



# Vaughan Growth Progress Report, 2015



# What are we doing?

Land use planning has become a dominant force in creating diverse and vibrant communities in the modern world. This report introduces 16 proposed indicators organized under four key themes to assess the effectiveness and performance of land use planning and development in the City of Vaughan. The goal is to implement each theme into the practices of the City, while the indicators are used to monitor the progress of the implementation. Each theme and indicator proposed in the document is consistent with the City of Vaughan Official Plan and Vaughan Vision 2020.

## Themes and Indicators:

### Theme 1: Achieving dense, safe, and diverse communities

- Indicator 1: Achieving Intensification
- Indicator 2: Approving more development applications at the municipal level
- Indicator 3: Residential and employment density at the Vaughan Metropolitan Centre
- Indicator 4: Density along major transit routes
- Indicator 5: Mixed-land uses
- Indicator 6: Publicly accessible space and community infrastructure
- Indicator 7: Creating lit, vibrant, and walkable streets

### Theme 3: Achieving a stable and competitive economy

- Indicator 1: Generating income through development charges (approvals)
- Indicator 2: Creating more jobs in the City
- Indicator 3: Emphasizing the use of local centres and attractions

### Theme 2: Making Vaughan a global city

- Indicator 1: Planning for population and job growth in intensification areas
- Indicator 2: Building infrastructure to connect Vaughan to the world on global and regional levels
- Indicator 3: Participating in the planning of regional transit linkages

### Theme 4: Achieving growth while maintaining a sustainable environment

- Indicator 1: Preserving the Oak Ridges Moraine and Greenbelt
- Indicator 2: Heritage – preserving local communities and neighborhoods such as Kleinburg
- Indicator 3: Reducing land consumptions while still supporting population and employment growth

Figure 1: Vaughan is centrally located in the Greater Golden Horseshoe



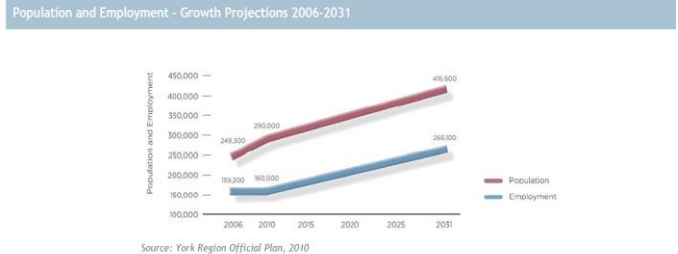
Source: City of Vaughan Official Plan

Figure 2: Vaughan Population and Employment Growth Projections

# Planning for the Future:

Vaughan has transformed dramatically since the 1970s, when it began changing from a rural countryside to an urban centre. Now, the City is undergoing yet another transformation, from a low-rise suburban destination, to a global city. By the 1990s, the City had a population of over 100,000 people.<sup>1</sup> By 2014, the City of Vaughan had a population of 318,000, estimated to increase to over 416,000 by 2031, along with 266,100 jobs by that time (Figure 2).<sup>1</sup> As depicted in Figure 3, Vaughan is one of the fastest growing metropolitan centres in Canada, next to Brampton.<sup>2</sup> It has become a premier destination for new and growing families, with its superb suburban style single-family homes at affordable prices in comparison to neighboring municipalities around York Region and the rest of the Greater Toronto Area, depending on the housing type, as illustrated in Figures 4, 5, and 6. It is also growing its employment opportunities and will become a critical component to the economic success of Canada and Ontario in the future.

Given the steady growth in population and jobs, it is crucial that the City of Vaughan plans in a manner that will accommodate future expansion and take advantage of its many opportunities to gain global recognition. Planning for resource and land uses to accommodate future growth is critical to the success of the City on social, economic, and political scales. If the City does not manage its resources and land uses effectively, it will experience more congestion, more pollution, challenges with infrastructure growth and housing supply, and a decrease in the number of jobs.

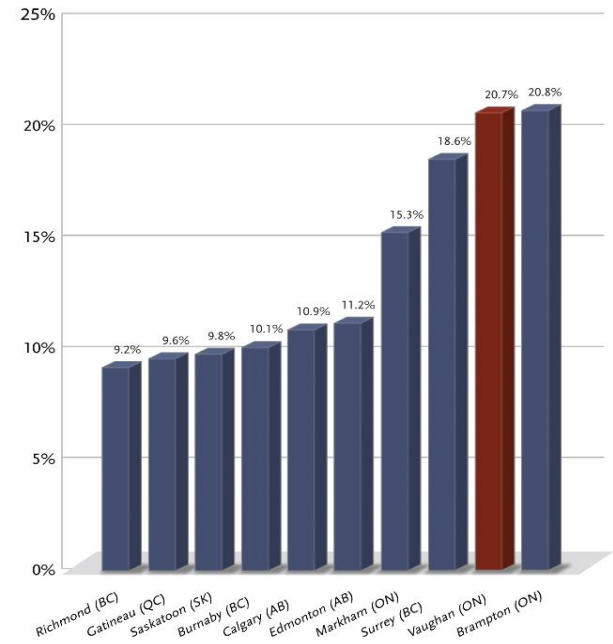


Population projections from the Province of Ontario indicate that York Region's population will rise to 1.5 million people and the number of jobs will increase to 780,000 by 2031. It can be expected that a substantial portion of the population and employment growth will occur in the City of Vaughan; 416,600 people and 266,100 jobs by 2031.

