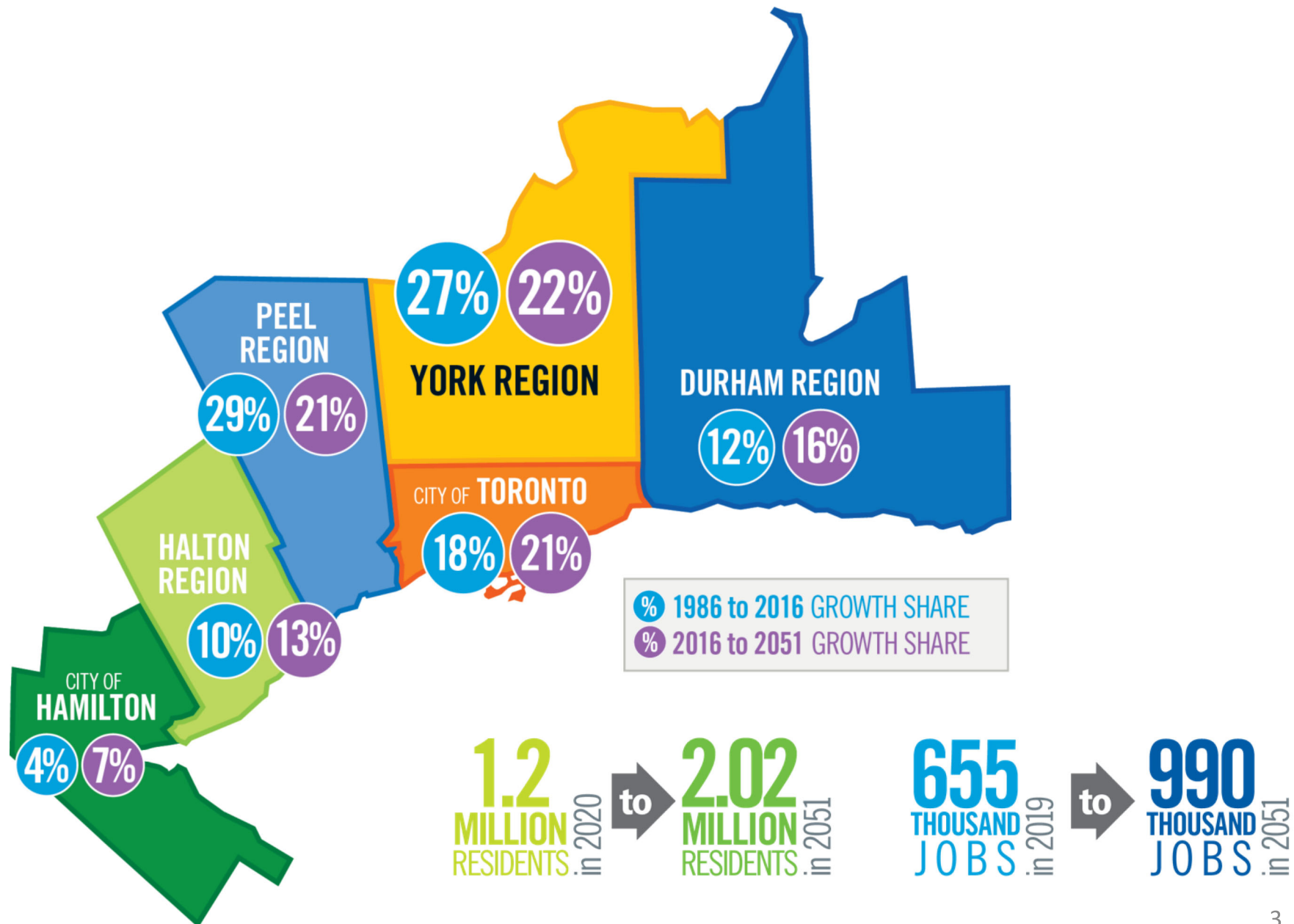
May 12, 2021



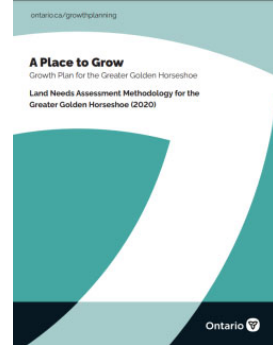
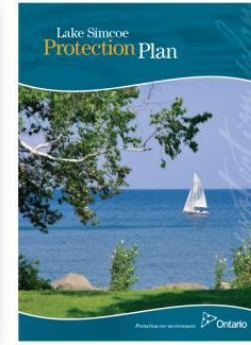
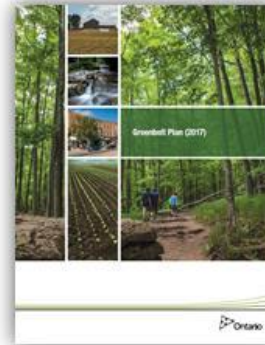
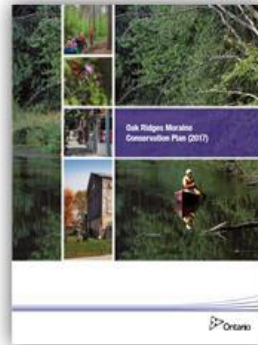
Objectives

