



# Proposed 2051 Forecast and Land Needs Assessment

Presented to  
**MARKHAM DEVELOPMENT SERVICES COMMITTEE**

Presented by  
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*Manager, Policy, Research, and Forecasting*

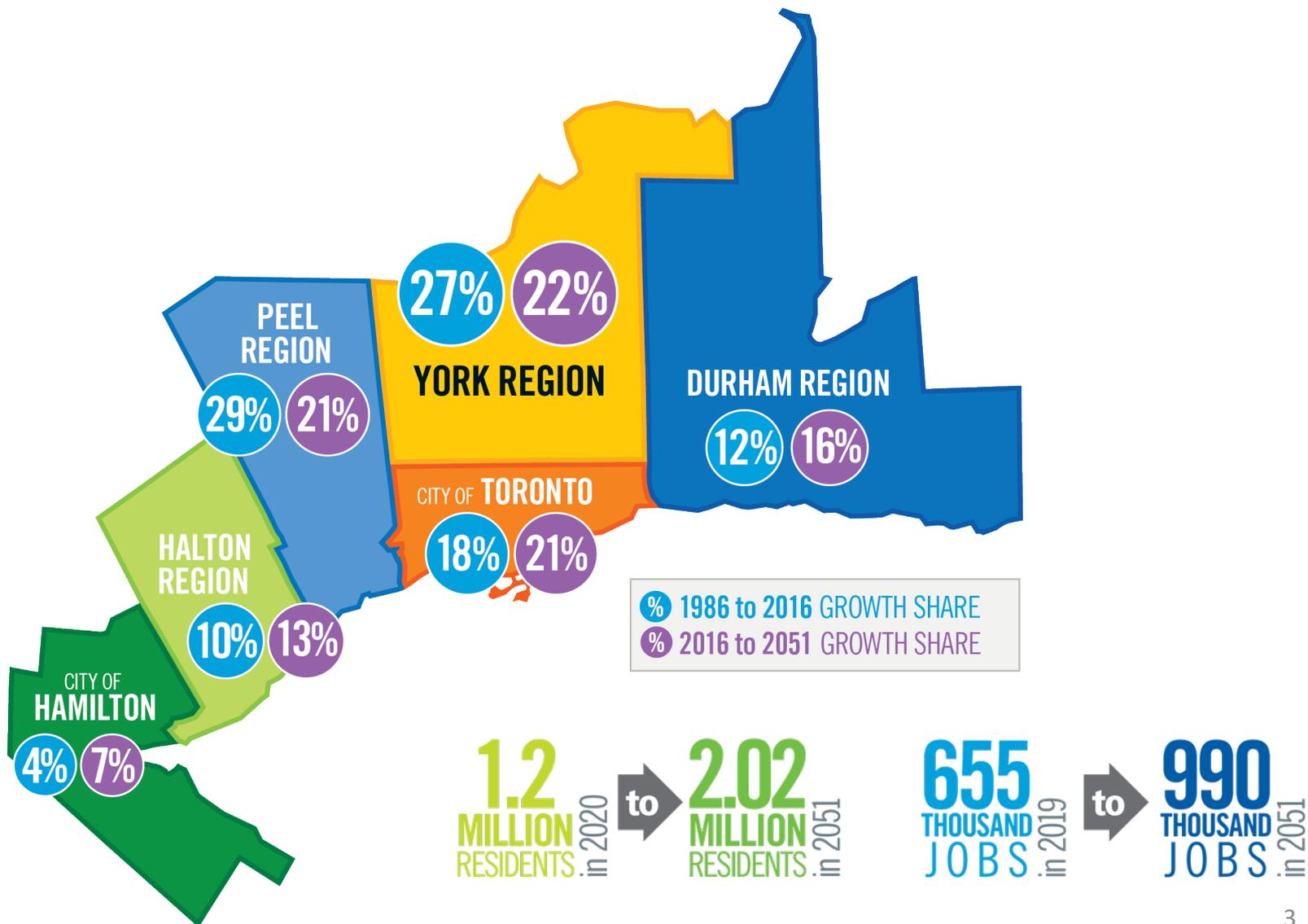
April 19, 2021

**York Region**

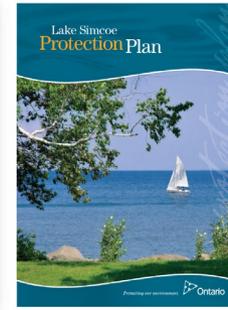
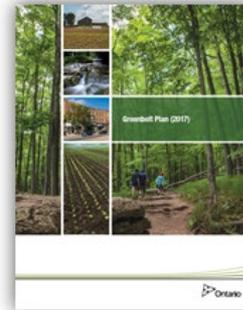
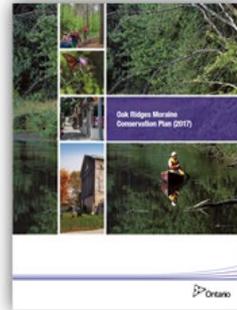
# Objectives