	2006	2010	2014	2020	2031
<b>Population</b>	249,300	290,000	360,000	390,000	416,600
<b>Employment</b>	162,200	224,000	248,000	257,000	266,100

Source: City of Vaughan Official Plan

Figure 3: Fastest Growing Canadian Cities



Source: Statistics Canada, Census 2006 and 2011

Figure 5: 2013 Resales & Average Prices by Local Municipality and Dwelling Type

Figure 4: Total Number of Resales and Average Price (all dwelling types) by Local Municipality, 2012 and 2013

	Sales		Average Price (\$)	
	2012	2013	2012	2013
Aurora	909	918	\$567,567	\$593,707
East Gwillimbury	318	337	\$504,921	\$519,411
Georgina	875	839	\$318,909	\$329,295
King	285	282	\$871,956	\$875,671
Markham	4,385	4,666	\$603,465	\$632,956
Newmarket	1,522	1,424	\$454,431	\$493,050
Richmond Hill	3,173	3,295	\$670,258	\$705,464
Vaughan	3,976	3,919	\$631,073	\$657,784
Whitchurch-Stouffville	732	789	\$606,547	\$593,991
<b>York Region Total</b>	<b>16,175</b>	<b>16,469</b>	<b>\$590,984</b>	<b>\$623,582</b>

Source: York Region Growth and Development Review, 2013

	Detached		Semi		Town/House/Attach		Condo/Apt	
	Sales	Avg. Price	Sales	Avg. Price	Sales	Avg. Price	Sales	Avg. Price
Aurora	583	\$687,501	80	\$423,277	291	\$452,912	54	\$390,989
East Gwillimbury	292	\$546,379	10	\$402,825	32	\$334,256	3	\$218,167
Georgina	344	\$305,586	25	\$327,676	58	\$284,905	14	\$185,821
King	288	\$988,280	4	\$368,256	10	\$585,650	8	\$433,125
Markham	2,699	\$777,225	268	\$118,491	931	\$471,175	668	\$342,952
Newmarket	926	\$554,806	202	\$393,374	249	\$386,876	47	\$271,443
Richmond Hill	2,807	\$882,436	165	\$124,329	636	\$500,117	487	\$305,688
Vaughan	2,282	\$684,238	411	\$128,338	680	\$506,722	966	\$347,983
Whitchurch-Stouffville	576	\$664,279	84	\$418,274	123	\$386,899	12	\$485,400
<b>York Region Total</b>	<b>16,340</b>	<b>\$737,376</b>	<b>1,347</b>	<b>\$484,772</b>	<b>3,909</b>	<b>\$489,212</b>	<b>1,899</b>	<b>\$330,873</b>

Source: York Region Growth and Development Review, 2013

Figure 6: York Region New Home Prices (\$1,000s)

	Detached	Semi	Row	Condo/Apt
Aurora	\$550 - \$1.6M	na	\$400 - \$500	\$300 - \$800
East Gwillimbury	\$450 - \$850	\$450 - \$550	na	na
Georgina	\$300 - \$950	\$500 - \$550	\$250 - \$500	\$500 - \$850
King	\$750 - \$2.4M	\$650 - \$700	\$550 - \$850	\$250 - \$750
Markham	\$600 - \$2.9M	\$500 - \$650	\$350 - \$1.1M	\$200 - \$2.0M
Newmarket	\$550 - \$850	\$450 - \$500	\$450 - \$650	na
Richmond Hill	\$600 - \$1.5M	\$650 - \$700	\$450 - \$1.1M	\$200 - \$1.1M
Vaughan	\$600 - \$2.9M	\$550 - \$800	\$350 - \$850	\$200 - \$1.5M
Whitchurch-Stouffville	\$500 - \$1.8M	na	\$350 - \$500	\$250 - \$650M
York Region	\$300 - \$2.9M	\$450 - \$700	\$250 - \$1.1M	\$200 - \$2.9M

Source: York Region Growth and Development Review, 2013

## The Report:

The City of Vaughan Land Use Planning and Economic Growth Report (Vaughan Growth Progress Report) sets a framework for development and environmental initiatives across five amalgamated towns (Woodbridge, Maple, Thornhill, Concord, and Kleinburg) in order to ensure the success and stability of its land, economy, and residents. The Report works together with other City-wide and provincial initiatives, including the Vaughan Official Plan, Vaughan Vision 2020, Green Directions Vaughan, Greenbelt Plan, 2005, and the Oak Ridges Conservation Plan.

The Vaughan Growth Progress Report and its proposed indicators are directly linked to the themes expressed in the documents listed above, namely the Vaughan Official Plan and the Vaughan Vision 2020. The Growth Report emphasizes community safety, environmental sustainability, growth, economic well-being, heritage protection, efficient transportation networks, and better municipal services and infrastructure.

## Measuring Progress:

The Report consists of four themes supported by its indicators (listed on Page 2) to measure the progress of maturation. The objective of the Report is for the City to consider each theme when making decisions regarding land use planning and land development.



Source: City of Vaughan, 2015

## What Exists?

The City of Vaughan has already developed many strategic plans and initiatives to guide future growth.