1. Provincial Forecast & Land Needs Assessment results
2. Proposed urban expansion mapping
3. Forecasts by local municipality
4. Integrated Growth Management
5. Next Steps

Province Anticipates York Region to Attract Highest Share of Growth in the Greater Toronto and Hamilton Area



York Region is Required to Conform to Provincial Plans



Mandated Provincial Land Needs Assessment Methodology
is used to determine urban land needs

Growth Plan Sets Key Growth Targets

- Planning to 2051
- Minimum Intensification target of 50%
- Minimum Designated Greenfield Area density target of 50 residents and jobs per hectare
- Emphasis on "market based" approach

Key inputs in Provincial Land Needs Assessment methodology result in urban expansion needs

2051 Provincial Land Needs Assessment Results

Need for 2,300 Ha of Community land

- 276,000 new units required
- Minimum 50% intensification target (138,000 units)
- DGA demand-supply analysis determines need for urban expansion

Need for 1,100 Ha of Employment land

- 345,000 new jobs required
- Growth in knowledge based, transportation/ warehousing industries
- Assumed COVID-19 will not impact long term forecast
- Employment area demand-supply analysis determines land need

York Region Well Positioned to Meet 50% Intensification Target



INTENSIFICATION SUPPORTS

\$3.2 BILLION
INVESTED BUS RAPID TRANSIT
and SPADINA SUBWAY EXTENSION

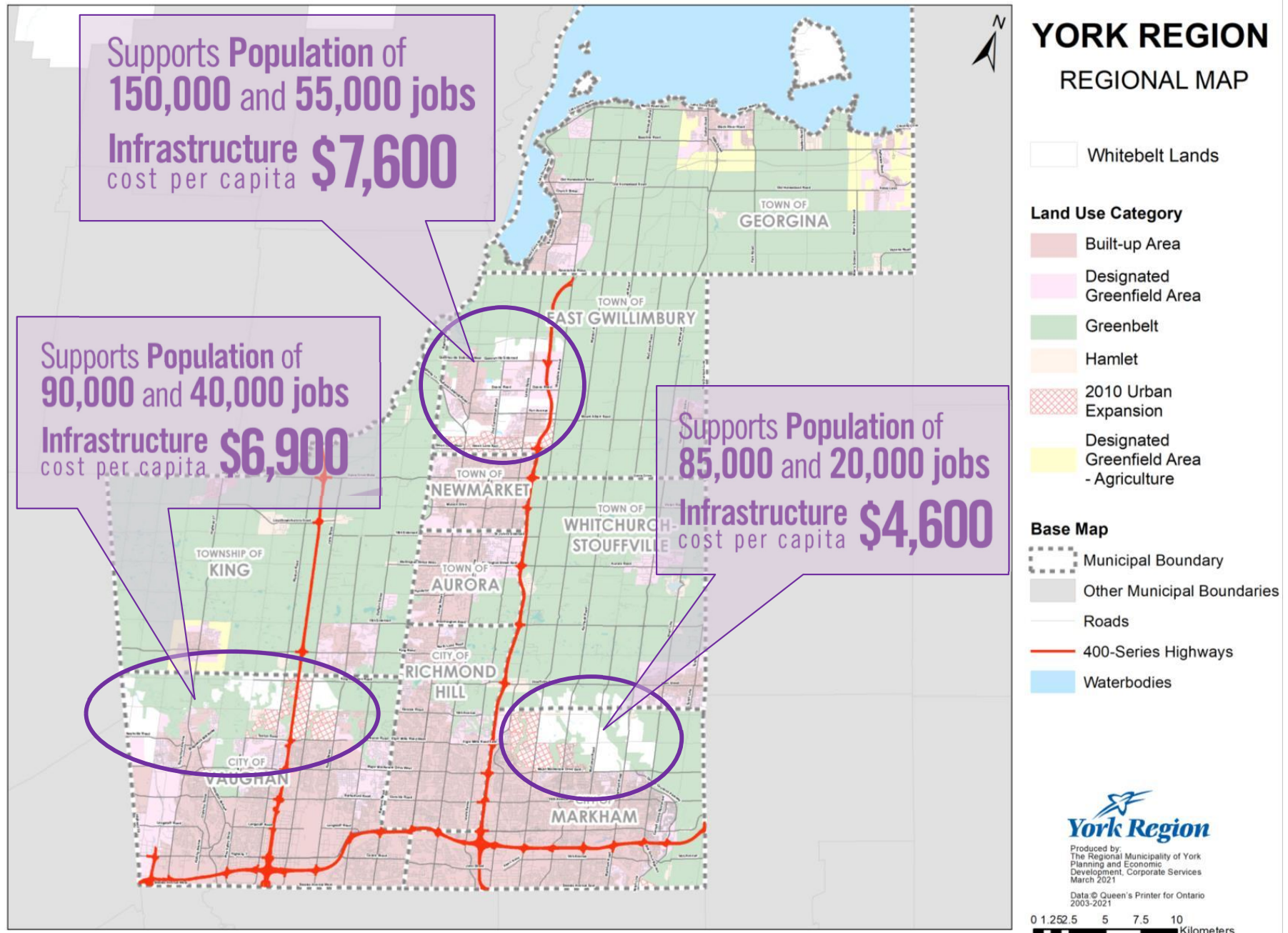


\$5.6 BILLION
YONGE SUBWAY EXTENSION

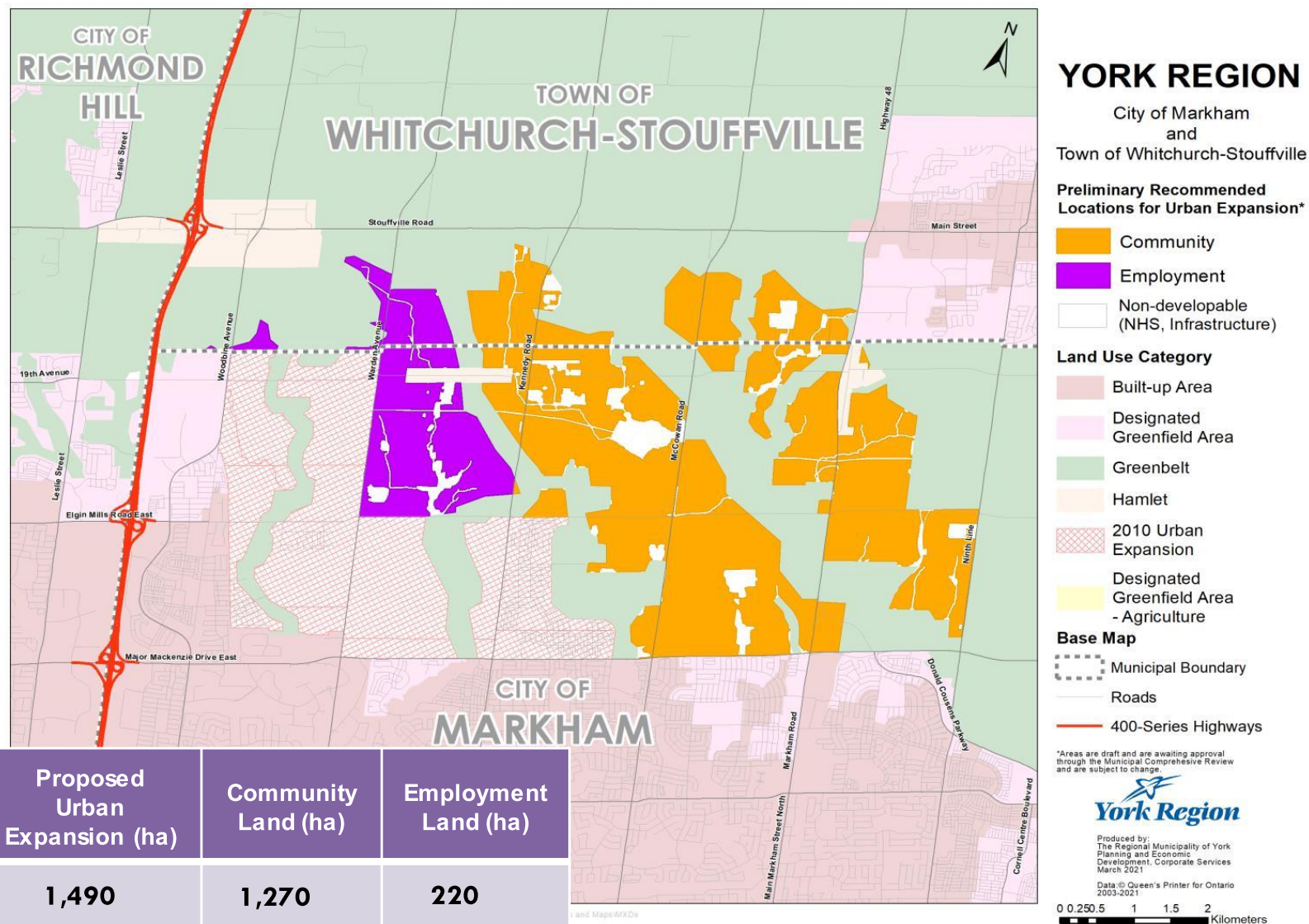
POTENTIAL for **700,000** PEOPLE and JOBS
in **MAJOR TRANSIT STATION AREAS**