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

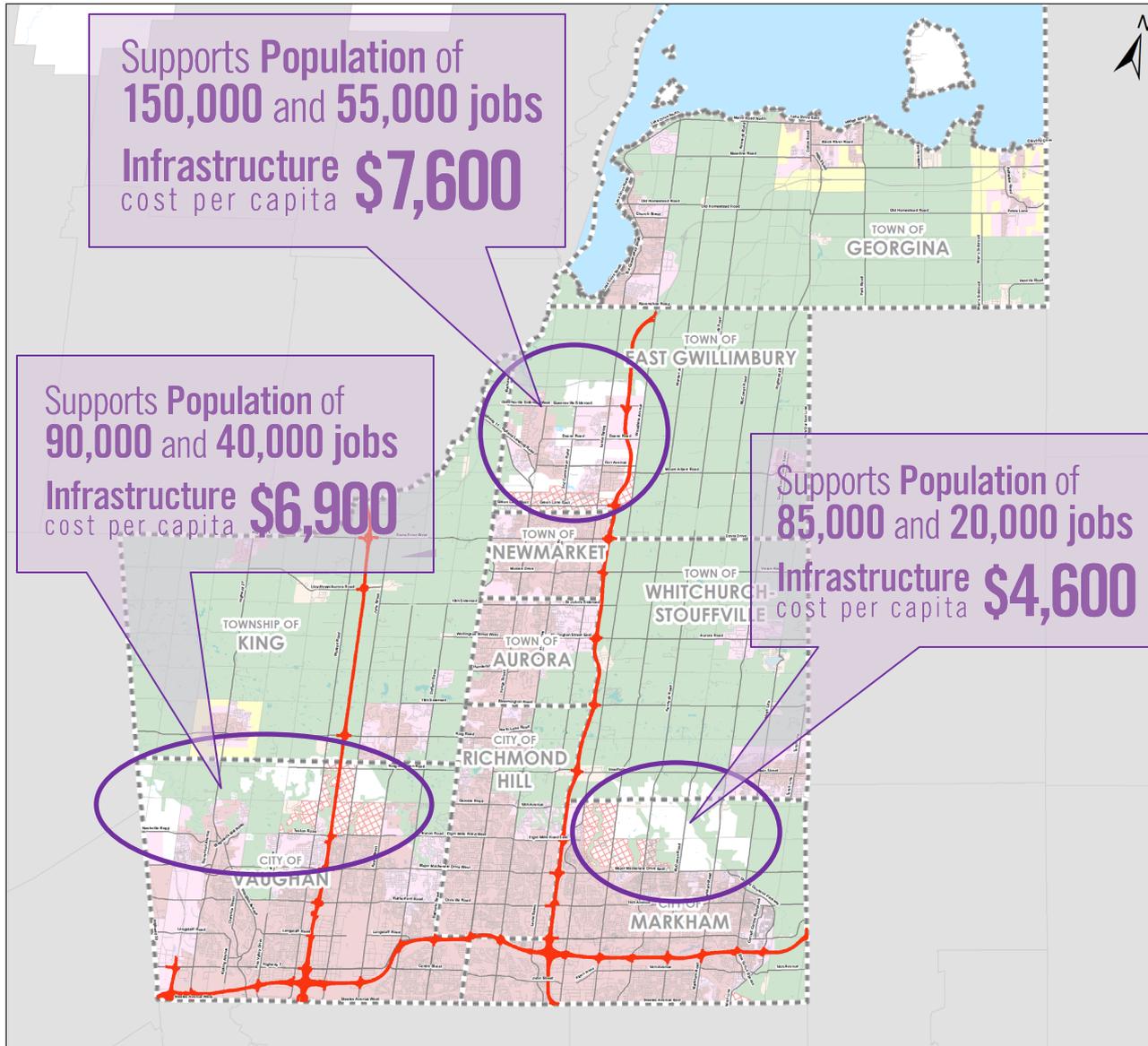


**\$5.6 BILLION**  
YONGE SUBWAY EXTENSION

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

Watson identifies that 50% intensification is appropriate

# Whitebelt Area Considerations



## YORK REGION REGIONAL MAP

Whitebelt Lands

### 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

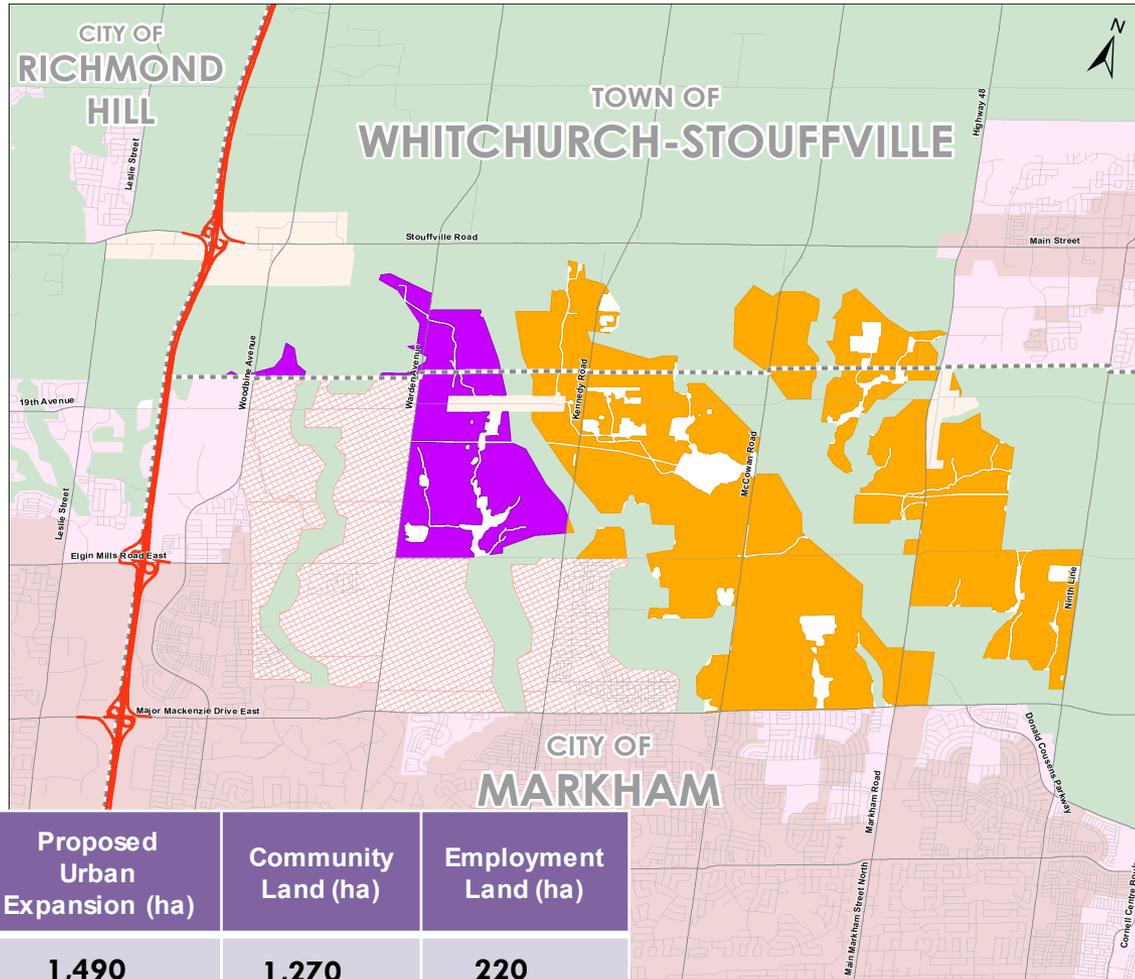


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0 1.25 2.5 5 7.5 10 Kilometers

# Proposed Geography of Urban Expansion - Southeast



## 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

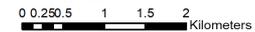
- Municipal Boundary
- Roads
- 400-Series Highways

\*Areas are draft and are awaiting approval through the Municipal Comprehensive Review and are subject to change.



