

Clause 12 in Report No. 9 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on May 21, 2015.

12

Regional Centres and Corridors Program Update

Committee of the Whole recommends:

1. Receipt of the presentation by Michael Skelly, Senior Planner and Josh Reis, Senior Planner.
2. Adoption of the following recommendations contained in the report dated April 24, 2015 from the Commissioner of Corporate Services and Chief Planner:

1. Recommendations

It is recommended that:

1. Council continue to advocate for investment to support Regional centres and corridors development, including the Yonge Subway Extension and the proposed York University campus in Markham Centre.
2. The Regional Clerk forward this report to the Provincial Minister of Municipal Affairs and Housing, the Provincial Minister of Transportation, and the Provincial Minister of Training, Colleges and Universities to provide an update on growth in the Regional centres and corridors and Provincial Urban Growth Centres.
3. This report be circulated by the Regional Clerk to all local municipalities.

2. Purpose

This report provides an update of the centres and corridors program, including highlights of growth and development activities. This annual update includes an overview of ongoing initiatives, programs and investments to support and realize the Region's centres and corridors as economically vibrant, healthy and transit-friendly urban communities.

3. Background

Centres and corridors are strategically important to York Region's city building efforts

Since York Region's first Official Plan in 1994, a network of Regional centres and corridors have been identified as the preferred location for the greatest development densities, heights and mix of uses in York Region. Regional centres and corridors represent the new "downtowns" of York Region. These exciting, vibrant hubs of economic activity and everyday living are the backbone of York Region's urban structure and city building objectives of the *Regional Official Plan (YROP-2010)*. The planning and implementation of the Region's centres and corridors are helping create complete urban communities where people can live, work and play.

York Region's urban structure and vision were confirmed by the Province in 2006 with the introduction of *Places to Grow: Growth Plan for the Greater Golden Horseshoe (Provincial Growth Plan)* which recognized the four Regional Centres as "Urban Growth Centres". Under the *Provincial Growth Plan*, the Province mandated that urban growth centres be planned to achieve a minimum density target of 200 people and jobs per hectare.

Since 2013, Regional staff have provided council with regular annual updates on the activities of the Centres and Corridors program and related activities that continue to drive the Region's city building initiatives forward. A summary of this program update report is provided in a two page program bulletin, see Attachment 1.

Master Plan updates ensure servicing and infrastructure is in place to support long-term growth anticipated in Regional centres and corridors

Updates to the York Region Transportation Master Plan and the Water and Wastewater Master Plan are being undertaken concurrently with York Region's Municipal Comprehensive Review and Official Plan review. These plans are interrelated and together ensure sufficient infrastructure capacity is available to support planned long-term growth within York Region, including centres and corridors.

An Environmental Assessment (EA) to address water and wastewater capacity constraints within the Richmond Hill/Langstaff Gateway Regional Centre has been completed. This project will help ensure water and wastewater capacity is available to service planned growth in this strategic Regional Centre. Timing of this project will be coordinated with development needs, as well as availability of

suitable transportation capacity, and will be reviewed annually as part of the budget process.

The Yonge Street and Steeles Avenue area was the focus of a coordinated transportation study undertaken by York Region together with the cities of Vaughan, Markham and Toronto. The purpose of the study was to develop a cohesive and integrated transportation plan for the area. The transportation study is concluding in Q2 – 2015 and recommendations will be integrated in area development plans.

4. Analysis and Options

Current construction activity is strong and includes 25 multi-storey residential apartment buildings

Construction activity in the centres and corridors remains strong. There are 25 multi-storey residential buildings currently under construction in centres and corridors, according to data provided through RealNet Canada Inc. (a provider of property market information). These 25 buildings represent approximately 5,600 apartment units. Since our last update in 2014, 17 buildings have been completed and six new projects have started construction. Many of these projects are mixed-use and transit oriented.

Approximately 25 percent of York Region's jobs are located within centres and corridors

Currently, approximately 7,700 businesses supporting 112,000 jobs contribute to the economic vitality of centres and corridors. Approximately 25% of all jobs Region-wide are located within the centres and corridors. Approximately 38,000 of those jobs are located along Highway 7, east of Yonge Street in the East Beaver Creek and Allstate Parkway employment nodes. These areas are now serviced by the Highway 7 East vivaNext rapidway that first opened in September 2013. Since 2009, approximately 11,000 new jobs have been created within the centres and corridors. Ongoing efforts to attract and retain high quality employment opportunities, in support of our city building objectives, is required to realize the long-term economic vitality of the centres and corridors.

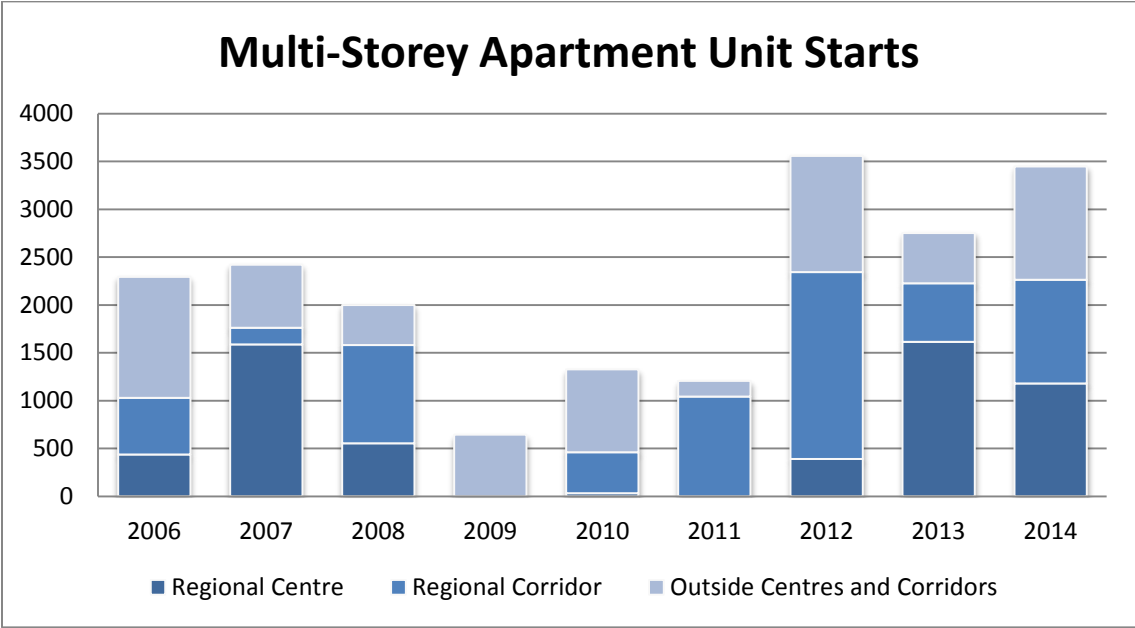
High density development continues to be focused on centres and corridors

York Region's city building objectives include directing transit-oriented, high density development activity to the Regional centres and Corridors. In 2014, building permits were issued for approximately 3,447 new multi-storey apartment units Region-wide. Approximately 2,267 of these new multi-storey apartment

units, or 66 percent, were located within centres and corridors. Figure 1 shows annual multi-storey unit starts by location.

Since 2006, 65% percent of all multi-storey apartment unit starts have been located within centres and corridors. This continues to show the strength of the Region’s urban structure and city-building policies to focus higher density residential development within the Region’s centres and corridors to support the vision of complete urban communities where people can live, work and play.

Figure 1



Recent office and residential development activity shows continued progress towards achieving strategic goals for centres and corridors

New office and residential development activity within centres and corridors shows progress towards achieving our vision of livable cities and vibrant, complete communities, where people can live, work and play. In 2014, 2,327 new residential units were constructed within the centres and corridors, of which 88 percent were apartment condominiums. Approximately 200 units (9 percent) of this newly constructed housing stock represent rental apartment units associated with the Richmond Hill Community Hub project being delivered by York Housing Inc. A further 60 townhouse units (3 percent) were constructed in 2014. Since 2006, approximately 13,300 new residential units have been constructed in centres and corridors, of which 93 percent are condominium apartments.