Watson identifies that 50% intensification is appropriate

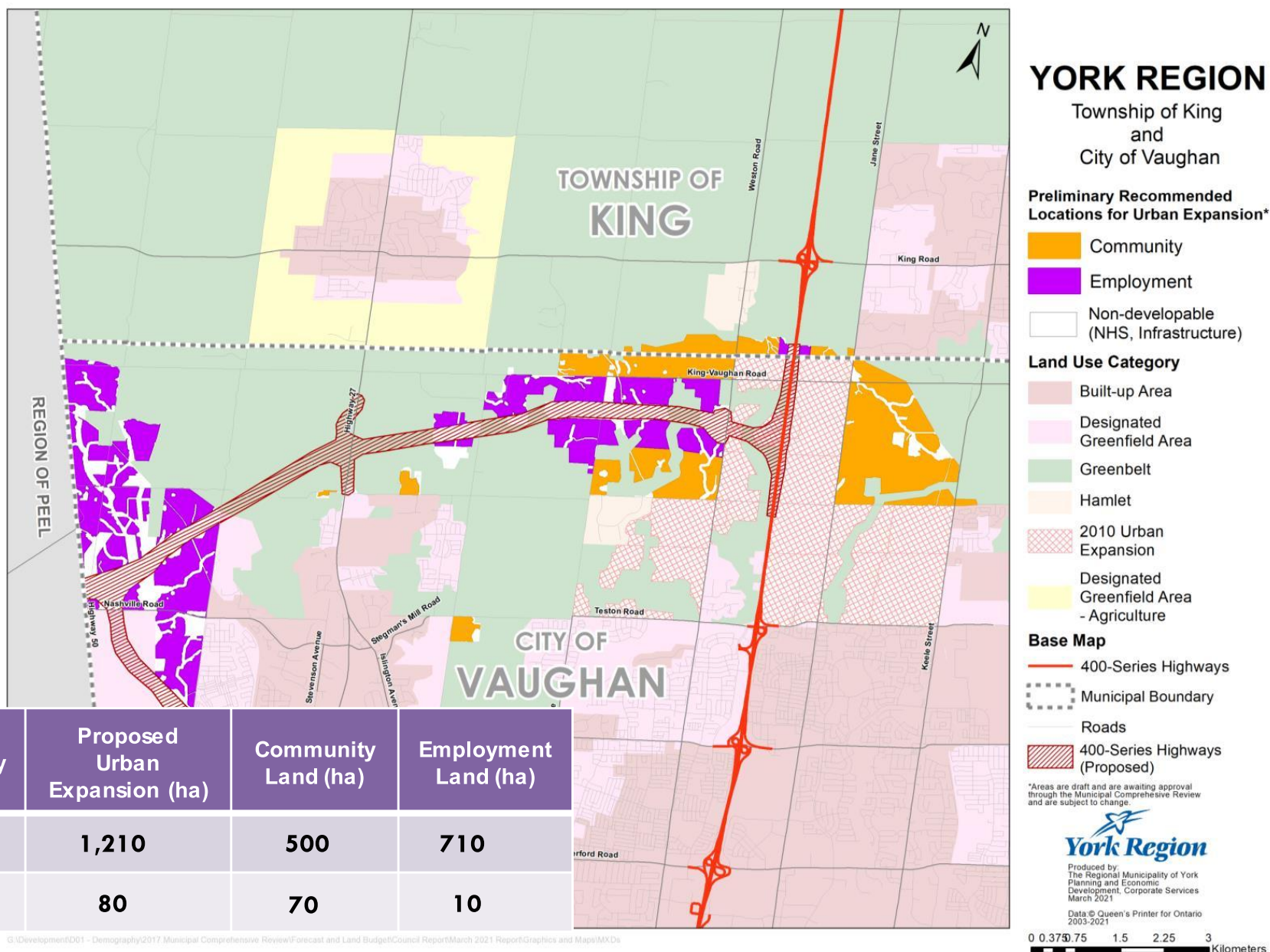