## Green Directions Vaughan:

Green Directions Vaughan is the City's Community Sustainability and Environmental Master Plan.<sup>3</sup> This is a long-term plan developed to guide the City to a more sustainable future environmentally, culturally, socially, and economically.<sup>3</sup> The plan is designed to establish key principles of sustainability, which will be used in the development of other initiatives and master plans to achieve a healthy natural environment, vibrant and diverse communities, and a competitive economy.<sup>3</sup>



Source: City of Vaughan, 2015

# Sustainability Metrics Initiative:

The Sustainability Metrics Initiative, which is considered in the review of development applications across the City, meets a specific objective of Green Directions Vaughan, to create a City with sustainable built form.<sup>4</sup> The main purpose of implementing the initiative in the development review process is to reduce the overall ecological footprint of new development or redevelopment projects.<sup>4</sup> The City of Vaughan, in partnership with the City of Brampton and the Town of Richmond Hill, developed the initiative as a tool to achieve healthy, complete sustainable communities.<sup>4</sup> The tool presents the City with a sustainability scoring system by using a set of Metrics to quantify the sustainability of new developments.<sup>4</sup>



Source: City of Vaughan, 2015

# Vaughan Vision 2020:

The Vaughan Vision 2020 is the City of Vaughan’s Strategic Plan, which sets out a vision and direction for the City to the year 2020.<sup>5</sup> The three major strategic goals outlined in the vision, as illustrated in Figure 7, are Service Excellence, Staff Excellence, and Organizational Excellence.<sup>5</sup> The Plan also outlines Priority Strategic Initiatives, which include developing the plan required to build a dynamic Vaughan Metropolitan Centre, further evolving performance indicators, developing and implementing a Corporate-wide Asset Management System, and additional operational/business reviews.<sup>5</sup>

Figure 7: Vaughan Vision Strategic Goals



Source: City of Vaughan, 2015



Source: Places to Grow, 2006



## Theme 1: Achieving dense, safe, and diverse communities

This Report supports the creation of more intensified, safe, and diverse neighborhoods across the City of Vaughan. Achieving these types of vibrant, mixed-use communities enables Vaughan to plan for and manage future population and employment growth in an effective manner. Mixed-use developments allow residents to live, work, and play close to home. It also offers an “eyes on the street” approach due to the large amount of people that are able to conduct various activities in one small area, making them feel more safe.<sup>6</sup> The Report recognizes the importance of the environment, as well as the safety of residents, which is why the development of more intensified and complete communities is widely supported.

The seven indicators will measure the progress in achieving the goal set out in this theme.

### Indicator 1: Achieving Intensification

#### The indicator:

The number of new residential dwellings constructed within the City.

#### Why intensify?

Being that Vaughan is the second fastest growing municipality in Canada, it is crucial that growth is concentrated in large numbers in compact areas. Making use of infrastructure in the most built-up areas of the City is critical. This Report supports an increase in density with minimal impact on land consumption. The Report also supports development in the designated intensification areas of Vaughan Mills Centre, Concord/GO Centre, and Weston Road and Highway 7. The City has recently seen approvals for high-rise residential developments along Highway 7, where the Vaughan Metropolitan Centre will also be located. This Report calls for further intensification of the area in order to concentrate future population and employment growth along Highway 7, to make use of existing hydro and water infrastructure, as well as the future Bus Rapid Transit lines.<sup>7</sup>

#### How do we measure?

The City analyzed ClearPoint data on the amount of development applications submitted over the last six years.

#### Results:

Findings indicate that the City received 181 development applications (OP Amendment, Zoning Amendment, Site Development, Plan of Subdivision, Plan of Condominium, and Part-lot Control) in 2009, 188 in 2010, 215 in 2011, 218 in 2012, 211 in 2013, and 182 in 2014.<sup>8</sup> From 2007-2010, it was reported that the Region of York averaged a 46% intensification rate.<sup>9</sup> It is evident that from 2009-2012, Vaughan itself had a significant increase in development applications, rising from 181 to 218. It experienced a small drop in 2013 to 211, and then decreased rapidly to 182 in 2014, back to its 2009 rate.

**Considerations:**

This indicator was measured in full from 2009-2014, as it has incomplete data for 2015. The City of Vaughan does not have an intensification rate for itself, as rates were measured around the GTA by regions (York Region has a 46% intensification rate), as depicted in Figure 9, but results can be measured by the change in applications by type as depicted in Figure 8. Since the City has experienced a significant decrease in development applications in 2014, this indicator will be used to measure progress in order to get applications and intensification rates back to 2012 figures.