Four new office development projects totaling 64,526 m² started construction in 2014. The majority of this floor area is attributed to two new major office developments which broke ground in 2014 - the KPMG Tower (35,600 m²) in the

Vaughan Metropolitan Centre and Aviva Canada's new head offices (27,900 m²) in Markham Centre.

Approval of the Newmarket Urban Centres and the Concord GO Centre secondary plans support implementation of York Region's vision for centres and corridors

At its meeting on March 26, 2015, Regional Council modified and approved the Urban Centres Secondary Plan (Amendment No. 10) for the Town of Newmarket. This secondary plan provides a framework to support intensification and growth within the Newmarket Regional Centre and Provincial Urban Growth Centre, and the Yonge Street and Davis Drive Regional Corridors. Approval of this Secondary Plan provides a blueprint to support future transit oriented development within Newmarket Centre. The Newmarket Urban Centres Secondary Plan is projected to accommodate approximately 33,000 residents and 32,000 jobs at full build out.

In April 2015, Regional Council modified and approved the Concord GO Centre Secondary Plan. This secondary plan sets out a detailed policy framework to support the development of a mixed-use and transit oriented community. The Concord GO Centre area is a key development area along the Highway 7 Regional Corridor with convenient access to viva bus rapid transit, the 407 transitway and a potential new GO Transit rail station on the Barrie GO Rail corridor. The Concord GO Centre area is planned to accommodate up to 8,000 residents and 10,000 jobs at full build-out.

Secondary Plans are in place or awaiting approval in three of the four Regional Centres

Local municipal official plans and secondary plan policies for centres and corridors support the strong collective vision for transit-oriented, sustainable and economically vibrant urban communities. Secondary plans for three of the four Regional Centres are now in place, or awaiting approval from the Ontario Municipal Board. Richmond Hill will be initiating a secondary plan for their portion of the Richmond Hill/Langstaff Gateway area later this year. Regional staff will continue to work collaboratively with local municipal staff throughout the development and implementation of these secondary plans to ensure the timely realization of development activity in centres and corridors.

York Region and its partners continue to invest in and deliver rapid transit infrastructure to support city building

The ongoing planning and delivery of new rapid transit projects throughout York Region supports the urban structure and city building efforts of York Region and our local municipal partners and is critical to the long-term implementation of the Region's centres and corridors. The delivery of rapid transit infrastructure

including the Spadina subway extension and viva bus rapid transit is aiding achievement of complete urban communities where people can live, work, play and access efficient, comfortable and dependable transit services.

Transit Ridership on Highway 7 has increased by 10%

In January 2015, the last segment of Highway 7 East rapidways opened. A seamless rapid transit connection is now provided along Highway 7 from Bayview Avenue to Enterprise Boulevard in Markham Centre. The results of this investment in rapid transit infrastructure are being realized. Between September 2013 and September 2014 there has been a 10% percent increase in transit ridership between Bayview Avenue and Town Centre Boulevard on the rapidways.

The current and future rapid transit projects are illustrated on Attachment 2 to this report.

Regional Express Rail presents additional city building opportunities

Regional Express Rail (RER) is an initiative led by Metrolinx, a Provincial agency tasked with the coordination and integration of transportation and transit services in the Greater Toronto and Hamilton Area. RER represents an expansion of GO Transit rail to two-way, all-day service. This initiative has the potential to create additional intensification opportunities around York Region's GO Rail stations, some of which are located within the Region's centres and corridors. The opportunities for transit oriented development in association with the RER project will be examined through the Transportation Master Plan, YRT/Viva service plans and the Municipal Comprehensive Review and Official Plan review.

York Region's Make Rental Happen initiative is highlighting the importance of rental housing in the Region and centres and corridors

Make Rental Happen is a campaign lead by the Human Services Planning Board of York Region in partnership with the Regional Municipality of York to encourage the development of purpose built rental housing. The Board identified the shortage of affordable housing options, specifically rental housing, as one of the most important challenges for many residents struggling to make ends meet. Access to higher-order transit facilities and connections to employment opportunities make the centres and corridors a prime location for new rental apartment units in York Region.

The Richmond Hill Housing and Community Hub is currently under construction in Richmond Hill along the Yonge Street Regional corridor. This development

will provide 202 units of mixed-income affordable rental housing as well as services for at risk youth.

In 2014, the Town of Newmarket partnered with York Region to provide incentives to facilitate a development proposal for a new 15-storey, 225 unit purpose built rental apartment building on Davis Drive. When completed this will be the first purpose built private sector rental apartment building constructed in York Region in over 15 years.

Markham Centre identified as preferred location for York University's new campus

In September 2014, York University in collaboration with York Region, the City of Markham and academic partner Seneca College, announced Markham Centre as the preferred location in their proposal to the Province to build a new post-secondary institution. In selecting Markham Centre, York University is choosing to invest in, and help deliver a vibrant, urban community that reinforces our collective vision for centres and corridors. As well, the announcement responds to our concern that York is the only municipality with a population over one million without a major post-secondary presence. Best Practices for Planning Centres and Corridors identified securing a post-secondary institutions as a strategy to attract additional investment from other sectors. The Province is expected to make a formal decision on selected post-secondary proposals in 2015.

Transit supportive densities deliver a built form consistent with York Region's vision for centres and corridors

Development density can be arranged in a number of ways on a site. Mixed use, compact and transit oriented built forms play a large part in ensuring our centres and corridors are successful and vibrant communities. In April 2015, Regional Council adopted recommendations to continue their support for development density and a built form consistent with our collective vision for centres and corridors. A sample of currently proposed development projects and their respective densities is shown in Table 1.

Table 1
Examples of Proposed Development Densities in centres and corridors

Project Name	Description	Density (FSI)	Municipality	Location
Green and Rose Developments Inc.	A 15-storey, 225 unit purpose built rental apartment building	1.83	Newmarket	Davis Drive east of Parkside Drive (Regional Corridor)
Marleigh Retirement Residence (SP-M-017-14)	A 9-storey retirement residence	2.56	Markham	Main Street north of Enterprise Boulevard (Regional Centre)
Baif Developments Limited (OP.12.019)	Four mixed-use apartment buildings with a total of 797 units and ground floor commercial uses.	4.35	Vaughan	Bathurst Street north of Beverly Glen Boulevard (Regional Corridor)
Emerald Developments Inc – Building B (D01—14003)	An 8-storey 161 unit apartment building	2.65	Richmond Hill	Yonge Street, south of Gamble Road (Regional Corridor)

Flexibility to apply innovative policy and planning implementation tools is provided in the *YROP-2010*

City building requires innovative and flexible approaches to planning that respond to the unique challenges that face development within the centres and corridors. *YROP-2010* encourages the use of tools such as Community Improvement Plans and a Development Permit System to support centres and corridors development.

A number of local municipalities have, or are investigating, the use of Community Improvement Plans (“CIPs”) to implement their planning objectives in centres and corridors. In 2014, Vaughan Council endorsed a framework for a CIP that would apply to the Vaughan Metropolitan Centre. The CIP will consider encouraging office development through development charge freezes, Tax Increment Equivalent Grants and other incentives.

Through York Region’s Centres and Corridors program, staff are developing a tool to inform submission requirements for high-rise construction proposals. This tool will provide study criteria, engineering standards and practices that are

specific to high-rise development in York Region. This tool will assist in providing clarity around development requirements to help realize high-rise development.

Marketing and communication efforts underway to support Office market attraction in centres and corridors

Office development is a key component of the Region's objectives and vision for centres and corridors. New office development activity is needed to ensure quality employment opportunities exist and are located close to higher-order transit and where people live.

On April 23, 2015, Regional Council endorsed a framework for a marketing and communication strategy with the specific purpose of attracting employment opportunities and class A office development to the centres and corridors. This strategy is a collaborative exercise that will engage Regional and local municipal economic development officers and planners, the development industry and brokers, and is aimed at ensuring potential employers are aware of the opportunities and benefits that exist in York Region's centres and corridors.