Whitebelt Area Considerations



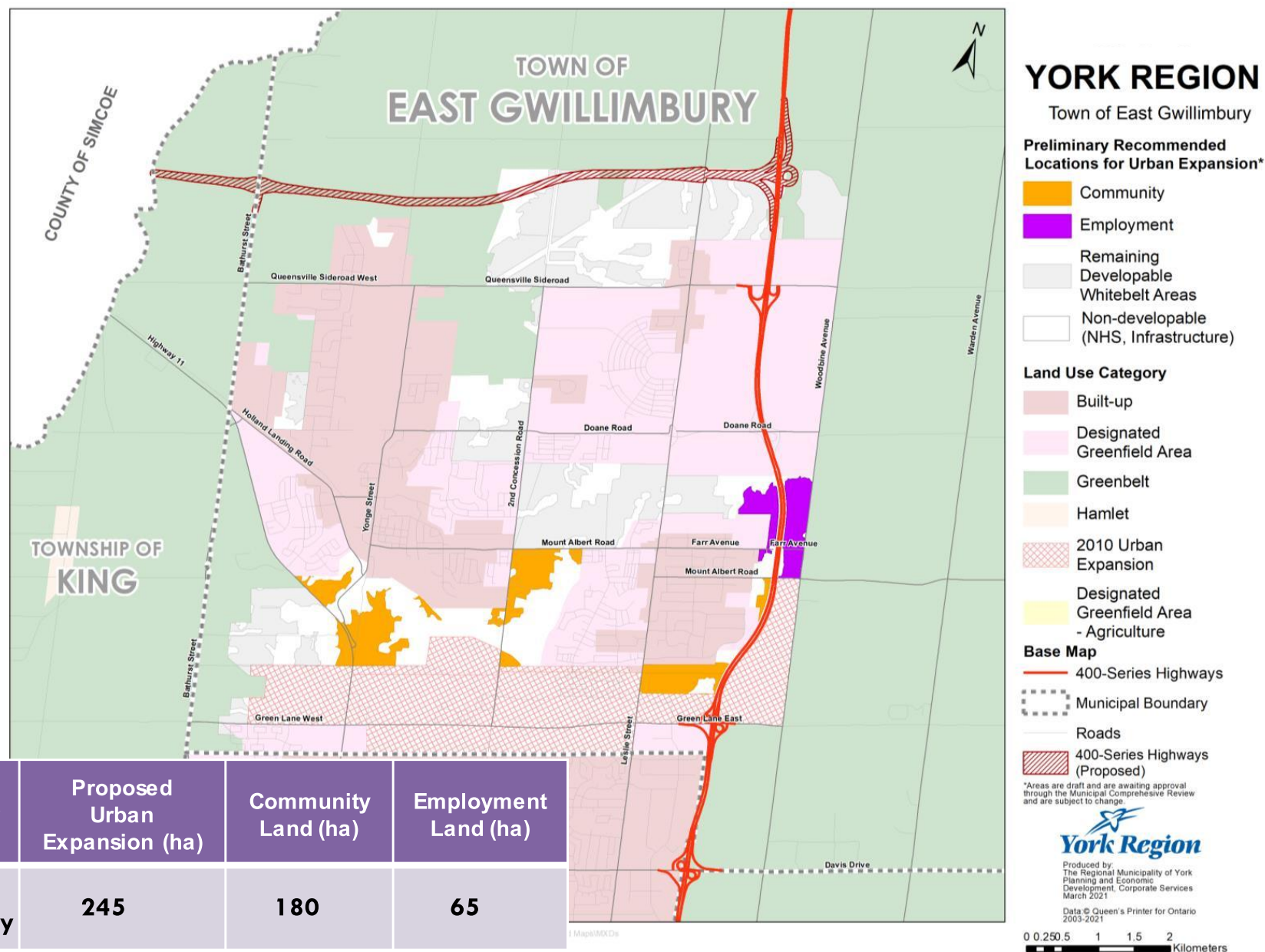
Proposed Geography of Urban Expansion - Southeast