Figure 8: Number of Development Applications by Type

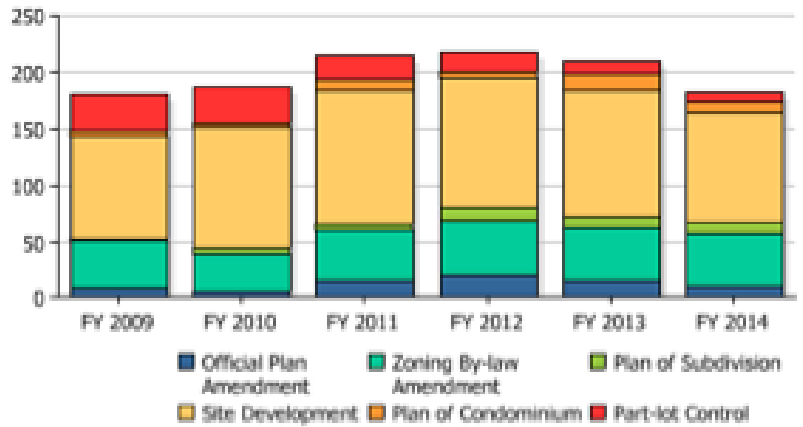
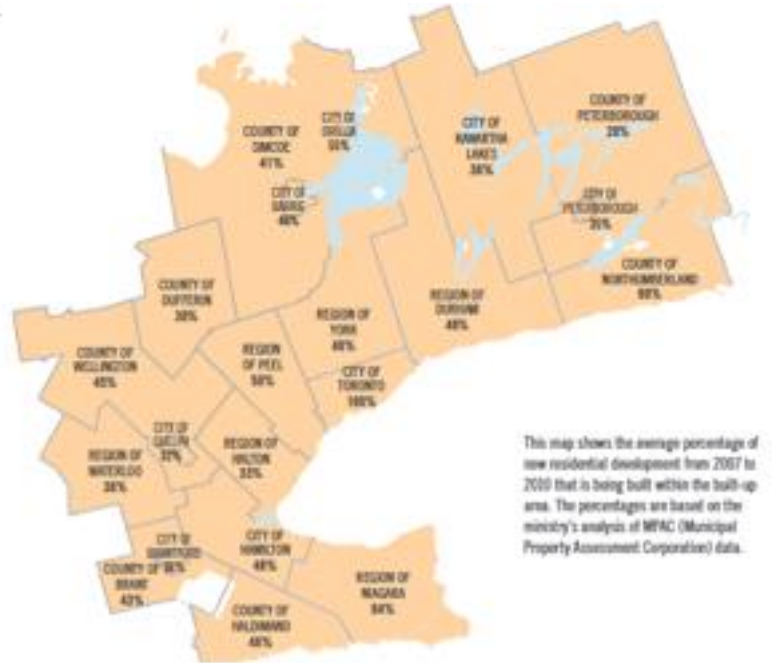


Figure 9: Measuring Residential Intensification – Average Annual Intensification Rates (2007-2010)



## Indicator 2: Approving more development applications at the municipal level

### The indicator:

The number of development applications approved at city level without having to go to Ontario Municipal Board.

### Why not OMB?

City planners know what is and what is not needed across the City. They know the geography and zoning of the City, what has been approved in the past, and what the plans are for the future. This Report supports more applications being approved at the municipal level in accordance with policies and regulations outlined in the Official Plan, Vaughan Vision 2020, zoning by-law, Provincial Policy Statement, and many other documents, including this Growth Report. In order to spur growth to accommodate the rapidly growing population and number of jobs, it will be more effective for applications to be approved at the City level, rather than the OMB. The OMB is a legislative body created by the provincial government to make decisions relating to land use planning and development. When a decision is rejected or cannot be reached at the municipal level, the applicant can appeal to the OMB for a final decision on the development application.

### How do we measure?

The City reviewed data on ClearPoint to determine the total number of hours spent at OMB hearings. Data is provided from the Planning and Legal Departments.

### Results:

Measures for the Planning Department from 2009-2013 indicate that a total of 547 hours were spent at the OMB in 2009, 81 in 2010, 240 in 2011, 266 in 2012, and 294 in 2013.<sup>10</sup> The Legal Department spent 270 days on OMB hearings in 2009, 101 days for OMB hearings in 2010, 309 days for hearings in 2011, 320 days for hearings in 2012, 600 days for hearings in 2013, and 600 days for hearings in 2014.<sup>11</sup> A comparison can also be drawn between the amount of time spent at the OMB with the number of development applications received. In 2010, the City spent the least amount of time at the OMB, and it was also one of the years where the City received a lower number of development applications. In 2012-2013, the time spent at the OMB, along with the number of development applications, remained consistent. In 2014, the amount of time spent at the OMB remained consistent with the two previous years, but the number of development applications received experienced a decrease.

### Considerations:

The Planning results were only measured based on 2009-2013 data due to unspecified data for 2014. The Legal Department data for 2014 are estimated numbers.

Figure 10: Time spent on OMB Hearings (days & hours) from 2009-2014

Year	Legal Department OMB Hearings (Days)	Development Planning Department OMB Hearings (Hours)
2009	270	547
2010	101	81
2011	309	240
2012	320	266
2013	600	294
2014	600	

Source: ClearPoint Strategy, 2015



## Indicator 3: Residential and employment density at the Vaughan Metropolitan Centre

### The indicator:

The number of development applications approved in the Vaughan Metropolitan Centre, along with the height and densities of the approvals.

### Why increase density?

Similar to Indicator 1, the City must increase densities in approved intensification areas, including the VMC. Being the City's new downtown, providing more residential and employment density to this area is crucial, as it will make use of the future subway extension to Vaughan, as well as accommodate future population growth. The VMC will be the new transit and employment hub of the City and will create thousands of new jobs and move thousands of people in and out of the City each week. This Report supports the growth and expansion of the area, as well as housing thousands of new people in the area.

### How do we measure?

The City will analyze the amount of development applications approved within the VMC, along with specifying the number of residential, commercial, office, and industrial units, or the heights and densities. The City will also determine the amount of land area to be developed and what the goals are for the area.