Staff continue to engage with residents about the importance of creating urban communities where people can live, work and play through the Centres and Corridors program

In 2014, Regional staff showcased ongoing planning initiatives to support centres and corridors at a number of well attended public events, including: York Region's family fun day, the Aurora Street Festival and the Thornhill Village Festival. The purpose of attending these particular events is to provide information about the Region's Centres and Corridors program and receive first hand feedback from residents on the Region's vision. Regional staff will continue to attend such events in 2015. Staff are also regularly engaged with key landowners in the centres and corridors and will continue to work together to deliver positive results.

Link to key Council-approved plans

2015 to 2019 Strategic Plan

This report highlights development activities and the ongoing initiatives of York Region's Centres and Corridors program. Continued development activity in centres and corridors supports the *2015 to 2019 Strategic Plan* strategic objectives of "encouraging growth along Regional centres and corridors" and "focusing on networks and systems that connect people, goods and services" by ensuring we plan for complete communities where people can live, work and play.

Regional Official Plan (2010)

Development activities and the ongoing delivery of tools, resources, and programs support the urban structure and city building objectives of the *YROP-2010* in recognizing centres and corridors as urban communities where people can live, work and play.

Vision 2051

Vision 2051 recognizes that centres and corridors will help maintain economic competitiveness by encouraging major office, institutional, cultural and entertainment facilities with a goal of achieving a balance of employment and residential opportunities. In particular, the activities and initiatives of Centres and Corridors program supports the *Vision 2051* goal of creating livable cities and complete communities.

5. Financial Implications

Growth and development within Regional centres and corridors promotes economic development and optimizes infrastructure investment

Growth and development within the centres and corridors delivers transit oriented, compact and mixed use communities that are socially inclusive, environmentally sustainable and economically vibrant. Capital spending towards transportation, transit and water and wastewater infrastructure to support centres and corridors is anticipated to continue. Staff time and resources associated with the ongoing delivery of the Centres and Corridors program and related initiatives is provided for under the 2015 York Region operating budget.

6. Local Municipal Impact

Staff continue to engage and work with local municipal staff to deliver on our shared vision for centres and corridors

Regional staff and our local municipal counterparts work collaboratively to ensure the future success of the Region's centres and corridors. In addition, Regional and local municipal staff work closely together throughout the review and approval process for new development within the centres and corridors. Local municipal partners are also engaged in the creation and delivery of new programs and initiatives such as the High Rise Guidelines and the Office Market Attraction marketing and communication strategy.

7. Conclusion

Centres and corridors is a long-term strategy to drive intensification and city building efforts forward in York Region. Each year development activity and initiatives undertaken through the Centres and Corridors program, and its partners, help support the policy framework and collective vision established by York Region and our local municipal partners. Initiatives, such as the Regional Municipal Comprehensive Review and Official Plan review, Master Plan updates, Make Rental Happen, Office Market Attraction, Regional Express Rail and the review and approval of secondary plans and development proposals, collectively work towards the delivery of vibrant, successful and compact mixed-use communities where people can live, work and play.

A summary of this update is provided in the attached two page program bulletin, see Attachment 1. For more information on this report, please contact Josh Reis, Senior Planner, Centres, Corridors and Subways at ext. 71515.

The Senior Management Group has reviewed this report.

April 24, 2015

Attachments (2)

#6073123

Accessible formats or communication supports are available upon request

CENTRES and CORRIDORS

Program Results Bulletin • April 2015

York Region's Centres and Corridors Program is about city-building. Centres and Corridors is the term that is used to describe the foundation of York Region's planned urban structure. It is an integrated approach that combines the planning of urban pedestrian friendly and walkable communities with the construction of new rapid transit that connects York Region and the GTA. Key goals include providing a range of housing and travel options, employment opportunities, conserving resources and creating lively sustainable communities within walking distance of transit and other services.

WHAT ARE THE BENEFITS OF PLANNING FOR CENTRES AND CORRIDORS?

- Walkable transit oriented communities promote active and healthy lifestyles
- Convenient access to rapid transit services to connect people with where they want to be
- A variety of housing options for all ages and incomes
- More high quality public spaces
- Improved access to jobs to support a highly skilled workforce
- Preserves natural features and agricultural land in the Region and beyond
- Growing smarter by redeveloping land that has already been built on

Progress continued in 2014 toward achieving this goal. Two new major office developments broke ground in Vaughan Metropolitan Centre and Markham Centre.

17 residential development projects completed construction while 6 new multi storey residential developments started construction. The vivaNext Highway 7 East rapidway is now open from Bayview Avenue to Town Centre Boulevard.

CONSTRUCTION ACTIVITY REMAINS STRONG

25



buildings currently under construction totaling 5,600 units

Data from RealNet Canada Inc.

~112,200



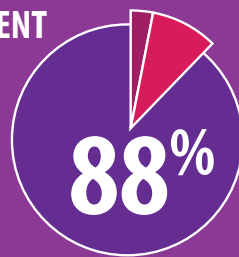
Approximately 112,200 jobs currently exist in the centres and corridors

64,500m²

(680,000 ft²) of new office space was started in the centres and corridors in 2014

CONDOMINIUM APARTMENTS UNITS REPRESENT

of all new residential starts in the centres and corridors in 2014



88% CONDO APARTMENT BUILDING

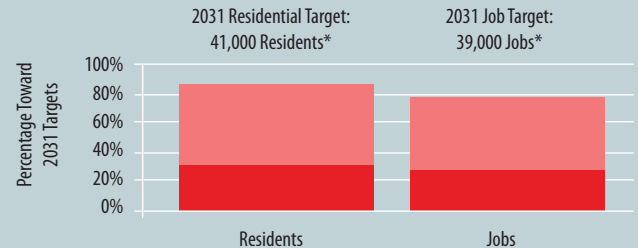
3% TOWNHOUSE/ROW BUILDING

9% RENTAL APARTMENT BUILDING

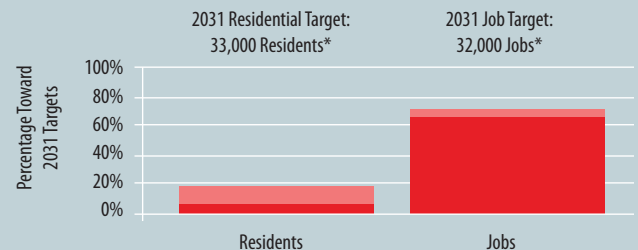
Progress Towards Targets within the Regional Centres

■ 2014 Existing and Under Construction ■ 2014 Under Application

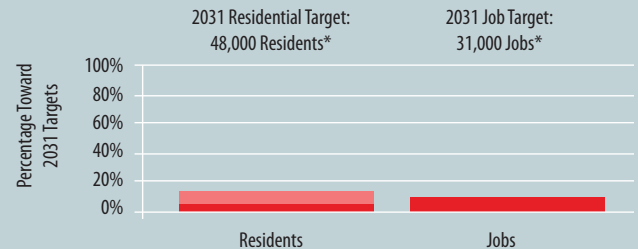
Markham Centre



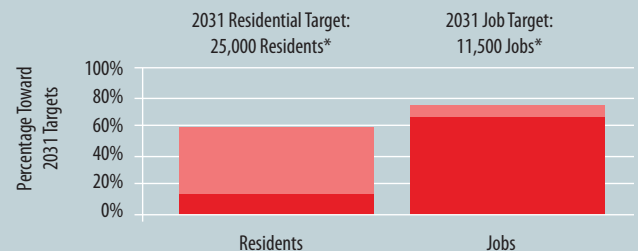
Newmarket Centre Secondary Plan



Richmond Hill / Langstaff Gateway



Vaughan Metropolitan Centre



Since 2006

65%

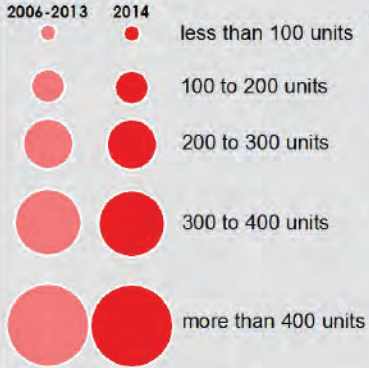
of all new multi-storey residential apartment units have been located within the centres and corridors.