Proposed Geography of Urban Expansion - Southwest

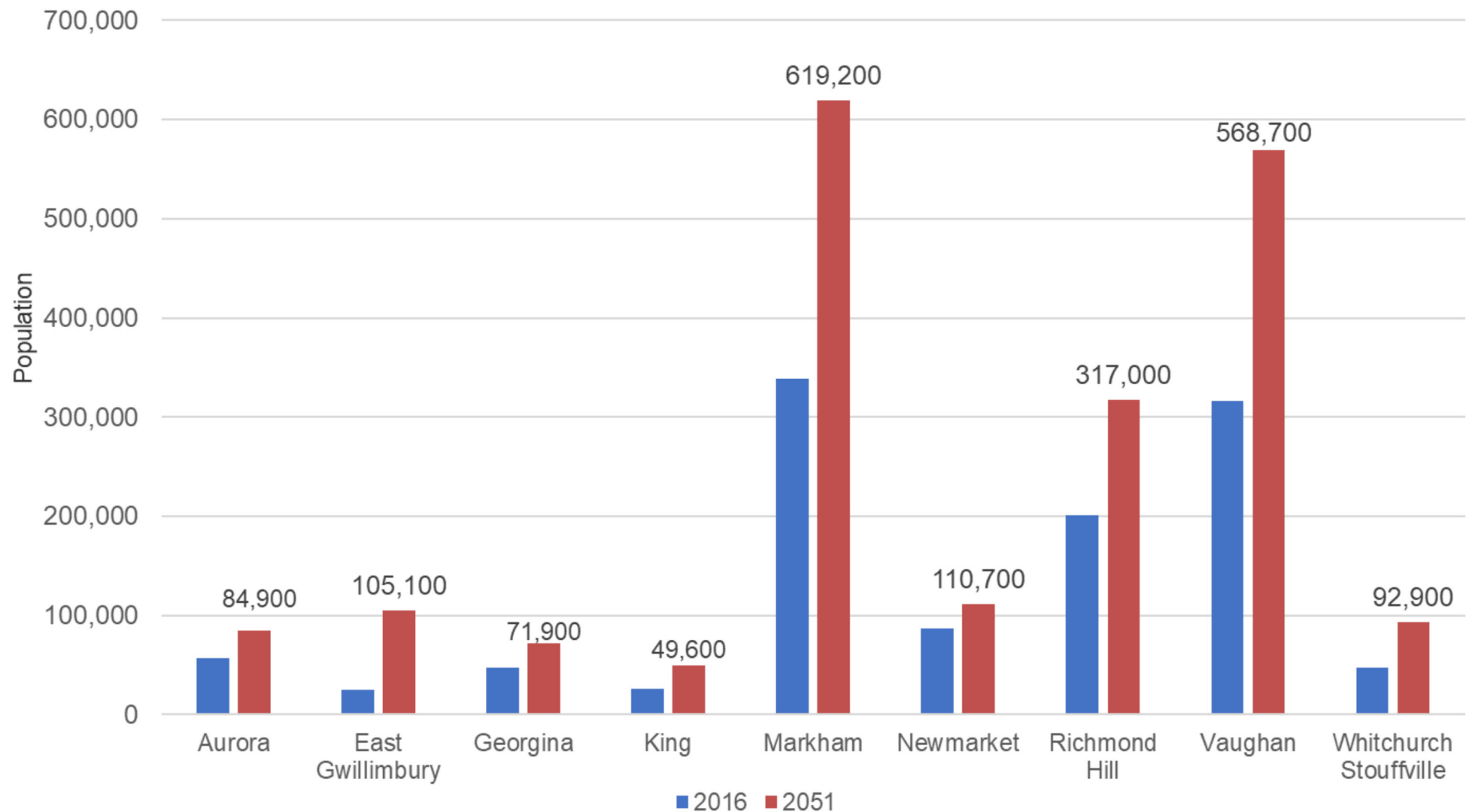


Proposed Geography of Urban Expansion - North