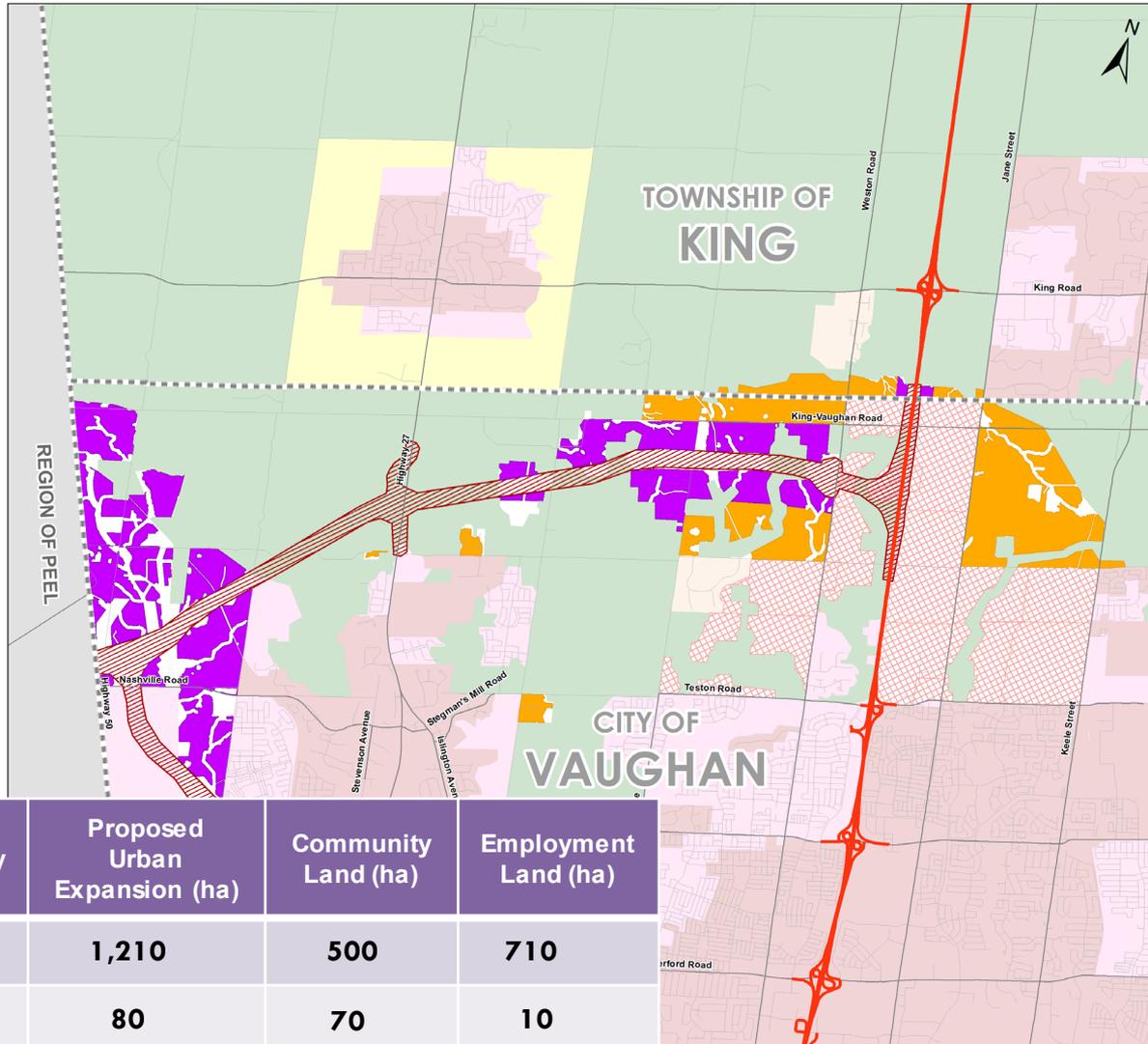
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Municipality	Proposed Urban Expansion (ha)	Community Land (ha)	Employment Land (ha)
<b>Markham</b>	<b>1,490</b>	<b>1,270</b>	<b>220</b>
<b>Whitchurch-Stouffville</b>	<b>375</b>	<b>280</b>	<b>95</b>