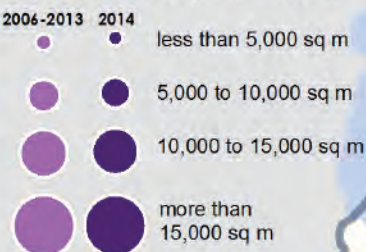
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RESIDENTIAL & COMMERCIAL DEVELOPMENT ACTIVITY WITHIN CENTRES & CORRIDORS

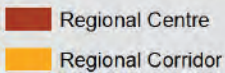
Residential Dwelling Units Constructed in:



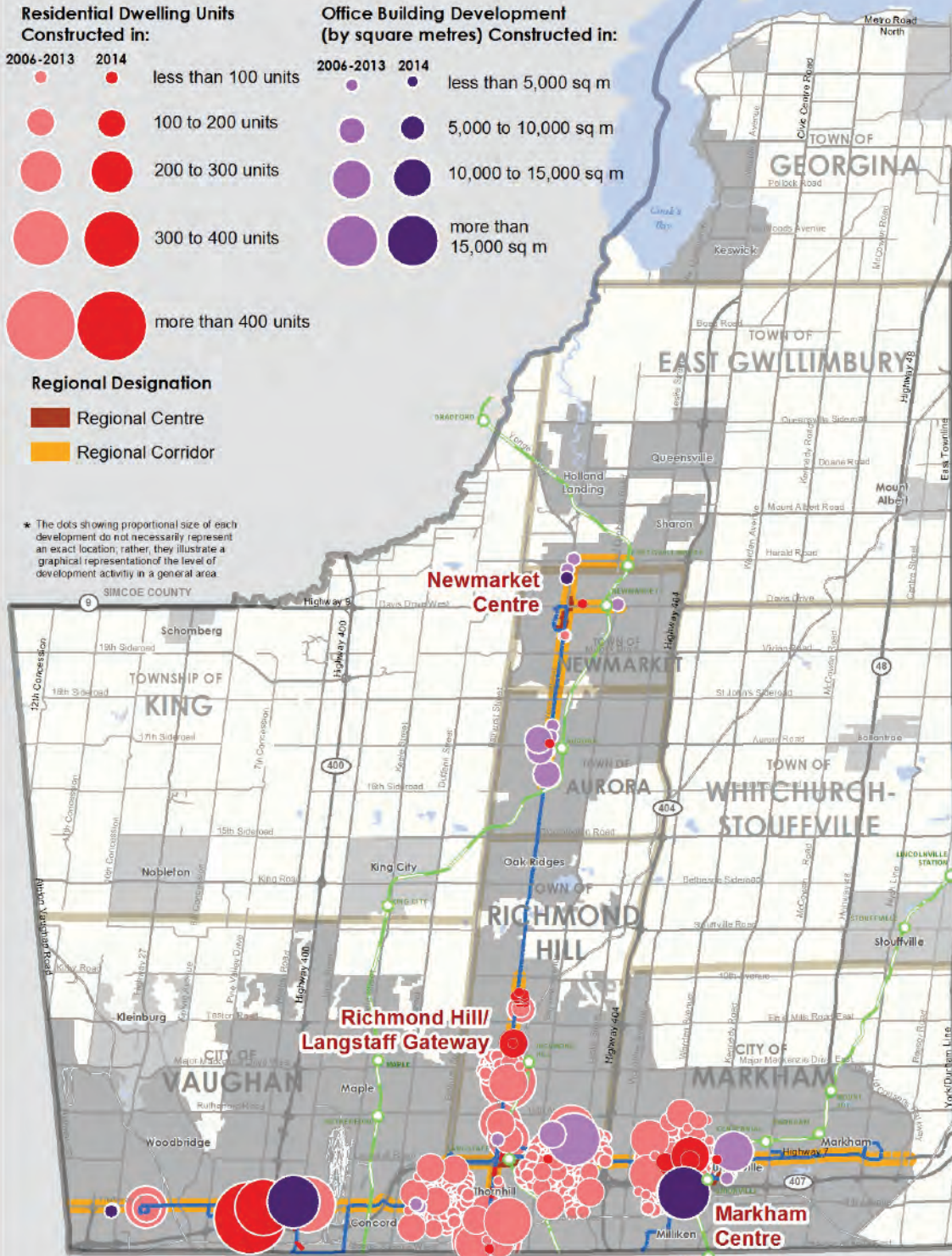
Office Building Development (by square metres) Constructed in:



Regional Designation



* The dots showing proportional size of each development do not necessarily represent an exact location; rather, they illustrate a graphical representation of the level of development activity in a general area.



BASE MAP INFORMATION

- 400 Provincial Freeway
- 9 Provincial Highway
- Road
- Railway
- GO Rail Commuter Line
- Subway Extension
- York Viva Bus Rapid Transit System
- Municipal Boundary
- Regional Boundary
- Town or Village
- Urban Area

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Transportation & Community Planning Department
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York Region
www.york.ca/candc