Figure 11: VMC Plan



Source: Google Images, 2015

### Results:

There are approximately 179 hectares of developable land within the area.<sup>12</sup> The City is calling for a minimum of 1.5 million square feet of office space, 750,000 square feet of retail, 12,000 residential units, density targets of 200 people and jobs per hectare by 2031, and employment targets of 11,500 jobs, 5,000 of which will be new office jobs.<sup>12</sup> Approved are the Centro Square Condo Development by Liberty<sup>13</sup> (one 33-storey and one 31-storey mixed-use building), the Zzen and Goldpark Development<sup>14</sup> (two 40-storey mixed-use buildings), Expo Condos by Cortel<sup>15</sup> (37-storey mixed-use building), The Met by Plaza Corp<sup>16</sup> (30-storey mixed-use building with 60 townhouses), and the Smartcentres/KPMG tower<sup>17</sup> (17-storey mixed-use building), all depicted in Figure 15. The Figure 13 – Height and Density Parameters map also shows the permitted heights within the VMC study area.

### Considerations:

Findings have been measured based on the studies and development applications received to date and will continue to be measured over time.

Figure 12: Height and Density Parameters



Source: VMC Secondary Plan, 2013

Figure 13: VMC Land Use



Source: VMC Secondary Plan, 2013

Figure 14: Development Approvals within VMC boundaries  
Vaughan Metropolitan Centre



Source: City of Vaughan, 2015

## Indicator 4: Density along major transit routes

### The indicator:

The number of residents and jobs within major transit station areas.

### Why increase density?

Making use of existing and future transit in the City of Vaughan is a crucial component to this Growth Report. This Report encourages a mix of uses, as well as intensification near transit hubs within the City. Maximizing land uses to accommodate population and employment targets, as well as attracting new professionals to work in the City is critical to the growth of Vaughan.

### How do we measure?

The City, through its Official Plan, has outlined that intensification areas must be supported by efficient transit. The City will measure this progress through the review of the number of development applications approved along major transit routes, including GO, Bus Rapid Transit, and subway networks.

### Results:

It is anticipated that the VMC, which will be the largest transit hub in Vaughan in the coming years, will attract 25,000 new residents and create 11,500 jobs.<sup>12</sup> Under the current Transportation Master Plan, the VMC has been outlined as an important intensification area to utilize future transit.<sup>18</sup> Along with the subway extension, York Region is working collaboratively with the City of Vaughan to develop a Rapid Transit Corridor along Major Mackenzie Drive, which will generate an estimated 2,000 users in the peak hour.<sup>18</sup> York Region is also working closely with the City of Toronto on the Jane Street LRT and Steeles Avenue Rapid Transit Corridor, which will attract 1,700 and 2,000 users, respectively, during peak hour.<sup>18</sup> Finally, York Region is also studying a possible Bathurst-Dufferin Rapid Transit Corridor to serve approximately 1,200 riders during peak hour.<sup>18</sup> Figures 16 and 17 show the Transportation Plans for the VMC, while Figures 18 and 19 illustrate future transit improvements in York Region.

### Considerations:

Numbers listed in the results are the anticipated number of residents, employment, and users for future projects.

