

May 18, 2018

Ms. Kimberley Kitteringham
City Clerk
City of Markham
101 Town Centre Boulevard
Markham, ON L3R 9W3

Dear Ms. Kitteringham:

Re: 2017 Regional Centres and Corridors Update

Regional Council, at its meeting held on May 17, 2018, adopted the following recommendations of Committee of the Whole regarding "2017 Regional Centres and Corridors Update":

1. Council continue to seek Federal and Provincial assistance to provide critical infrastructure for the Yonge Subway Extension, required to support levels of growth and intensification within Regional centres and corridors forecasted by the Provincial Growth Plan.
2. The Regional Chair forward this report to the Provincial Minister of Municipal Affairs and Housing and York Region Members of Federal and Provincial Parliament as an example of the Region's continued commitment to focusing growth within centres and corridors.
3. The Regional Clerk forward this report to the local municipalities for information.

A copy of Clause 4 of Committee of the Whole Report No. 9 is enclosed for your information.

Please contact Jeff Hignett, Senior Planner at 1-877-464-9675 ext. 71515 if you have any questions with respect to this matter.

Sincerely,



Christopher Raynor
Regional Clerk

Attachments

Clause 4 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 17, 2018.

4

2017 Regional Centres and Corridors Update

Committee of the Whole recommends:

1. Receipt of the presentation by Paul Bottomley, Manager, Policy, Research and Forecasting.
2. Adoption of the following recommendations contained in the report dated April 27, 2018 from the Commissioner of Corporate Services and Chief Planner:
 1. Council continue to seek Federal and Provincial assistance to provide critical infrastructure for the Yonge Subway Extension, required to support levels of growth and intensification within Regional centres and corridors forecasted by the Provincial Growth Plan.
 2. The Regional Chair forward this report to the Provincial Minister of Municipal Affairs and Housing and York Region Members of Federal and Provincial Parliament as an example of the Region's continued commitment to focusing growth within centres and corridors.
 3. The Regional Clerk forward this report to the local municipalities for information.

Report dated April 27, 2018 from the Commissioner of Corporate Services and Chief Planner now follows:

1. Recommendations

It is recommended that:

1. Council continue to seek Federal and Provincial assistance to provide critical infrastructure for the Yonge Subway Extension, required to support levels of growth and intensification within Regional centres and corridors forecasted by the Provincial Growth Plan.

2017 Regional Centres and Corridors Update

2. The Regional Chair forward this report to the Provincial Minister of Municipal Affairs and Housing and York Region Members of Federal and Provincial Parliament as an example of the Region's continued commitment to focusing growth within centres and corridors.
3. The Regional Clerk forward this report to the local municipalities for information.

2. Purpose

This report provides an annual update on development activity and transit investments that occurred within the Regional centres and corridors in 2017. It highlights ongoing initiatives that continue to drive the Region's city building initiatives forward and emphasizes Council's commitment to planning for transit oriented complete communities.

3. Background

Centres and Corridors are the focus of York Region's city building initiatives

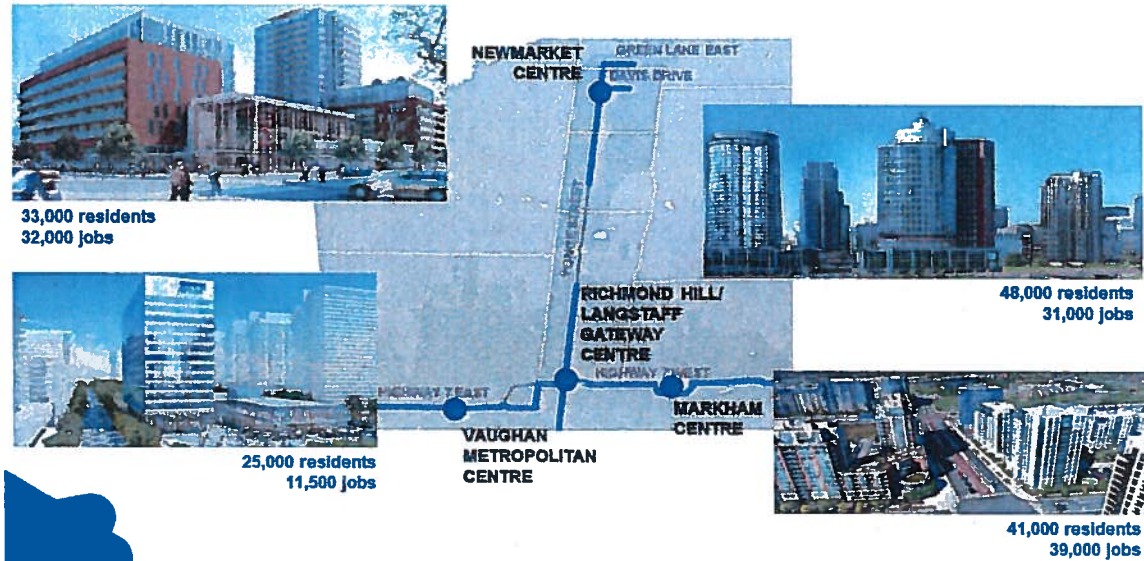
Beginning with York Region's first Official Plan in 1994, a system of Regional centres and corridors was established to guide transit investment and provide a focus for residential and commercial growth.