Current and Future Rapid Transit Projects



Growth and Development Review 2014 & Centres and Corridors Program Update

Presentation to
Committee of the Whole

Michael Skelly, Senior Planner

Josh Reis, Senior Planner

May 7, 2015



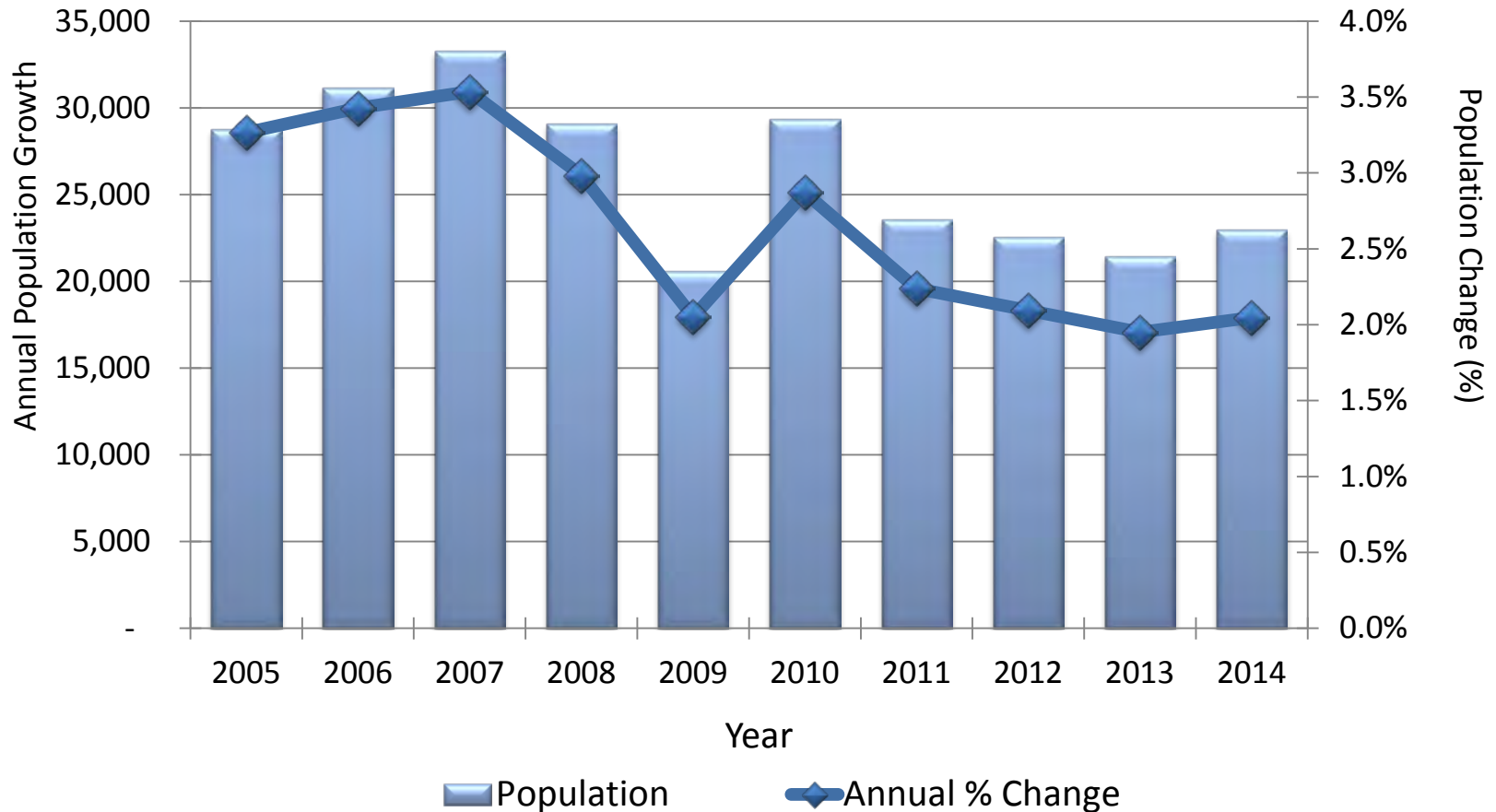
Presentation Outline

- Population Growth
- Property Market
- Building Activity
- Centres and Corridors

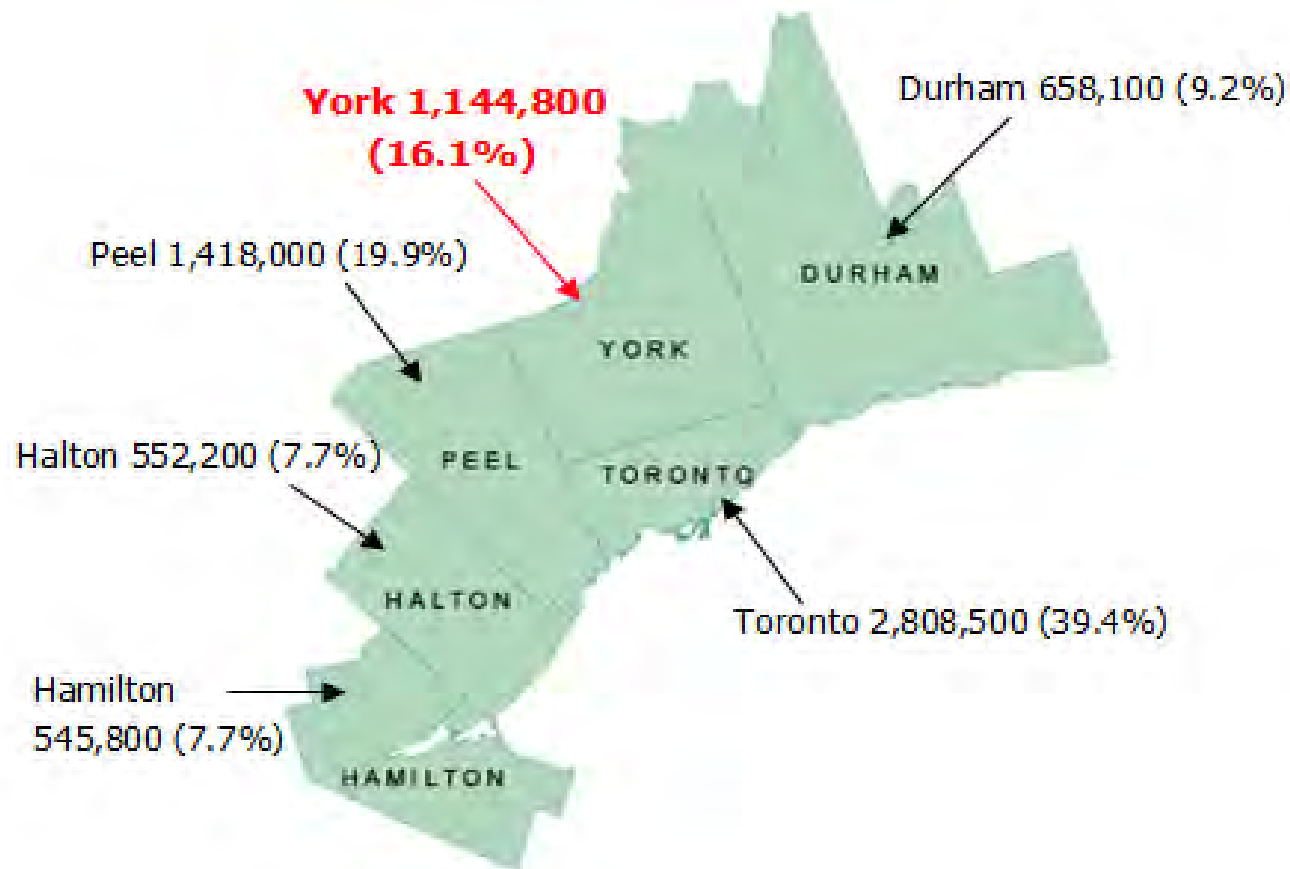


York Region Experienced Population Growth of 2.1% in 2014

York Region - Annual Population Growth 2005 - 2014



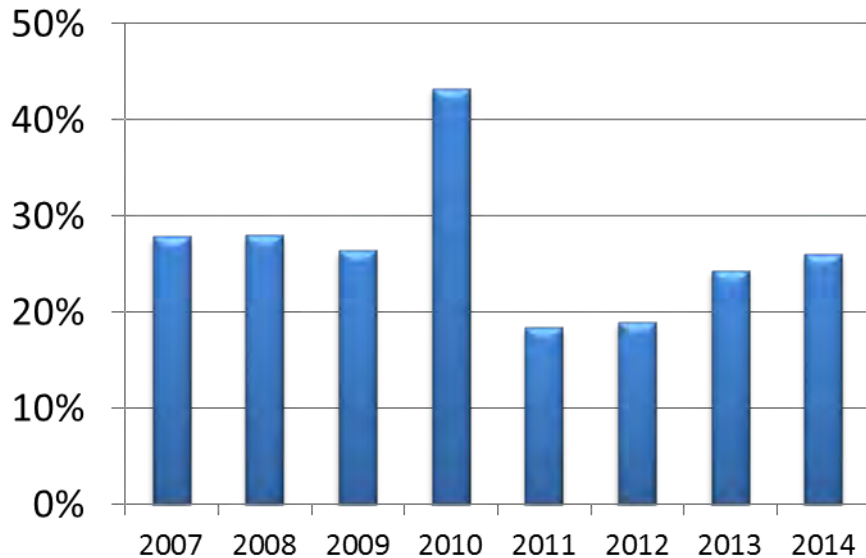
York Region's Share of Total GTHA Population is 16.1%



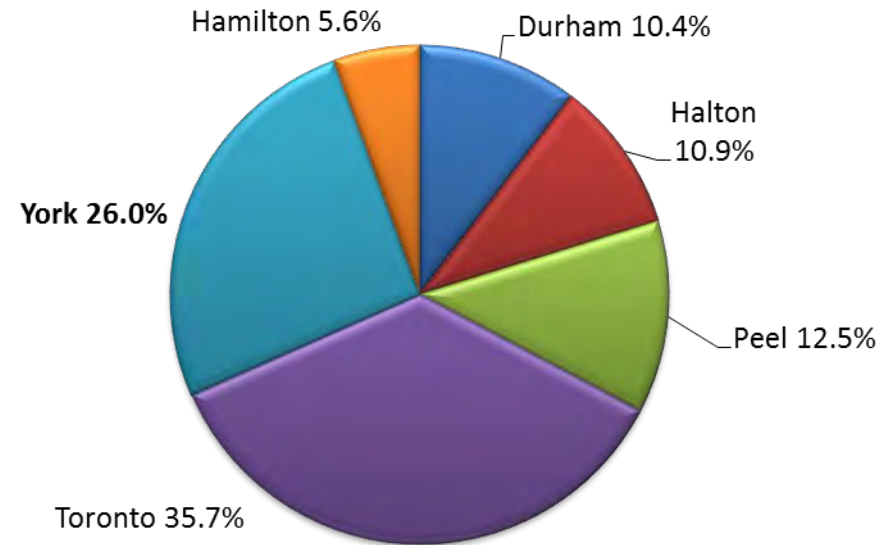
The GTHA total population is estimated to be 7.1 million