Figure 15: VMC Transit Network



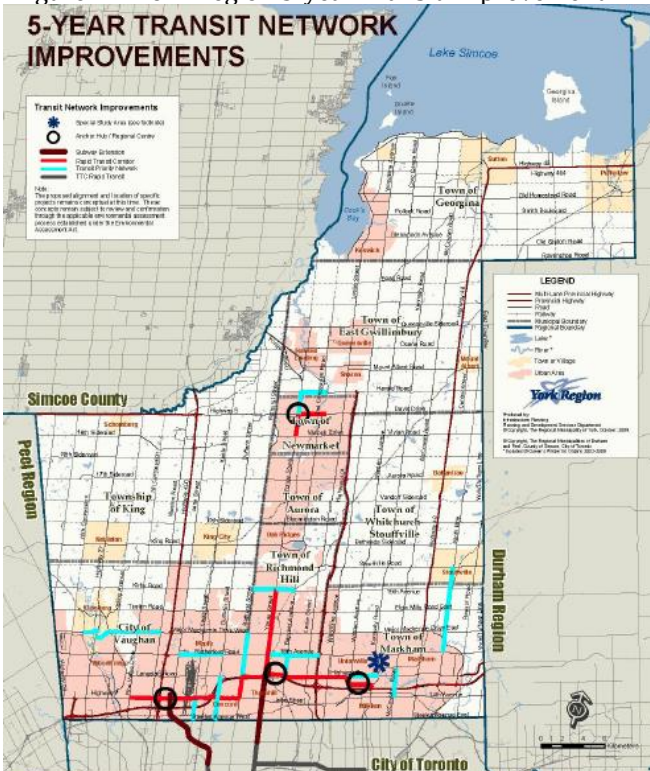
Source: VMC Secondary Plan, 2013

Figure 16: VMC Road Network



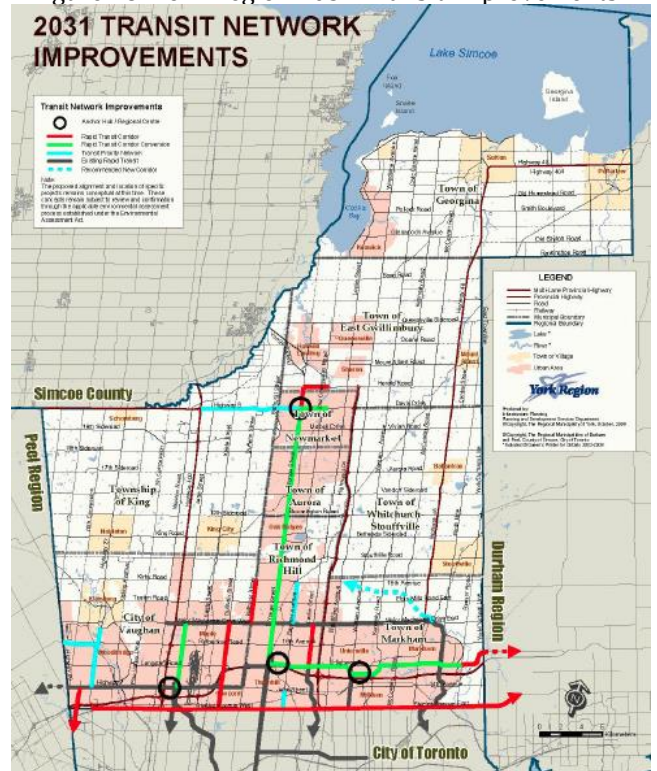
Source: VMC Secondary Plan, 2013

Figure 17: York Region 5-year Transit Improvement



Source: York Region Transportation Master Plan, 2009

Figure 18: York Region 2031 Transit Improvements



Source: York Region Transportation Master Plan, 2009

## Indicator 5: Mixed-land Uses

### The indicator:

A mix of land uses in designated growth centres within the City, as well as within intensification areas in the City.

### Why a mix of land uses?

Mixed-land uses enable the City of Vaughan to maximize space and land uses that will allow people to live, work, and play in diverse neighborhoods. This will also minimize travel and potentially maximize use of public transit hubs.

### How do we measure?

The City will ensure that, in conformity with its Official Plan and this Report, that a mix of land uses is required for development within its growth centers in order to reduce travel. The City will determine the amount of mixed-land use developments that have occurred each year within its growth centers.

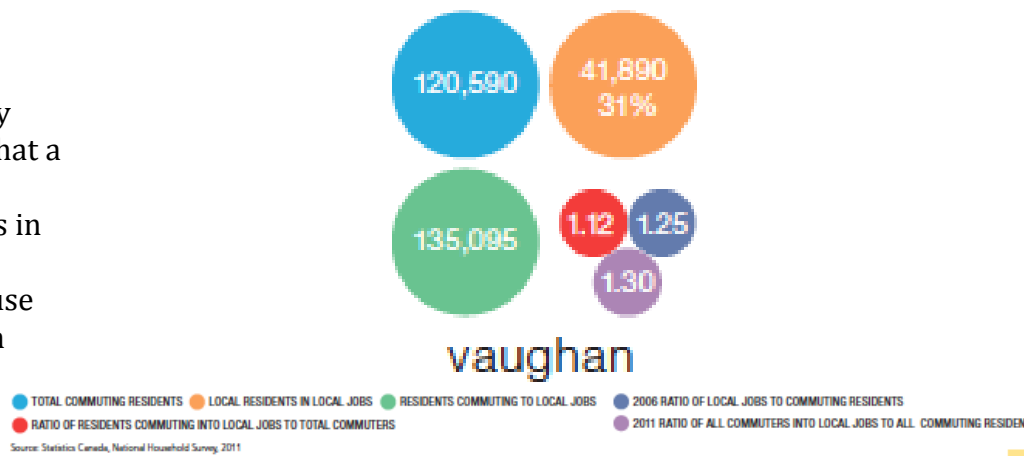
### Results:

Vaughan, along with Markham, has the largest number of commuters. In Vaughan, 120,590 residents commute to work and 135,095 workers commute from outside of Vaughan to jobs in Vaughan.<sup>19</sup> Overall, 41,890 Vaughan residents commute to jobs located in Vaughan.<sup>19</sup> With the ratio of Vaughan jobs to the total number of Vaughan commuters at 1.12, all jobs within Vaughan could employ every Vaughan commuting resident, plus an additional 12%.<sup>19</sup> In 2001 and 2006, the ratios sat at 1.30 and 1.25, respectively.<sup>19</sup> In total, 31% of Vaughan jobs are filled by Vaughan residents.<sup>19</sup> The construction of the VMC will only increase these numbers, as it will welcome an estimated 11,500 new jobs and over 25,000 new residents to the City.<sup>12</sup>

### Considerations:

This indicator is a guide for future development to increase the mix and diversity of land uses across the City. Results can be measured by the City through the amount of mixed-use developments that have occurred within the City's growth and intensification areas.

Figure 19: Commuting residents and ratio



Source: Invest in York, 2014

Figure 20: The future VMC Office Area



Source: Google Images, 2015

# Indicator 6: Publicly accessible space and community infrastructure

## The indicator:

The number of people across the City within walking distance of a park or community centre.

## Why measure?

This Report encourages a mix of land uses and vibrant and diverse communities. This would include accessible community infrastructure, jobs, and a wide-range of housing types.