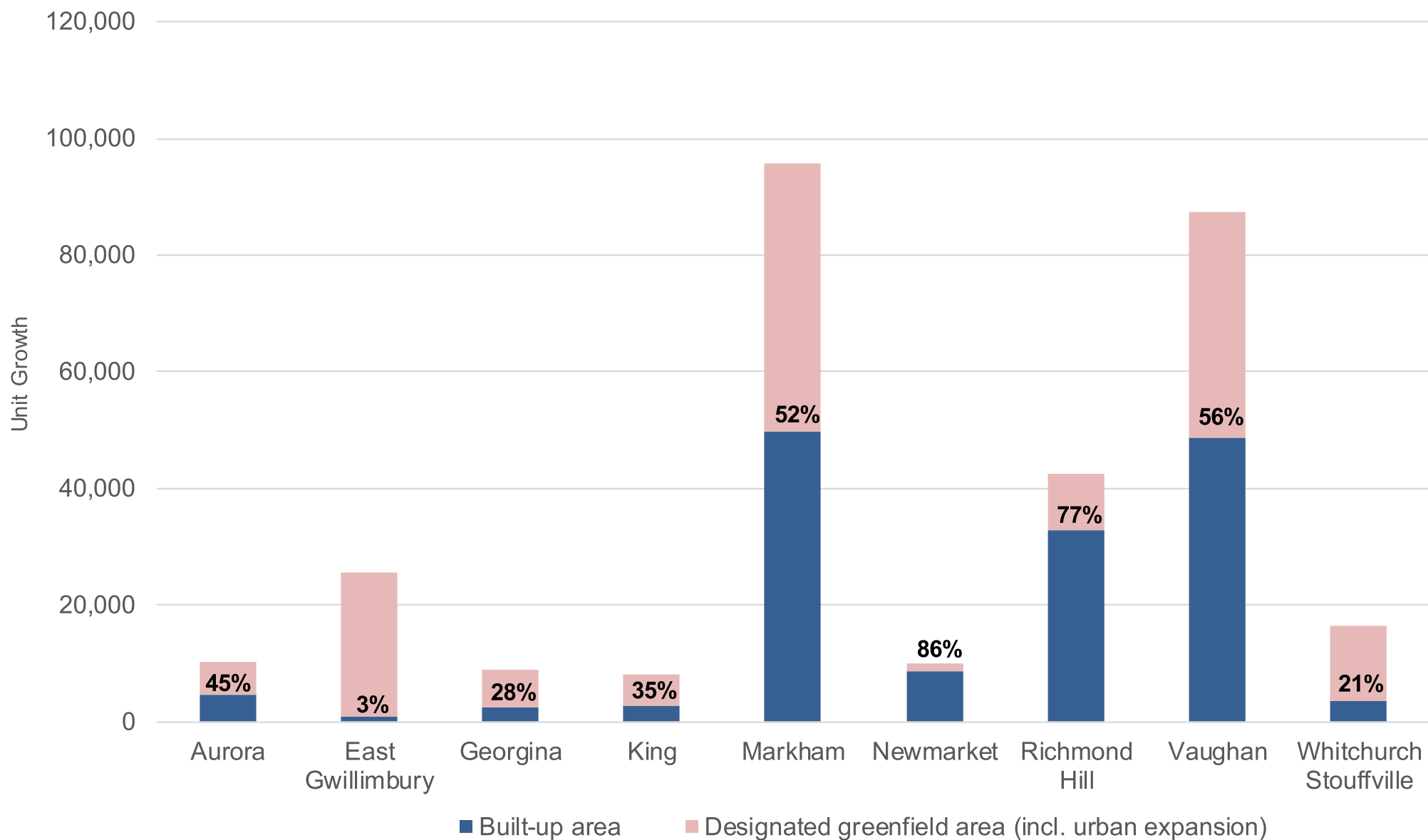


Forecasts by Local Municipality

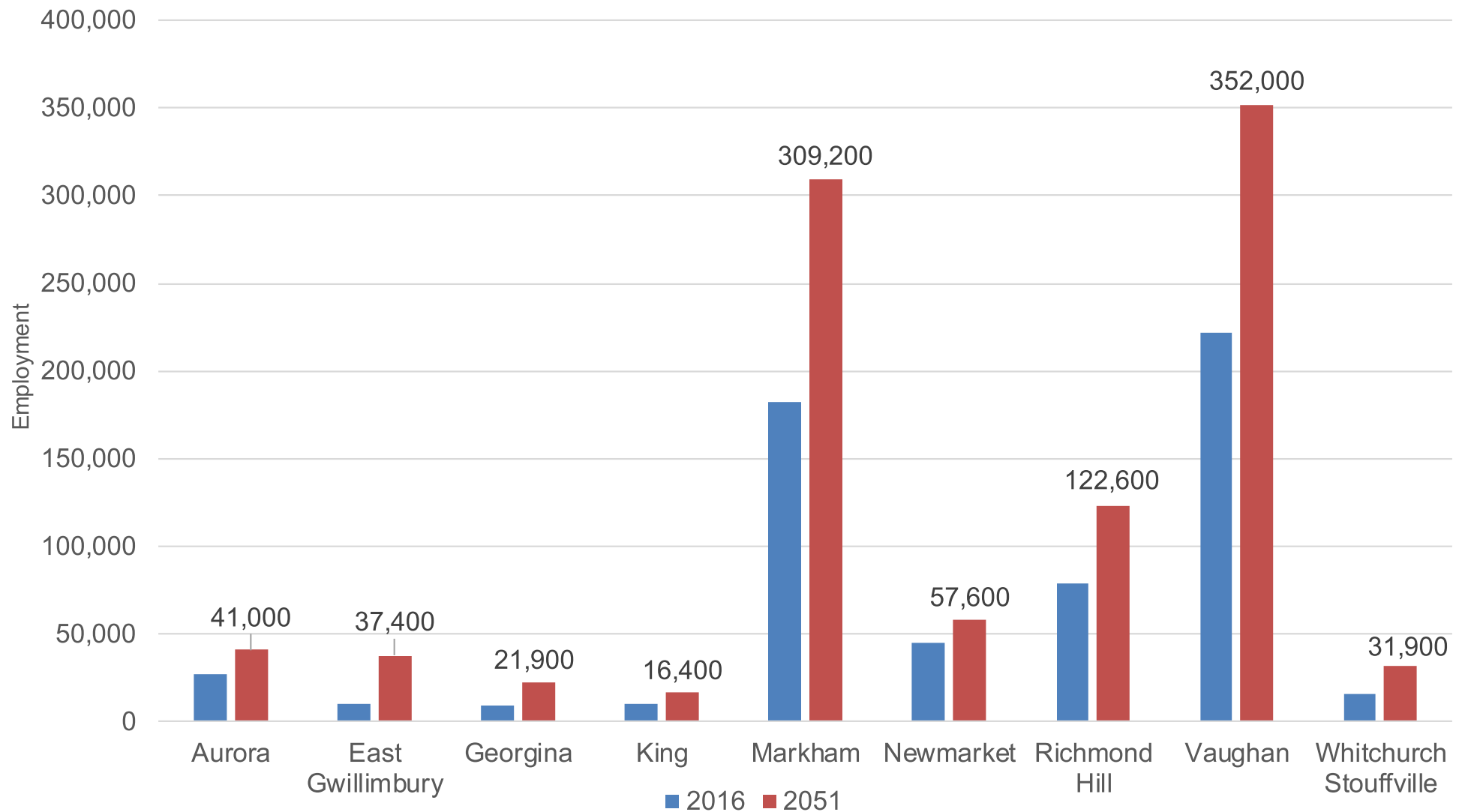
Proposed Population Forecast by Local Municipality