The Region's centres and corridors help implement the Growth Plan's goal of focusing growth in urban areas. The Provincial Growth Plan designates York Region's four Regional Centres as Provincial Urban Growth Centres:

- Newmarket Centre (Yonge Street and Davis Drive)
- Markham Centre (Highway 7 and Warden Avenue)
- Richmond Hill/Langstaff Gateway (Highway 7 and Yonge Street)
- Vaughan Metropolitan Centre (Highway 7 and Jane Street)

Urban Growth Centres are planned for the highest, most intense concentrations of development within the Region and are expected to accommodate a significant share of the Region's future population and employment growth. Together with the Regional corridors (Yonge Street, Highway 7, portions of Davis Drive and Green Lane), these areas are transforming into highly active urban areas, serviced by rapid transit.

Figure 1
York Region Centres and Corridors

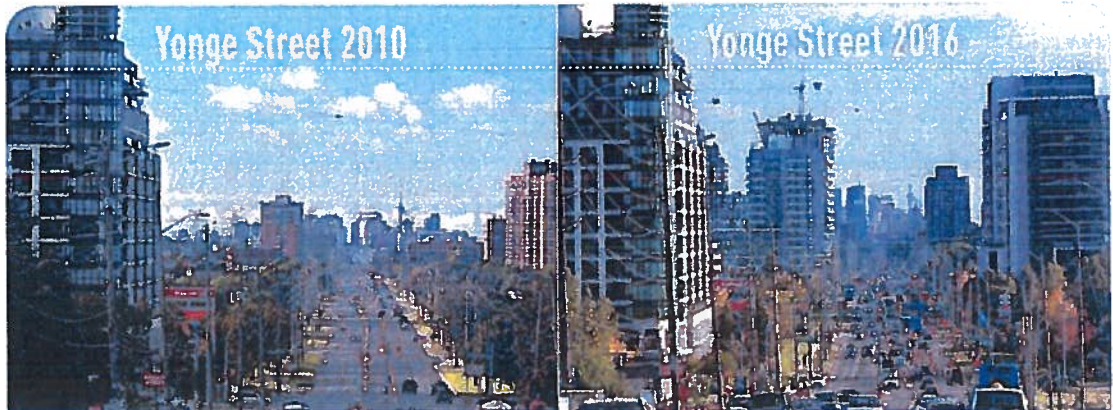


4. Analysis and Implications

The planned vision for transit oriented development in the centres and corridors is being realized

Centres and corridors continue to evolve into highly active areas serviced by rapid transit. One area that has experienced rapid growth is the Richmond Hill Yonge Street Corridor. Between 2010 and 2016 over 1,800 units were added to the Yonge Street corridor in Richmond Hill. Figure 2 illustrates how the Yonge Street corridor is transforming into a high-density, mixed use, transit-oriented corridor.

Figure 2
Richmond Hill Yonge Street Corridor

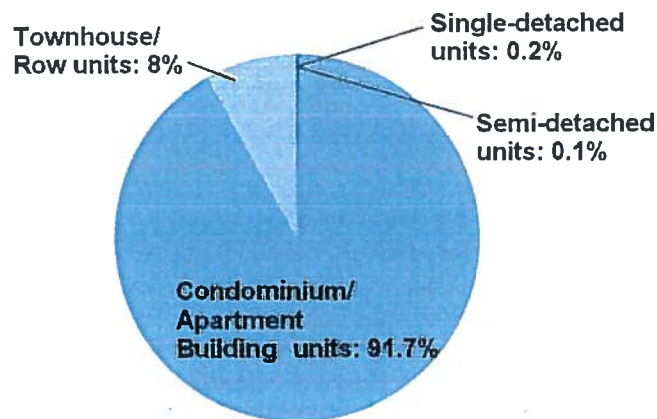


This figure shows Yonge Street, looking south from Harding Boulevard toward Richmond Hill Centre.

New residential development has been predominantly high density in centres and corridors

Over the past five years, 91.7% of new development in the centres and corridors has been condominium/apartment building units. Over the same period, townhouse units in centres and corridors have accounted for 8%. Figure 3 shows the percentage of new units in the centres and corridors by unit type from 2013 to 2017. This trend indicates that the centres and corridors remain the focus for high density residential development in the Region.