# Proposed Geography of Urban Expansion - Southwest



## 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

- 400-Series Highways
- Municipal Boundary
- Roads
- 400-Series Highways (Proposed)

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Municipality	Proposed Urban Expansion (ha)	Community Land (ha)	Employment Land (ha)
Vaughan	1,210	500	710
King	80	70	10

# Proposed Geography of Urban Expansion - North



## 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
- Designated Greenfield Area
- Greenbelt
- Hamlet
- 2010 Urban Expansion
- Designated Greenfield Area - Agriculture

### Base Map

- 400-Series Highways
- Municipal Boundary
- Roads
- 400-Series Highways (Proposed)

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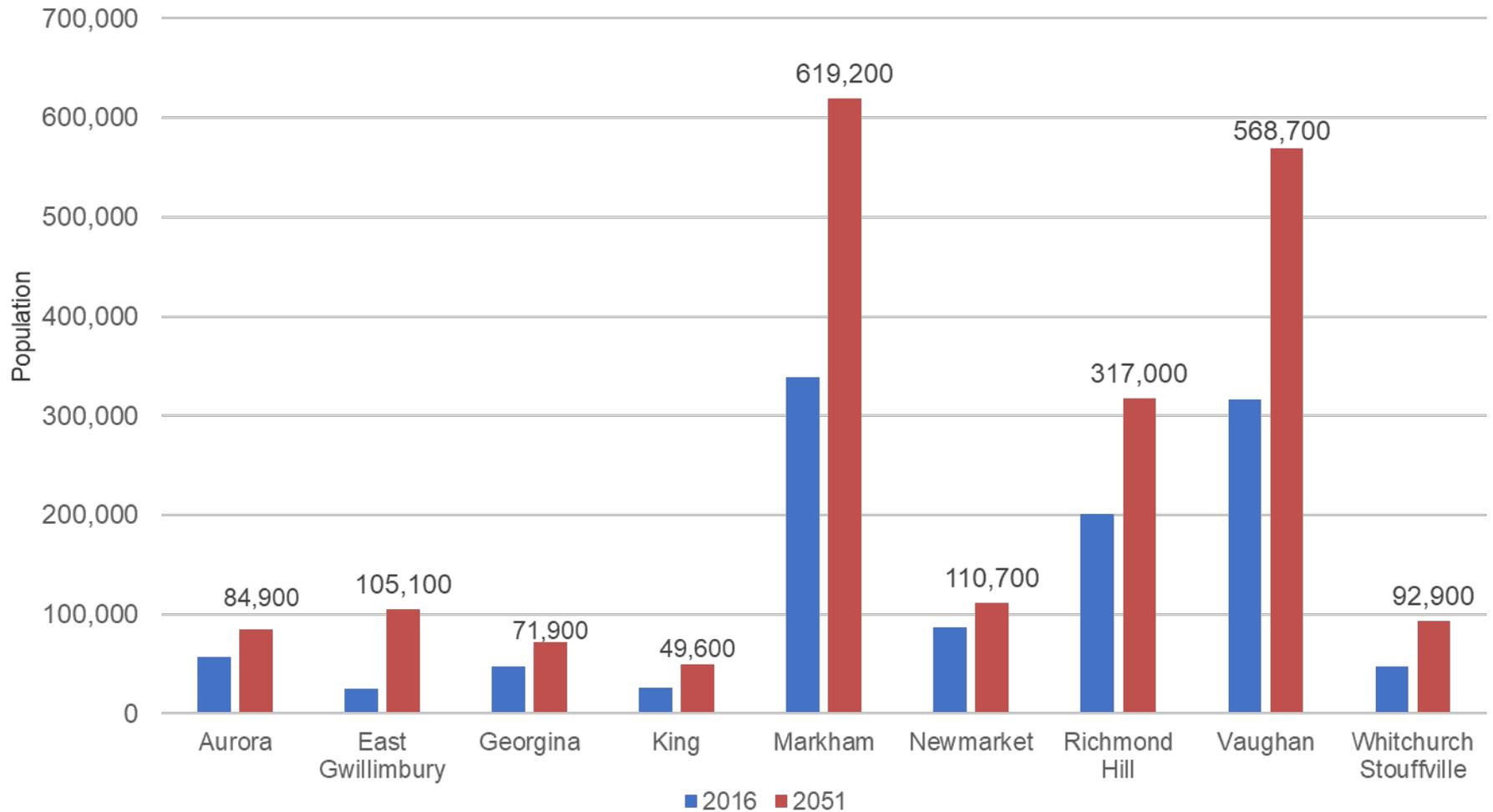
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Kilometers