## How do we measure:

The City will develop comprehensive maps of each growth centre with a 1-kilometer buffer zone, showing parks, schools, and community centres. The City will then determine the number of households within each area.

## Results:

Results have been determined for five major growth centres across Vaughan, including Major Mackenzie Drive and Jane Street, Rutherford Road and Jane Street, Highway 7 and Jane Street, Bathurst and Centre Streets, and Kleinburg (Islington Avenue and Nashville Road) depicted in Figure 21 and on more detailed maps in Figures 22-31.

## Considerations:

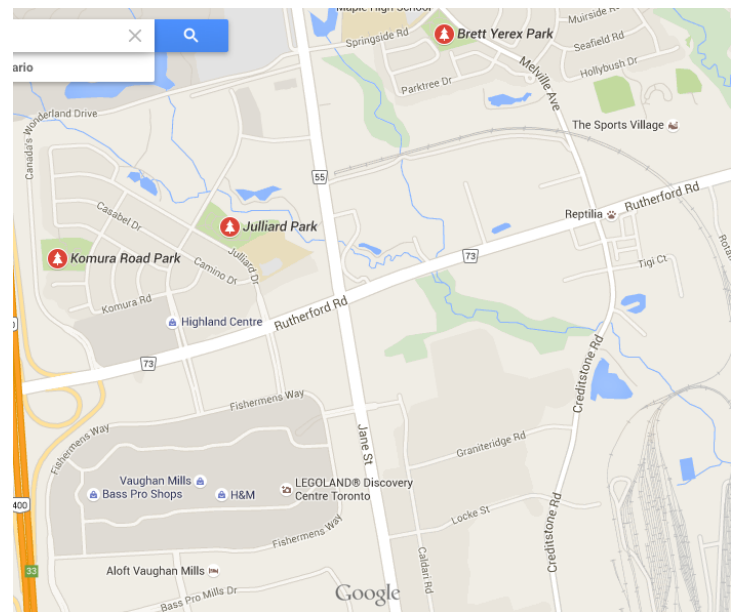
The indicator does not consider walking routes (sidewalks and pathways are not shown).

Figure 21: Community infrastructure

\* # of homes approximately

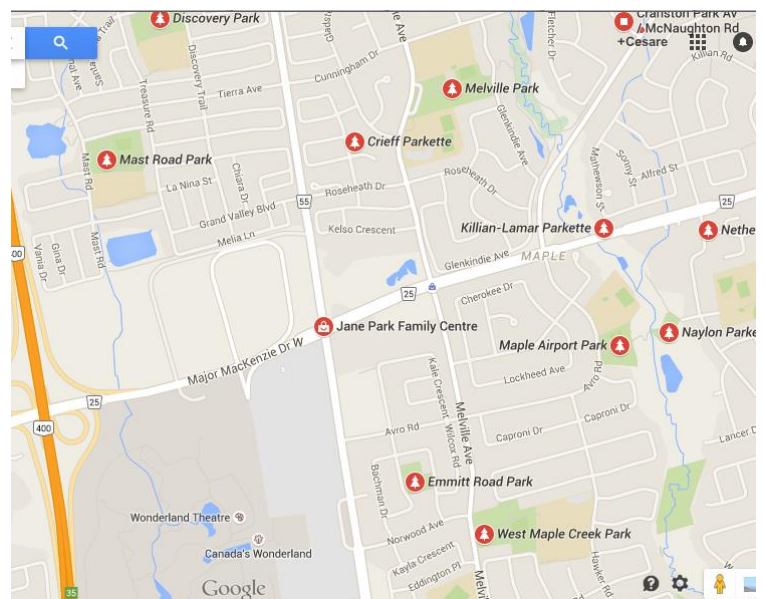
Growth Centre	# of homes within 1km buffer	# of parks within 1km buffer	# of community centres within 1km buffer	# of parks within 900m or less outside buffer	# of community centres within 900m or less outside buffer
Jane and Major Mackenzie	2,000	11	0	2	2
Jane and Rutherford	290	3	1	2	1
Jane and Highway 7	0	1	0	0	1
Bathurst and Centre	1,400 + 8 buildings	13	2	3	3
Kleinburg (Islington and Nashville)	370	3	0	2	1

Figure 22: Parks within 1km buffer at Jane/Rutherford



Source: Google Maps, 2015

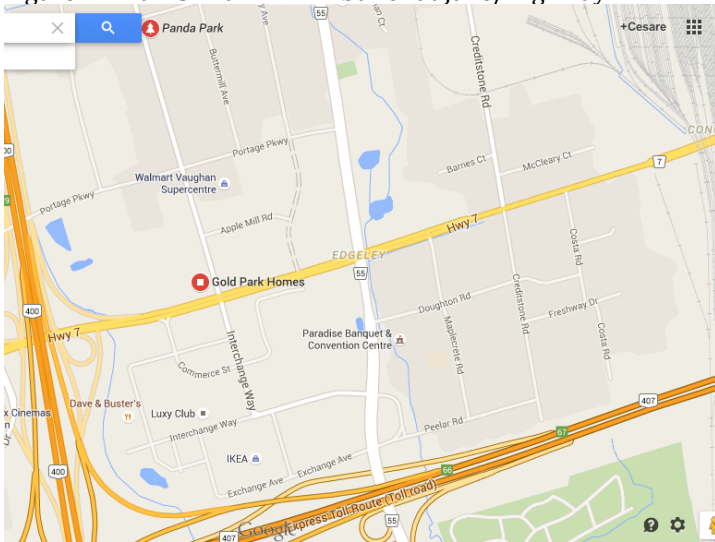
Figure 23: Parks within 1-km buffer at Jane/Major Mackenzie