Figure 3
New Units in Centres and Corridors by Type
2012 to 2017

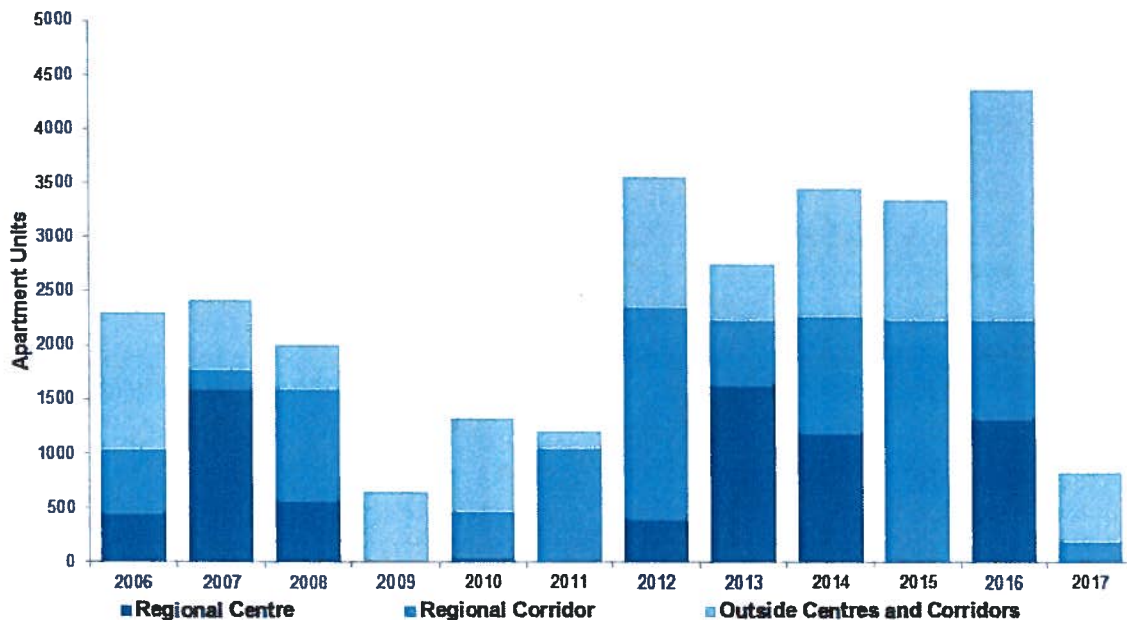


Building permit activity in 2017 shows that approximately 35% (190 units) of all new high density residential units in York Region were located within Regional centres and corridors. This is in contrast to 2016 where high density residential in

2017 Regional Centres and Corridors Update

centres and corridors accounted for 51% (2,230 units) of total apartment units in York Region. Yearly fluctuation is more commonly observed in apartments than in other housing types as they can take a longer time to build and are tied to individual projects. Figure 4 shows the number of building permits for 2017 multi-storey apartment units in the Regional centres and corridors and all other areas of the Region.

Figure 4
2006-2017 Multi-Storey Apartment Permits in York Region



In 2017, 9% of all residential building permits in York Region were located in centres and corridors. New high density residential permits (860 units) were lower than the past 5 year average (2,000 to 2,500 units) across the Region as a whole (Figure 4). The majority of growth in the centres and corridors in 2017 was in townhouse units, accounting for 65% (354 units) of all new residential units in centres and corridors, compared to 11% (261 units) in 2016.

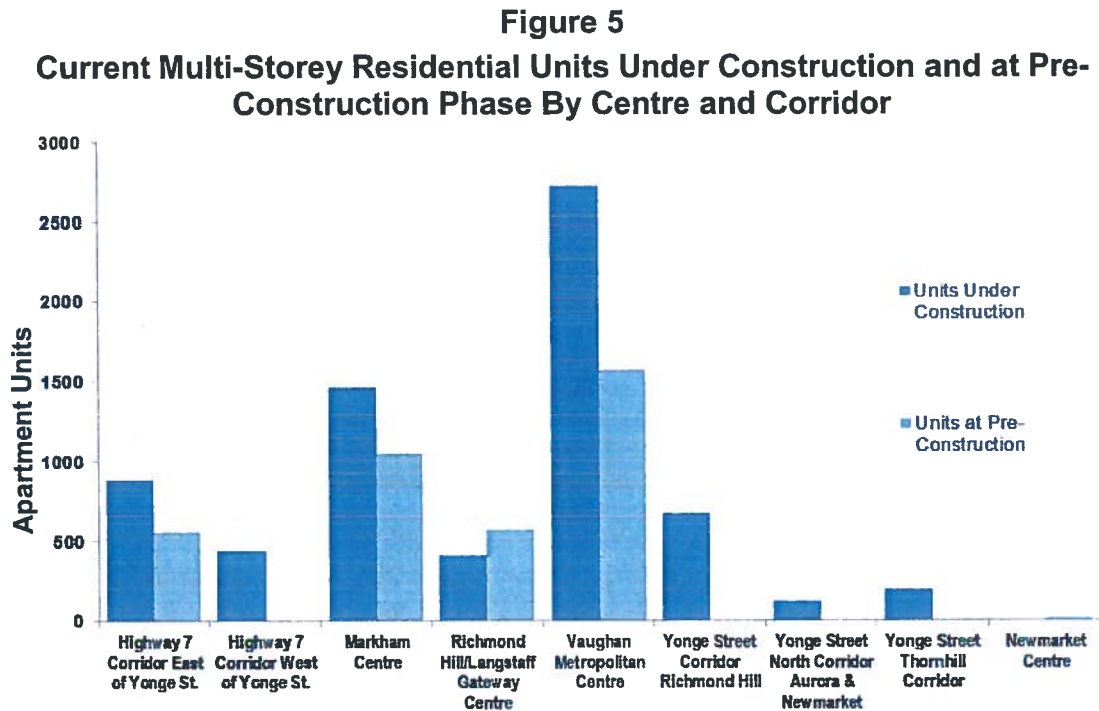
26 multi-storey residential and mixed-use buildings are currently under construction in the centres and corridors

Despite a low year for building permits in 2017, current and future residential development remains strong. There are currently 26 multi-storey residential and mixed-use buildings under construction in the Region's centres and corridors. This represents 77% (6,900 units) of all 2017 high-rise building activity in the Region, of which 98% of the units are sold. Another 14 multi-storey buildings (3,770 units) are also at the pre-construction stage of development, of which 80% (3,020 units) have been sold (Source: Altus Group Data Solutions Inc.). This

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shows current and upcoming construction activity remains strong, and a clear sign of increasing growth in the centres and corridors.