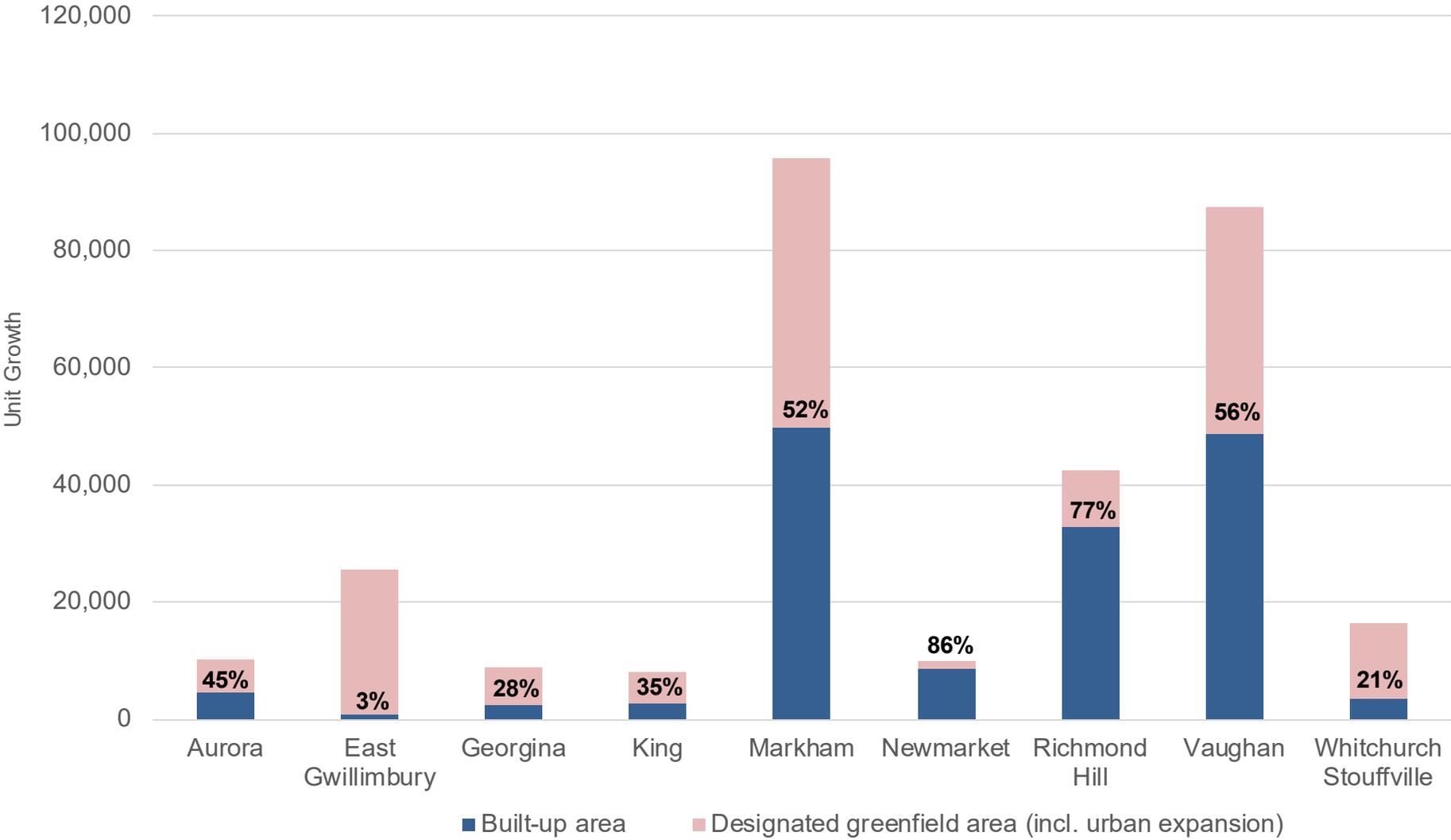
Municipality	Proposed Urban Expansion (ha)	Community Land (ha)	Employment Land (ha)
East Gwillimbury	245	180	65