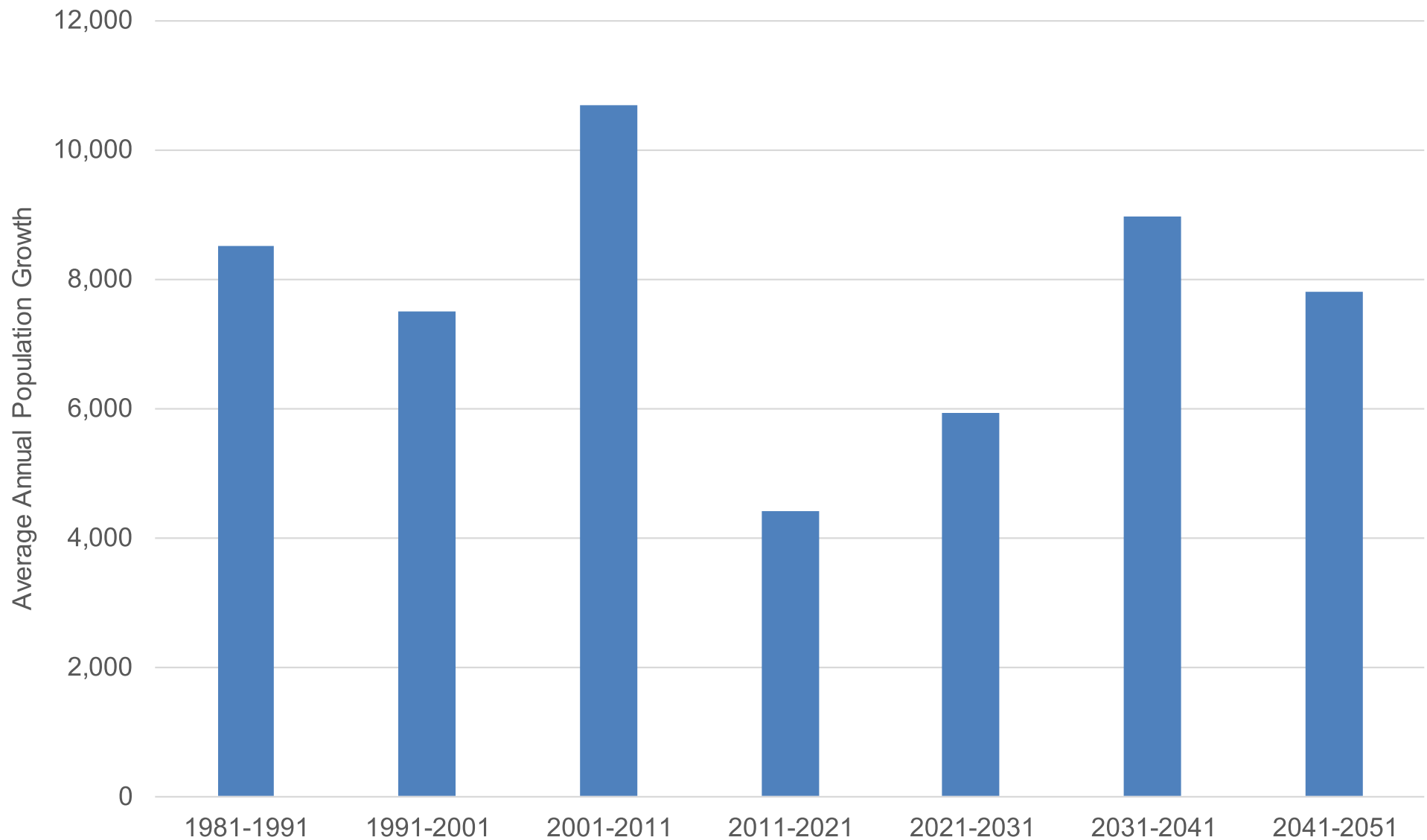
Growth distribution and intensification targets



Proposed Employment Forecast by Local Municipality



Vaughan Historical and Proposed Population Growth by 10-year period



Population and Employment Growth Considerations — Vaughan

- Intensification rate anticipated to increase from 44% to 56%
 - Vaughan Metropolitan Centre and 27 other Major Transit Station Areas (including 6 future MTSAs on Jane St)
 - Yonge North Subway Extension in 2030
- Significant amount of employment land urban expansion
- Anticipated growth in warehouse and logistics expected to drive demand for employment land, particularly in West Vaughan
- Growth in knowledge-based sectors expected to drive growth in major office
- GTA West Corridor uncertainty

Integrated Growth Management

York Region is Entering a Mature Stage of Growth

- Significant investments in infrastructure have been made
- Experiencing a lower rate of growth
- Fiscal Strategy was put in place to manage debt
- An estimated \$11.6B in new infrastructure is required to 2051
- Managing debt and borrowing capacity for next generation of infrastructure

Phasing growth and infrastructure will be
key to mitigate risk

Transit Investment will be Key to Support 2051 Growth

- \$5.6B Yonge-North Subway Extension
- \$5.4B investment required in unfunded bus rapid transit infrastructure

Bus Rapid Transit Project	Preliminary Estimated Cost (\$M)
Highway 7 East	\$437
Highway 7 West	\$297
Yonge Street (Central York)	\$713
Yonge Street (North)	\$184
Major MacKenzie Drive	\$1,250
Jane Street	\$313
Leslie Street	\$470
Other future BRT	\$1,690

Funding from Senior levels of government is essential to service growth

Phasing Policies needed in the Regional Official Plan

- Magnitude of growth to 2051 - cannot happen everywhere at once
- Growth in new areas is dependent on major infrastructure projects
- Phasing ensures urban expansion is aligned with planned infrastructure delivery and actual growth
- Possible approaches include:
 - Policy driven, local municipal implementation
 - Designation driven, Regional implementation

Potential Approaches to Phasing in the Regional Official Plan

- Policy driven, local municipal implementation
 - Strengthen phasing requirements for local municipalities
- Designation driven, Regional implementation
 - Urban expansion areas released in phases
 - Prioritizing areas with lower per capita costs, more certainty, and greater potential return on investment
 - Tying the timing of release of new growth areas to population thresholds and/or a sustained intensification rate of 50%

Next Steps

- Consultation – Spring/Summer 2021
 - Local municipalities
 - Public
 - Development industry
- Policy Directions Report III (including additional direction on phasing)
- Draft Regional Official Plan – Targeted for Fall 2021
- Master Plans and Development Charges Bylaw update – 2021/2022