York Region's Share of GTHA Growth

**York Region's Share of GTHA Growth
2007-2014**



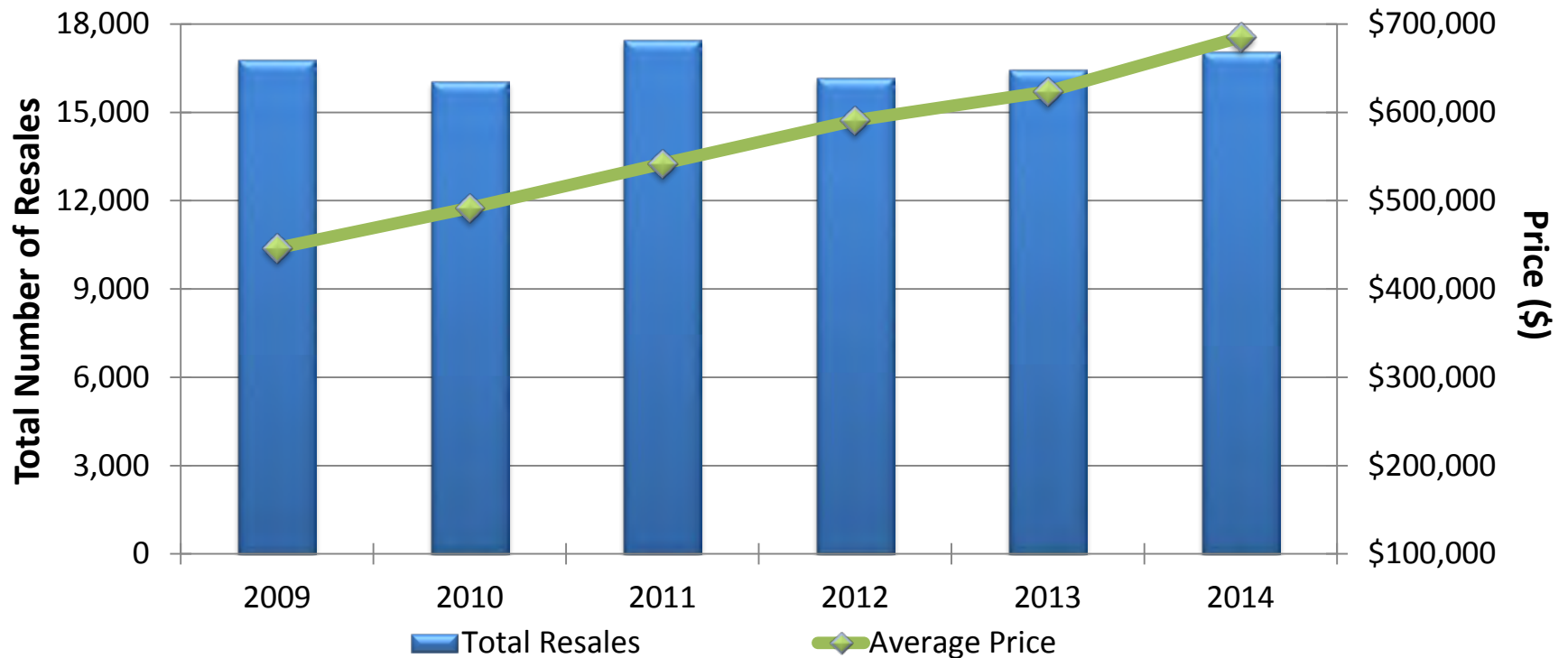
2014 Share of GTHA Growth



York Region's share of population growth in the GTHA since 2007 has averaged approximately 27%

Average Resale Prices Increased by 10% from 2013 to \$685,200

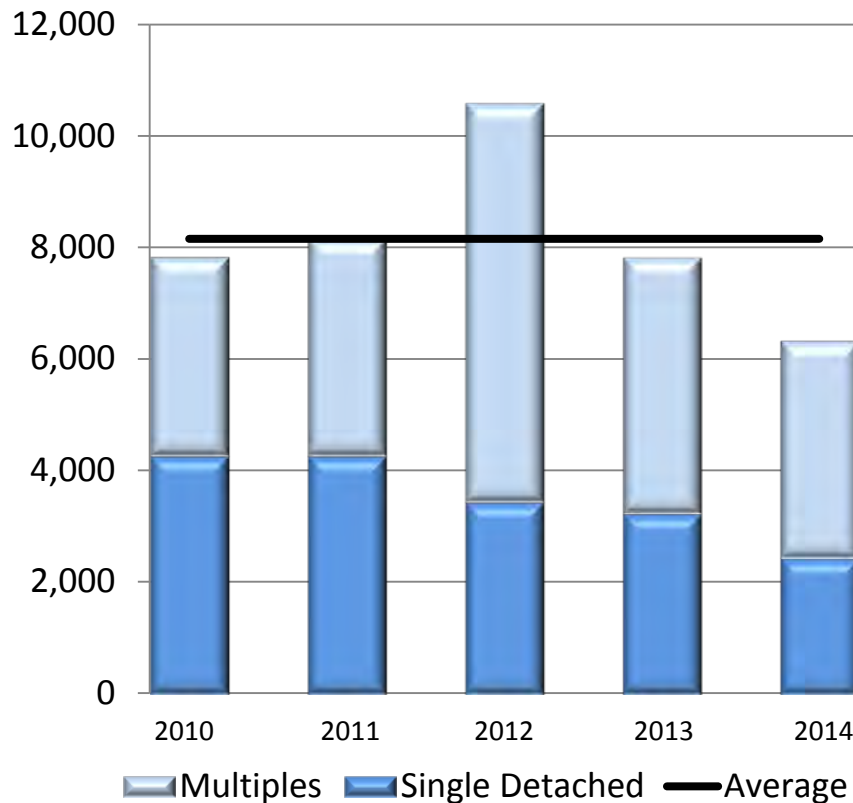
York Region Total Resales and Average Price, 2009-2014



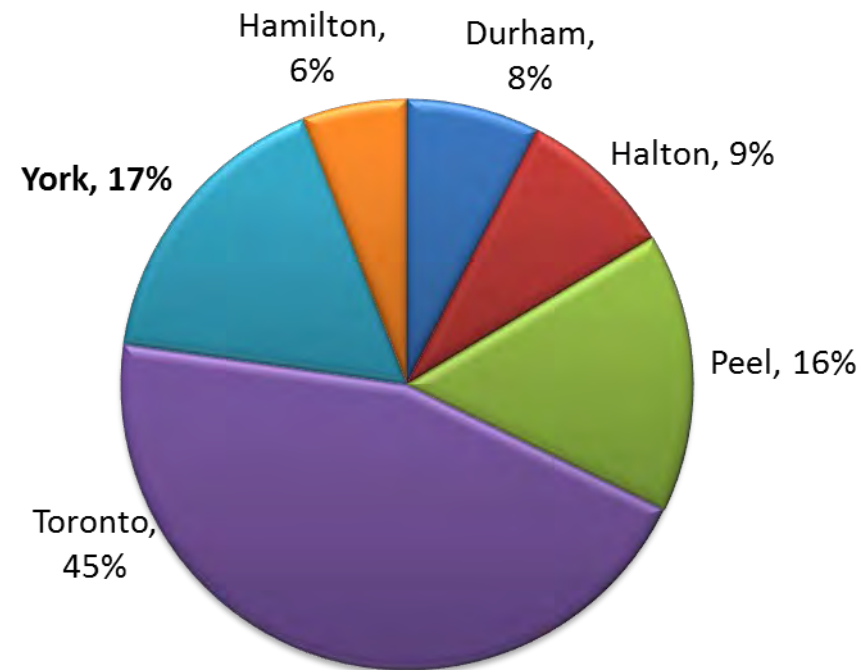
17,085 residential resales valued at \$11.7 billion