# Forecasts by Local Municipality

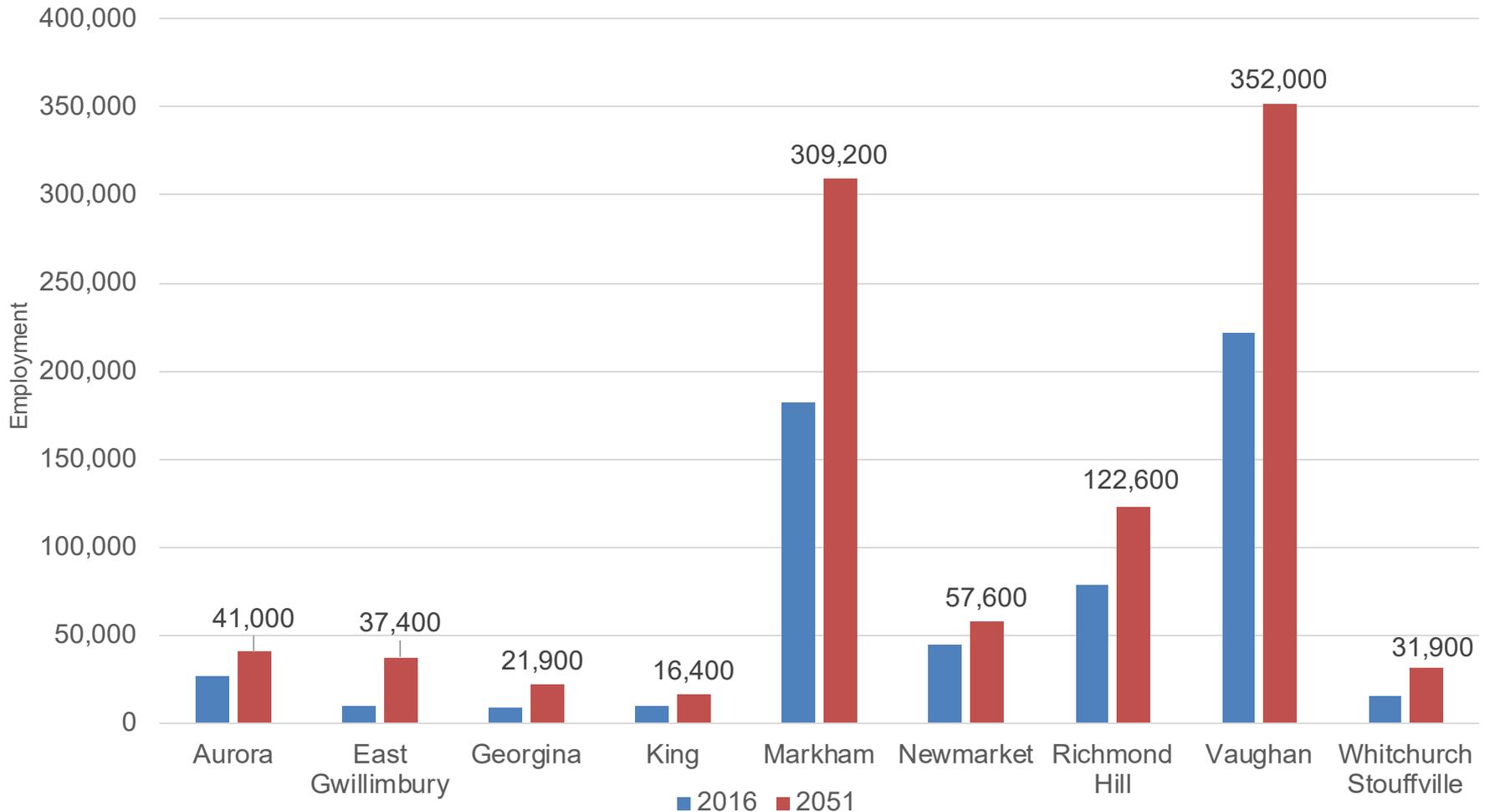
# Proposed Population Forecast by Local Municipality