Figure 5 identifies both under construction and pre-construction units by Regional centre and corridor, based on data from Altus Group Data Solutions. Preconstruction units are defined as development that is approved or under site plan application that has not started construction, but is close to coming to market.



Source: Altus Group Data Solutions Inc.

Vaughan Metropolitan Centre currently has the most development activity with 2,700 units under construction and 1,570 units at pre-construction (Figure 5). This is followed by Markham Centre with 1,500 units under construction and 1,050 units at pre-construction. The Richmond Hill/Langstaff Gateway Centre and Yonge Street Corridor Richmond Hill are close behind Markham Centre in construction activity with a combined 1,100 units under construction. This demonstrates that intensification is continuing to evolve in the Region's centres and corridors.

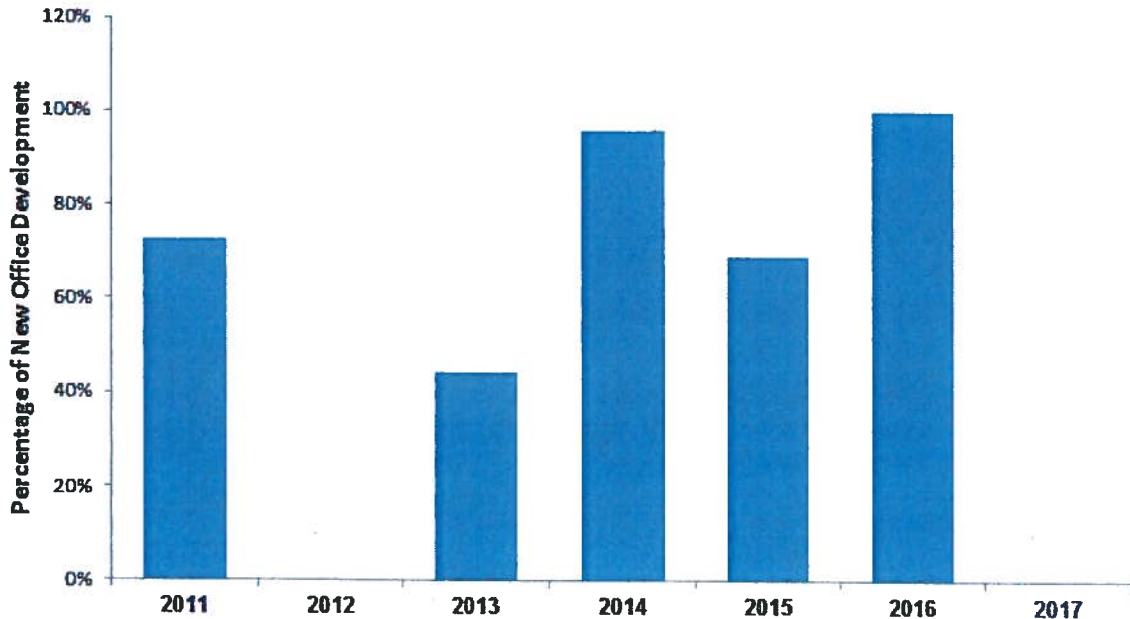
York Region remains successful in attracting new office activity in the centres and corridors

While there were no building permits issued for new office buildings in 2017 (Figure 6), a number of new companies moved into existing office space in the centres and corridors. There are also a number of active development applications in the centres and corridors with 980,000 sq. ft. of proposed office/commercial space, including 860,000 sq. ft. of proposed office/commercial

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space in Vaughan Metropolitan Centre alone. Since 2013, building permits have been issued for approximately 1.29 million sq. ft. of office space in the Region's centres and corridors.

Figure 6
2011-2017 Percent of York Region New Office Building Permits Located In Centres and Corridors*



*Yearly fluctuation is commonly observed in office development

Key current office development applications include:

- York University Campus in Markham Centre (Figure 7)
 - Site plan application for 400,000 sq. ft. 10-storey office building
- Oskar Group - 514 Davis Drive in Newmarket Centre
 - Site plan application for 100,000 sq. ft. 5-storey office building
- Transit City – Vaughan Metropolitan Centre
 - Site Plan application for a 9-storey building including office, YMCA, Library, and daycare adjacent to three 55 storey Transit City residential buildings also at the Site Plan stage