Building Permits Issued for 6,339 New Residential Units in 2014

**Residential Building Permits Issued
2010-2014**



**York Region's Share of GTHA Residential
Building Permit Activity 2014**



Across Canada, York Region 7th in Residential Building Permits

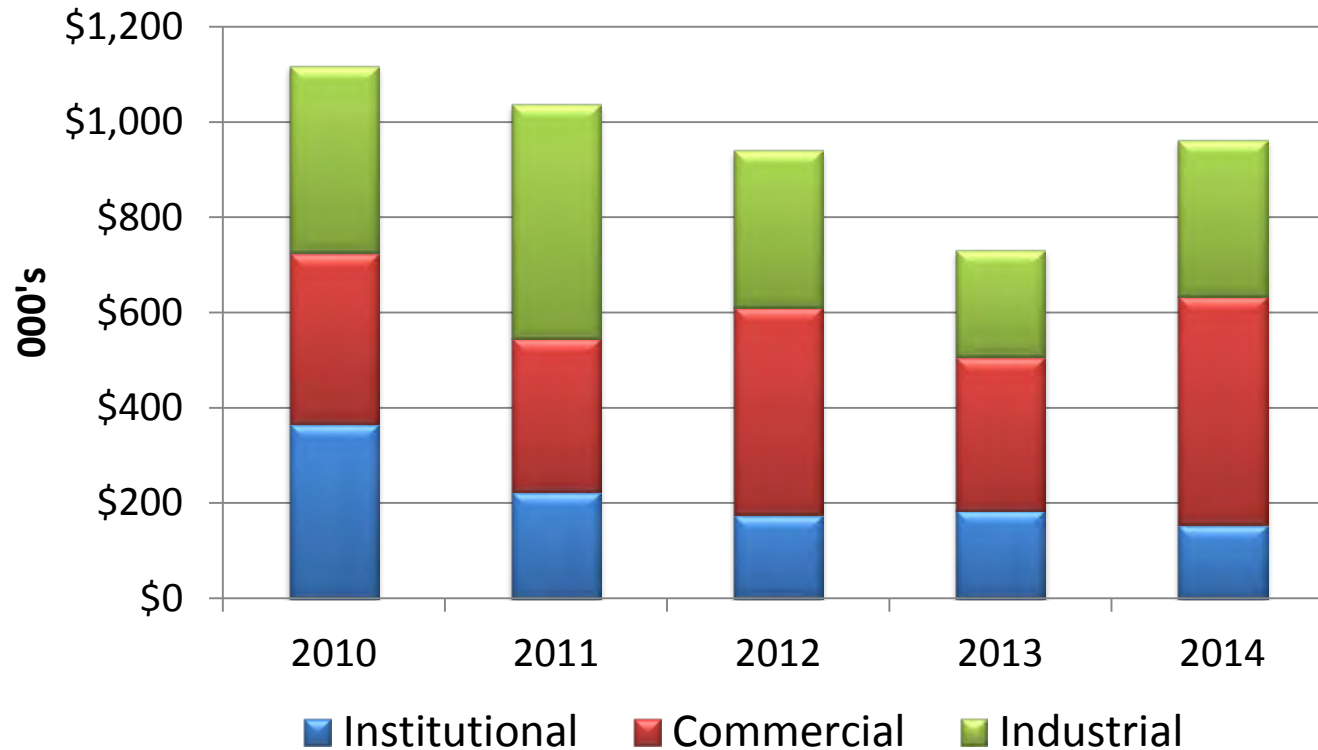
Cross Canada Comparison 2014: Residential Building Permits

Rank	Municipality	# of Permits	% Change from 2013
1	Greater Vancouver Regional District	18,852	-5.4%
2	City of Toronto	16,949	-25.2%
3	City of Calgary	12,914	-6.0%
4	City of Edmonton	12,565	19.5%
5	City of Montréal	8,254	-0.9%
6	City of Ottawa	7,150	37.7%
7	York Region	6,339	-17.0%
8	Peel Region	5,922	21.6%
9	City of Winnipeg	5,427	28.8%
10	Québec City	5,387	9.6%

York Region remains among the top municipalities across Canada for residential permits issued

Value of ICI Construction Increased for the First Time Since 2010

York Region ICI Construction Values 2010-2014



ICI Construction increased by 32% from 2013

Across Canada, York Region 7th in ICI Value of Construction

Cross Canada Comparison 2014: ICI Construction (\$000's)

Rank	Municipality	Total	% Change from 2013
1	City of Montréal	\$3,312,366	70%
2	City of Toronto	\$2,705,980	-21%
3	City of Calgary	\$2,515,782	-2%
4	Greater Vancouver Regional District	\$2,376,112	34%
5	City of Edmonton	\$1,550,810	13%
6	Peel Region	\$1,482,521	28%
7	York Region	\$962,997	32%
8	City of Ottawa	\$902,173	-6%
9	Waterloo Region	\$589,432	48%
10	Halton Region	\$550,026	-22%

Source: Statistics Canada Building Permit Reports, York Region.

York Region remains among the top municipalities across Canada for ICI permit value

Centres and Corridors Program Update

- 3rd annual update
- Regional city building efforts supported through planning and implementation of Centres and Corridors Program



Employment in Centres and Corridors



112,200 jobs are located in Centres and Corridors

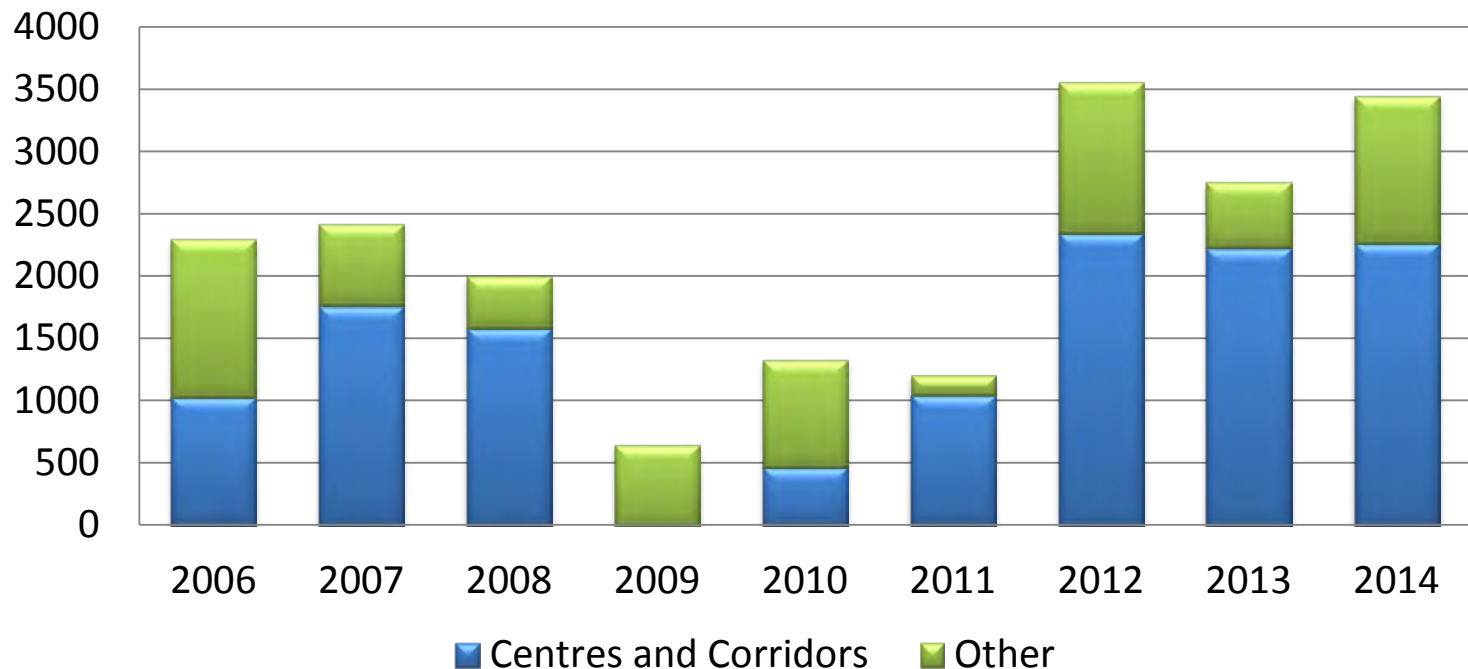
Current Residential Construction Activity Remains Strong