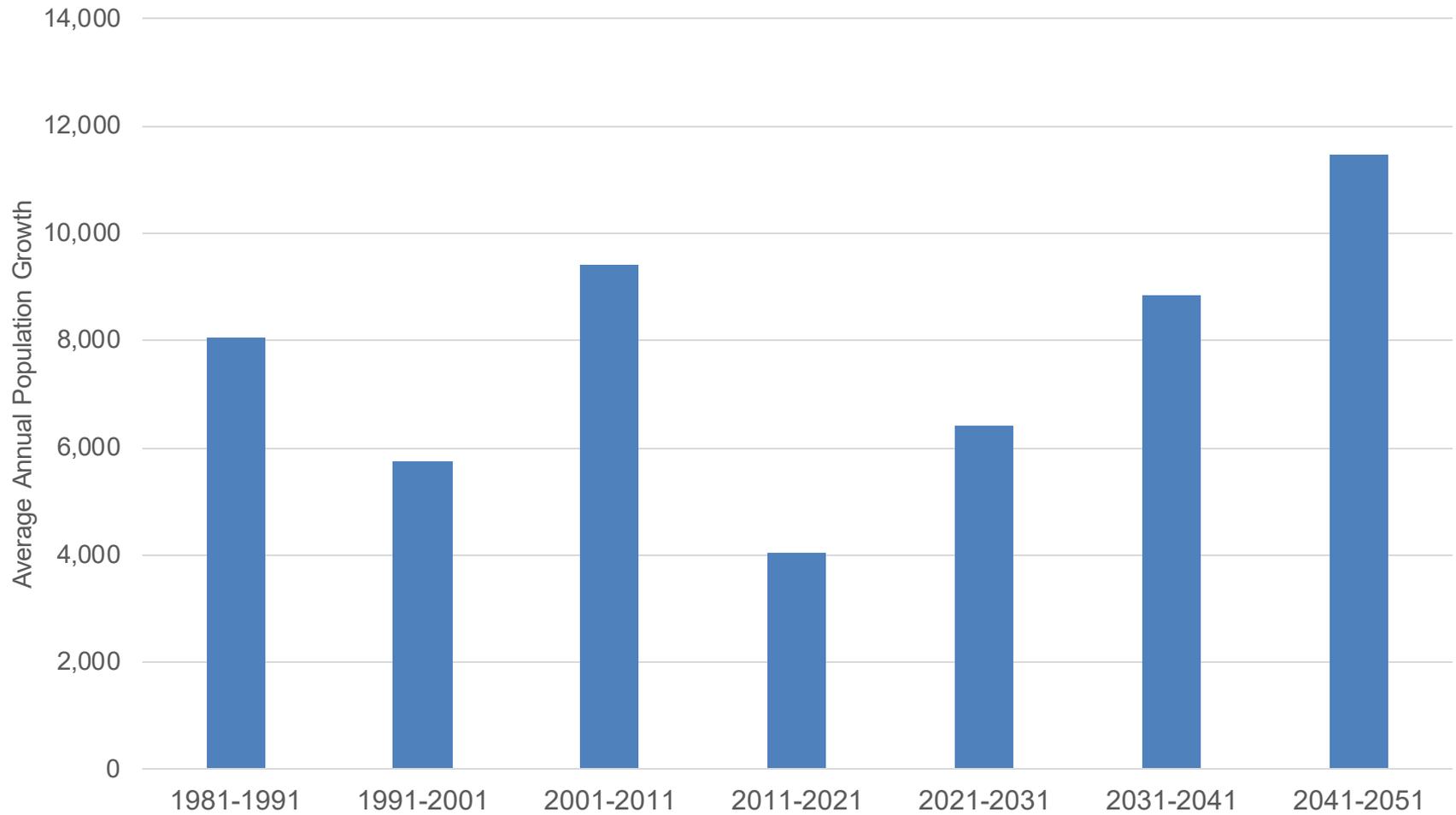
# Growth distribution and intensification targets



# Proposed Employment Forecast by Local Municipality



# Markham Historical and Proposed Population Growth by 10-year period



# Population and Employment Growth Considerations - Markham

- Strong potential for intensification
  - Markham Centre, Langstaff Gateway, and 21 other Major Transit Station Areas
  - Yonge North Subway Extension in 2030
- Significant amount of urban expansion identified
  - Lower infrastructure cost and higher certainty than elsewhere
- Average density of 70 people/jobs proposed across the Markham Designated Greenfield Area
- Anticipated growth in knowledge-based sectors expected to drive growth in major office
- Future employment area important in maintaining City's activity rate

# **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