Figure 7
Future York University Campus in Markham Centre



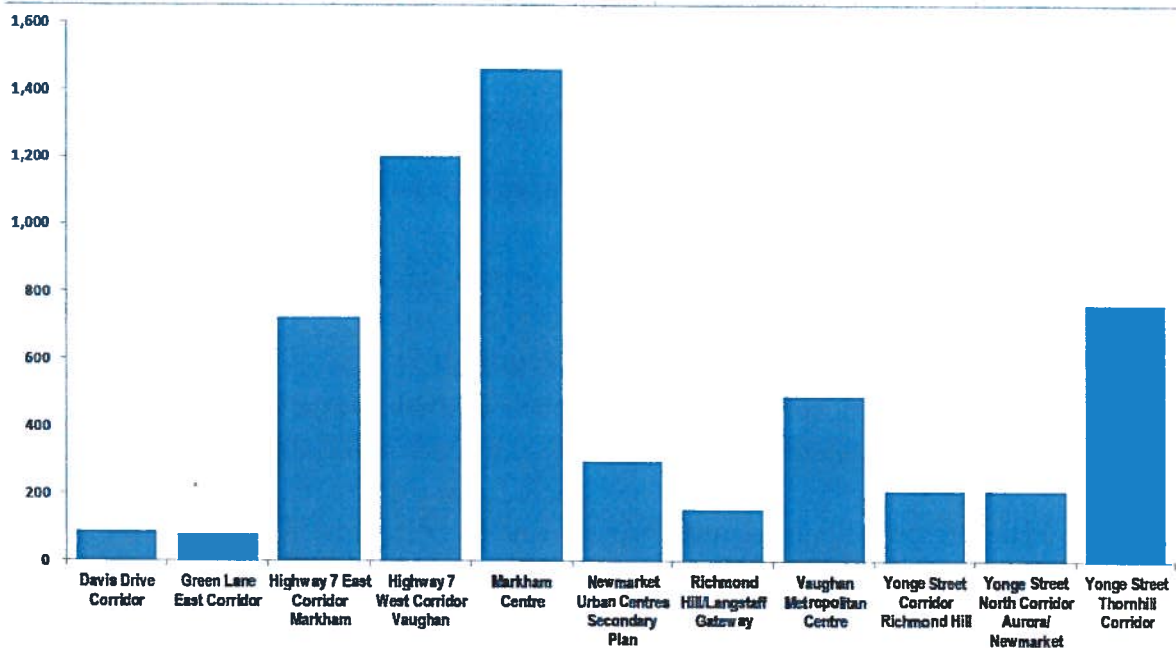
Source: York University

Employment in centres and corridors grew by 4.3 percent (5,350 jobs) in 2017

Surveyed employment shows 123,200 jobs exist in the centres and corridors. Including 2017, employment has grown in the centres and corridors by 17,410 jobs in the past 5 years, an increase of 16.5% over that time period. From mid-year 2016 to mid-year 2017, 5,350 new jobs were added in the centres and corridors. This represents an increase of 4.3%, and higher than the 3.3% job increase observed Region-wide. Employment in centres and corridors now accounts for 20% of all jobs in York Region.

Markham Centre experienced the greatest amount of growth (1,460 new jobs) in 2017. Aviva Insurance, Under Armour Canada, and Morneau Shepell all opened new offices in Markham Centre last year. The Highway 7 West Corridor in Vaughan experienced the second-highest increase (1,202 jobs). This was aided in part by the opening of the new Telecon office in this corridor. Figure 8 shows the distribution of new jobs by centre and corridor.

Figure 8
Total Job Increase in Centres and Corridors
2016-2017



York University campus in Markham Centre is expected to open in 2021

In 2015, the Province announced Markham Centre as the location for a new post-secondary education campus supporting over 4,000 students. A site plan application has been submitted for the first phase of the York University Markham Campus and will include construction of a 10 storey office building (400,000 square feet) at Enterprise Boulevard and Ravis Road. It is expected to open in September 2021 (Figure 7).

Marketing through York Link continues to facilitate attraction of office employers in York Region

Since the beginning of the York Link office attraction campaign in 2016, the centres and corridors program has continued to promote the relationship between city building and economic development through the marketing and communications strategy.

The centres and corridors program has continued its partnership with the York Link website at www.yorklink.ca/citybuilding and the York Link economic development marketing strategy. Updates in 2017 included interactive mapping that showcased activities in and around the centres and corridors, and directions to navigate by transit.