25 multi-storey residential buildings are currently under construction in centres and corridors

High Density Development Continues to be Focused on Centres and Corridors

Multi-Storey Residential Apartment Unit Starts

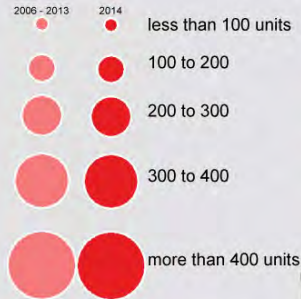


Since 2006, 65 percent of all new multi-storey residential apartment units have been located within centres and corridors

YORK REGION

RESIDENTIAL & COMMERCIAL DEVELOPMENT ACTIVITY WITHIN CENTRES & CORRIDORS

Residential Dwelling Units Constructed in:



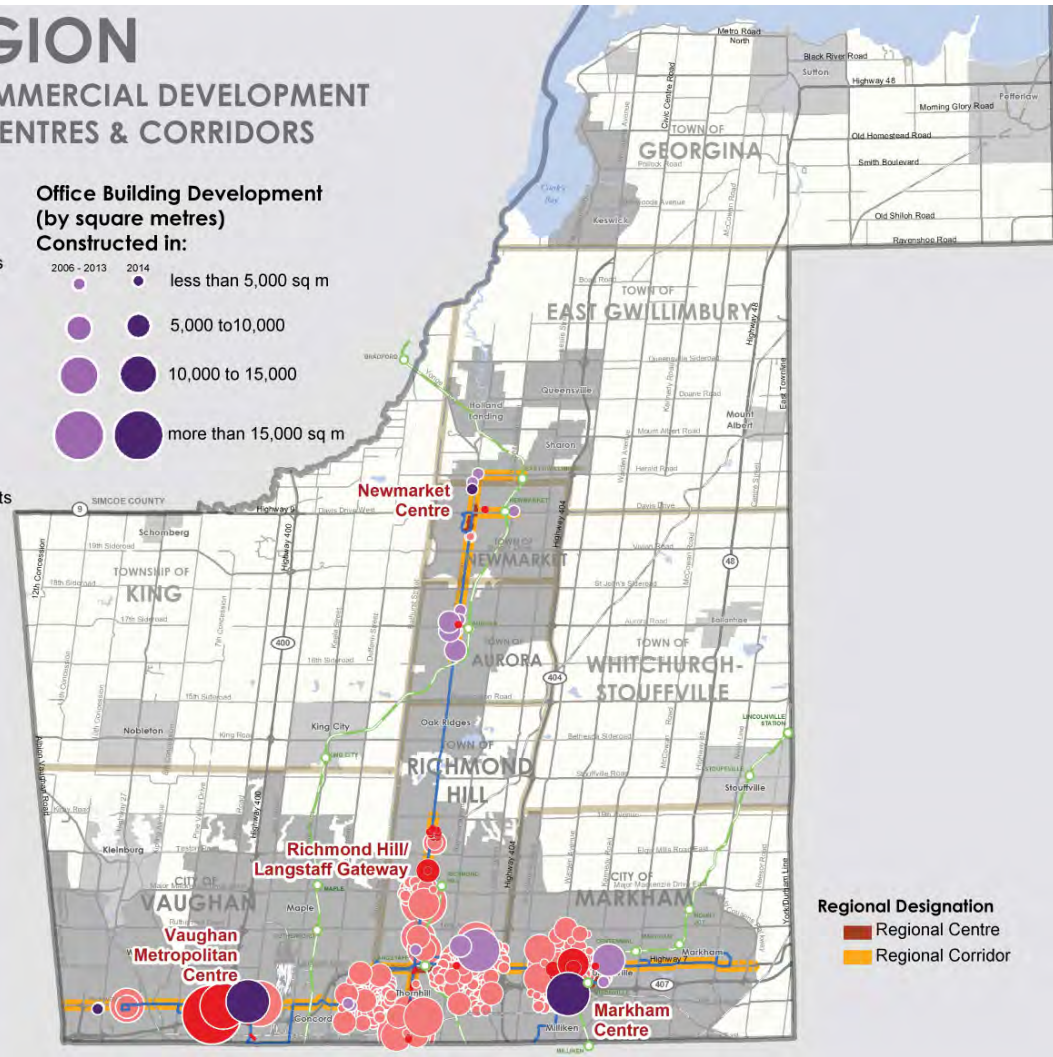
Office Building Development (by square metres) Constructed in:



- BASE MAP INFORMATION**
- 400 Provincial Freeway
 - 4 Provincial Highway
 - Road
 - Railway
 - GO Rail Commuter Line
 - Subway Extension
 - York Viva Bus Rapid Transit System
 - Municipal Boundary
 - Regional Boundary
 - Town or Village
 - Urban Area



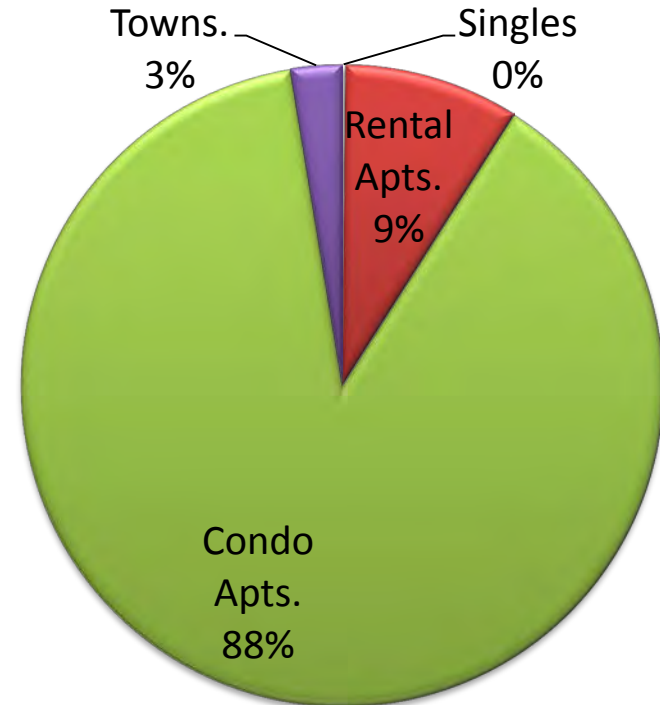
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 Transportation & Community Planning Department
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- Regional Designation**
- Regional Centre
 - Regional Corridor

Development activity within centres and corridors remains strongest in southern York Region

Condominium Apartments are the Leading Form of Housing



Condominium apartment units represent 88 percent of all new housing starts centres and corridors

Ongoing Engagement with our Community

www.york.ca



Public events provide an opportunity to engage in a conversation about city building



www.york.ca/candc



Final Observations

- York Region continues to demonstrate positive growth overall
- York Region is maintaining its historical share of GTHA population growth
- Housing prices continue to outpace the GTA average
- Value of ICI construction increased for the first time since 2010
- High density development continues to be focused on centres and corridors
- New residential and office development activities contributing to vision for centres and corridors

Thank you