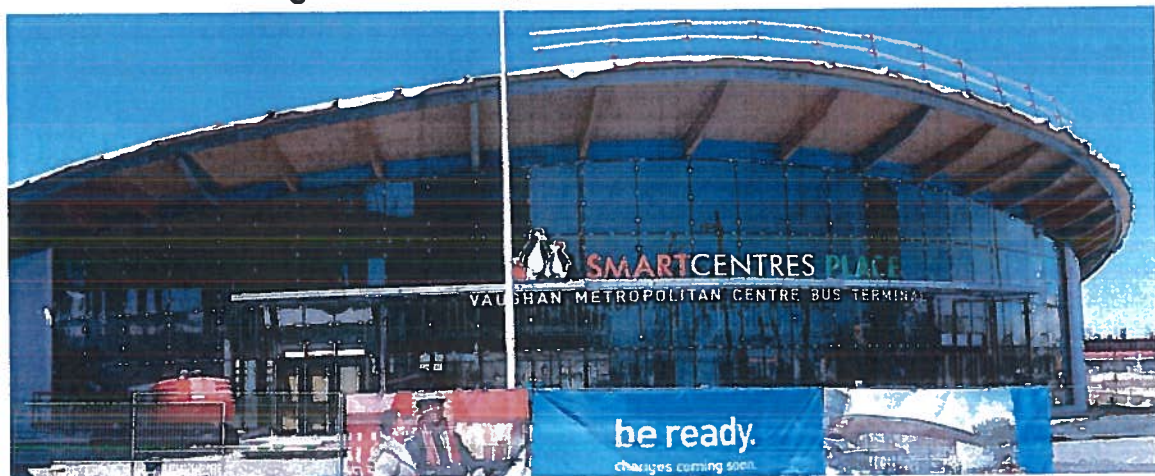
Subway service in Vaughan Metropolitan Centre has been transformational

The Toronto-York Spadina Subway officially opened in December 2017 and provides key connections to:

- Vaughan Metropolitan Centre Vivastation on Highway 7
- York Region Transit's Smartcentres Place Bus Terminal (opening later this year) (Figure 9)
- Highway 407 Bus Terminal

Figure 9

York Region Transit Smartcentres Place Bus Terminal



York Region Transit Smartcentres Place Bus Terminal

Investment in transit is having a positive impact on growth and development in the Vaughan Metropolitan Centre (VMC). The opening of the subway extension to the VMC, has resulted in a significant increase in development proposals (Figure 10). Current proposed, approved, and built residential development applications in the Vaughan Metropolitan Centre represent 94% (23,600) of the 2031 population target of 25,000 people.

Figure 10
Construction activity in the Vaughan Metropolitan Centre, April 2018



Yonge Subway Extension remains a critical missing link needed to connect to the Richmond Hill/Langstaff Gateway Centre

The Yonge Subway Extension remains the number one rapid transit priority for York Region. The project proposes 5 subway stations extending from Finch Station in the City of Toronto to Richmond Hill/Langstaff Gateway Centre north of Highway 7.

The increase in development proposals in the Vaughan Metropolitan Centre (VMC) resulting from the Toronto-York Spadina subway extension shows how subway expansion can significantly stimulate development of an Urban Growth Centre. To help realize similar development potential, achieve the planned vision of the Richmond Hill/Langstaff Gateway Centre and provide a critical transit link, the Yonge Subway extension is needed.

In 2016, the Yonge Subway extension received \$91 million in funding from the Province of Ontario (\$55 million) and the Government of Canada (\$36 million) to proceed with the preliminary design and engineering phase of the subway extension. The further development and subsequent delivery of the Yonge Subway extension builds on the \$3.4 billion investment made to date by senior governments in York Region's rapid transit and aligns with Federal, Provincial and Municipal priorities to stimulate the economy, reduce greenhouse gas emissions, and realize the full development potential within the Richmond

2017 Regional Centres and Corridors Update

Hill/Langstaff Gateway Urban Growth Centre (Figure 11). Further Federal and Provincial investment in rapid transit infrastructure will be required to support the Region's complete, healthy, transit oriented communities.

Figure 11
Future Richmond Hill/Langstaff Gateway Centre



VivaNext rapidway construction continues to expand rapid transit infrastructure

Ongoing planning and delivery of further rapid transit infrastructure will support York Region's city building strategy.

- VivaNext bus rapidways are currently under construction in the Yonge Street North Corridor in Newmarket from Savage-Sawmill to Davis Drive and along Yonge Street in Richmond Hill from Richmond Hill Centre to 19th Avenue – Gamble Road
- Construction also continues along the Highway 7 West Corridor in Vaughan from Wigwoss-Helen to Vaughan Metropolitan Centre, and from Dufferin Street in Vaughan to Richmond Hill Centre.

Viva rapid transit service has shown to be a positive effect on high rise development. Following the opening of Viva service in the centres and corridors from December 2005 to January 2006, the Region observed an increase in development activity. From 2006 to 2010 building permits were issued for almost 5,000 high rise residential units in centres and corridors, more than double the number of permits issued (2,400 high rise residential units) in the previous five years. Annual growth has averaged 1,300 high rise residential units every year

along Viva BRT routes, compared to 490 units per year prior to the opening of Viva BRT transit service.

Figure 12
Town Centre Boulevard Vivastation, Markham



Other Activities and Initiatives

The Region's Municipal Comprehensive Review will build on current city building initiatives

Following the release of final Provincial Plans in May 2017, the Region resumed the Municipal Comprehensive Review (MCR). The 2017 Growth Plan has identified new density targets assigned to Major Transit Station Areas. New minimum density targets are:

- 200 combined residents and jobs per hectare for subway stations
- 160 combined residents and jobs per hectare for Bus Rapid Transit / Light Rail Transit stops
- 150 combined residents and jobs per hectare for GO rail stations

The results of the Municipal Comprehensive Review studies will be reported to Council as part of the MCR over the next 2 years.

2017 Regional Centres and Corridors Update

Staff continue to inform residents and promote the vision for centres and corridors through public events

Planning and Economic Development staff continue to attend events in York Region communities throughout the year to educate and inform residents about the Region's city building initiatives and Centres and Corridors program. Through these community events (Aurora Street Festival and Taste of Richmond Hill), staff engage in discussions about city planning, intensification, transit, and growth with York Region residents.

The Centres and Corridors update monitors development activity to ensure the goals and objectives of Vision 2051 and the Official Plan are being met

The 2017 Regional Centres and Corridors Update report highlights development activity, ongoing initiatives, and transit investment that occurred over the past year. Continued development activity in centres and corridors supports the Region's Strategic Plan 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.

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. The activities and initiatives of the centres and corridors program support the Vision 2051 goal of creating livable cities and complete communities.

5. Financial Considerations

Growth and development in centres and corridors promotes economic development and optimizes infrastructure investment

Urban development and growth within the centres and corridors optimizes investment in capital infrastructure. The strong policy support provided by the Province, Region, and local municipalities to encourage growth and development in the centres and corridors is providing economic growth and employment opportunities in these areas supported by transit.

6. Local Municipal Impact

Regional staff continue to be actively engaged with our local municipal partners in planning initiatives and programs to support implementation and development of centres and corridors. Local municipal staff are actively engaged in planning efforts to support the Regional Municipal Comprehensive Review and city building initiatives.

7. Conclusion

Development of the Region's centres and corridors is a long-term strategy to drive intensification and city-building efforts forward in York Region. The centres and corridors form the foundation of York Region's city building initiatives.

Centres and corridors continue to evolve into highly active areas serviced by rapid transit. Despite a low year for high rise building permits in 2017, residential development remains strong in the centres and corridors with 26 multi storey residential and mixed-use buildings (6,900 units) currently under construction in the centres and corridors, more than twice as many than the rest of York Region combined. Another 14 multi storey buildings (3,770 units) are in the pre-construction phase. Current development applications include close to 1 million sq. ft. of office space.

A balance of population and jobs is now being realized as the centres and corridors continue to evolve. Employment levels in the centres and corridors increased by 4.3% in 2017 with 5,350 added jobs, the highest in the past 5 years at nearly 2,000 more than the 5-year annual average.

The continued investment in rapid transit infrastructure is enabling intensification opportunities in the centres and corridors. The opening of the Toronto-York Spadina Subway in December 2017 had a positive impact on development in the Vaughan Metropolitan Centre. The Yonge Subway extension is needed to help realize similar development potential and achieve the planned vision of the Richmond Hill/Langstaff Gateway Centre. This subway extension is the number one rapid transit priority for York Region. Further Federal and Provincial investment to construct the Yonge Subway extension will be required to support the Region's mixed-use, healthy, vibrant, compact, complete, transit oriented communities.

For more information on this report, please contact Jeff Hignett, Senior Planner at 1-877-464-9675 ext. 71515.

2017 Regional Centres and Corridors Update

The Senior Management Group has reviewed this report.

Recommended by:

Paul Freeman, MCIP, RPP
Chief Planner

Recommended by:

Dino Basso
Commissioner of Corporate Services

Approved for Submission:

Bruce Macgregor
Chief Administrative Officer

April 27, 2018

Attachment (1)

#8419557

Accessible formats or communication supports are available upon request

York Region's Centres and Corridors Program is a city-building initiative and the foundation of York Region's planned urban structure. It combines the planning for urban pedestrian friendly/walkable communities with construction of new rapid transit corridors and stations that connect York Region and the Greater Toronto Area. The Centres and Corridors urban structure is defined by the York Region Official Plan. Key goals are to provide travel options, conserve resources, and create lively sustainable communities within walking distance of transit and other services. It is also about choice by providing a range of housing options, places to work, and ways to get there.

Progress towards the planned population and job targets for each of the four Regional Centres continues to support Regional priorities to encourage growth in Regional Centres and Corridors. By the end of 2017, subway service on the TTC Spadina line had begun in York Region providing a key connection to other transit service at the Vaughan Metropolitan Centre. 26 multi-storey residential apartment buildings were also under construction in the Centres and Corridors accounting for 77 per cent of high rise units under construction in all of York Region in 2017. Over the five year period from 2012 to 2017 92 per cent of all new units built in the Centres and Corridors have been condominium or rental apartment units. This trend indicates that the Centres and Corridors remain the focus for high density residential development in the Region.

What are the BENEFITS of PLANNING for CENTRES and CORRIDORS?

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

Subway
opened to VMC
DECEMBER
2017

~7,000
units in total
Strong Construction Activity
26 buildings under construction
Data from AIA's Group Plan to S&K Group, Inc.

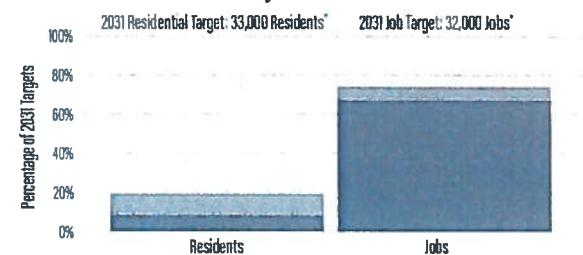
123,200 JOBS currently exist in the CENTRES and CORRIDORS

Progress Towards Growth Targets in the Regional Centres

Markham Centre



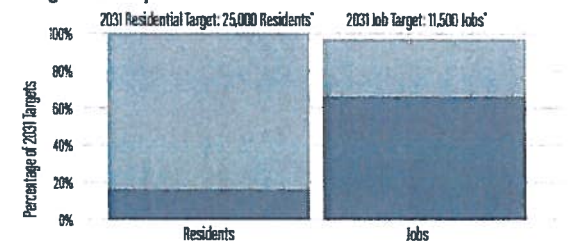
Newmarket Centre Secondary Plan



Richmond Hill/Langstaff Gateway



Vaughan Metropolitan Centre

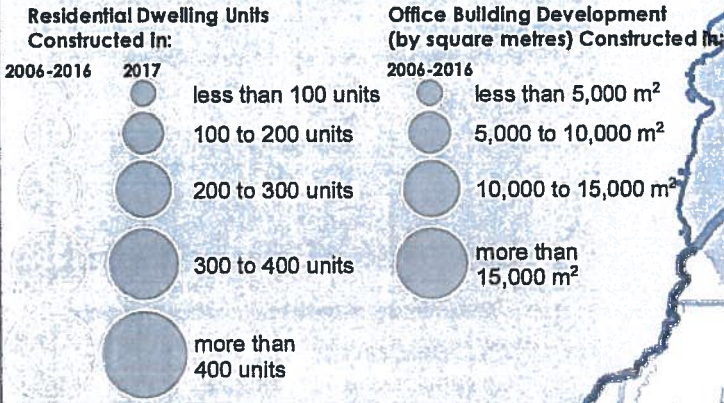


*Population and employment targets subject to Secondary Plan approvals in Markham, Newmarket, Richmond Hill and Vaughan

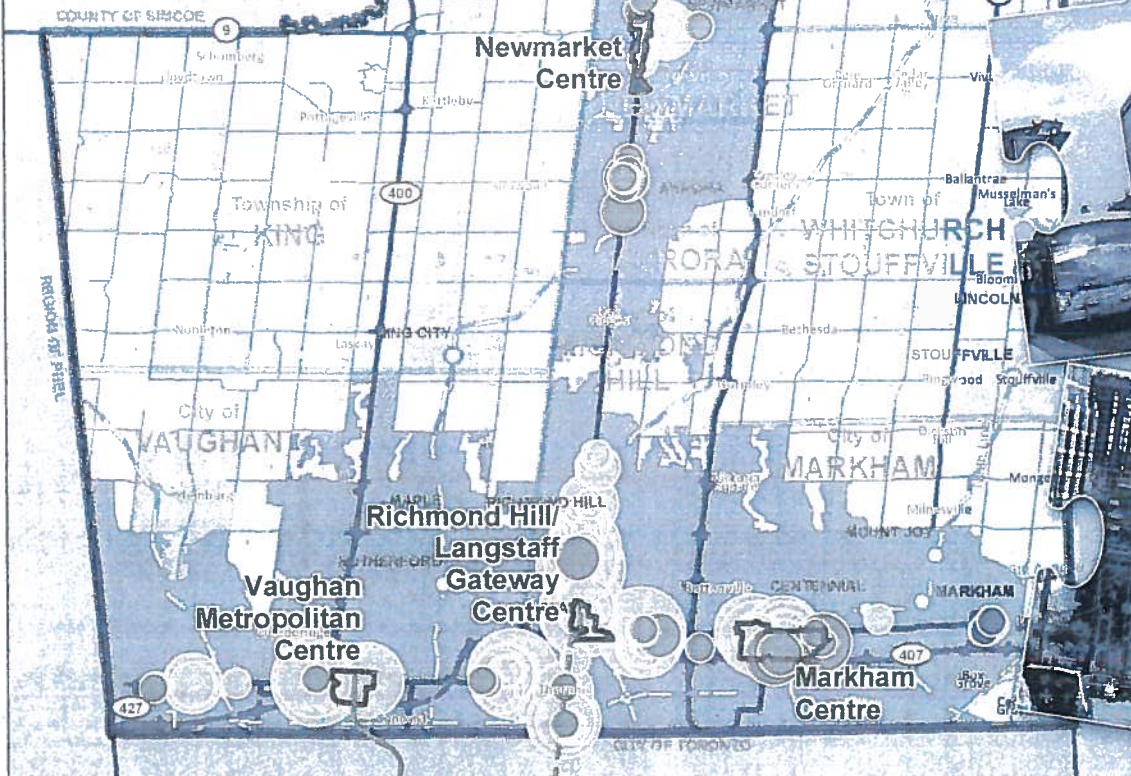
Since 2006 **62%** of all new multi-storey residential apartment units have been located in Centres and Corridors

YORK REGION

RESIDENTIAL & OFFICE DEVELOPMENT ACTIVITY WITHIN CENTRES & CORRIDORS



* The data 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

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



Produced by
The Regional Municipality of York
Planning and Economic Development Branch
Corporate Services Department
April 2018

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WHERE TALENT AND OPPORTUNITY INTERSECT