Source: Google Images, 2015

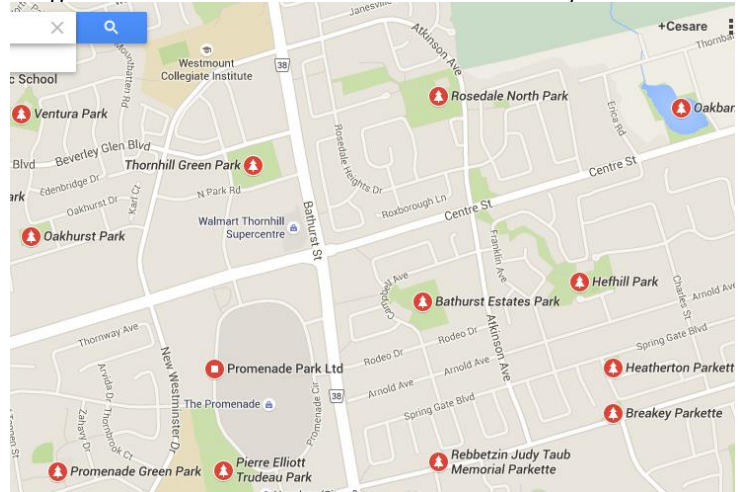
Achieving dense, safe, and diverse communities

Figure 24: Parks within 1-km buffer at Jane/Highway 7



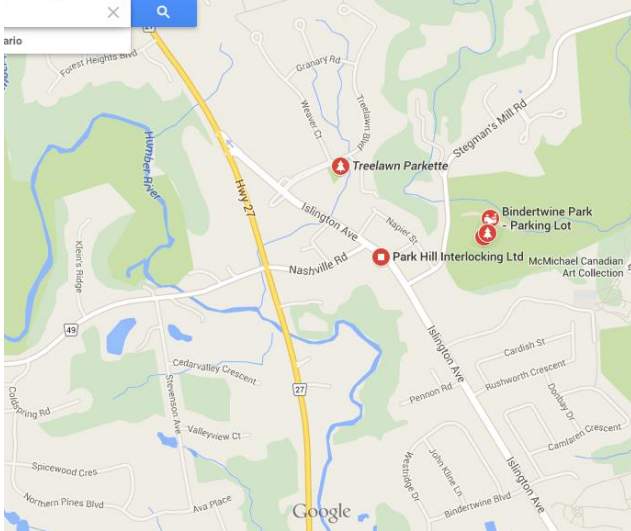
Source: Google Maps, 2015

Figure 25: Parks within 1-km buffer at Bathurst/Centre



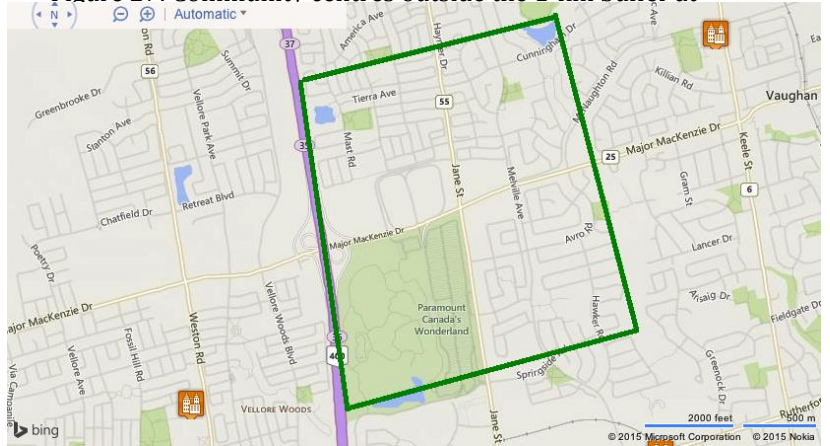
Source: Google Maps, 2015

Figure 26: Parks within 1-km buffer at Nashville/Islington



Source: Google Maps, 2015

Figure 27: Community centres outside the 1-km buffer at



Source: Vaughan Maps, 2015

Figure 28: Community centres within (and outside) 1-km

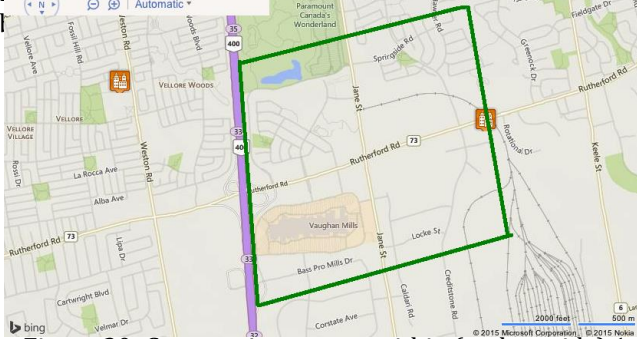


Figure 30: Community centres within (and outside) 1-km buffer at Bathurst/Centre

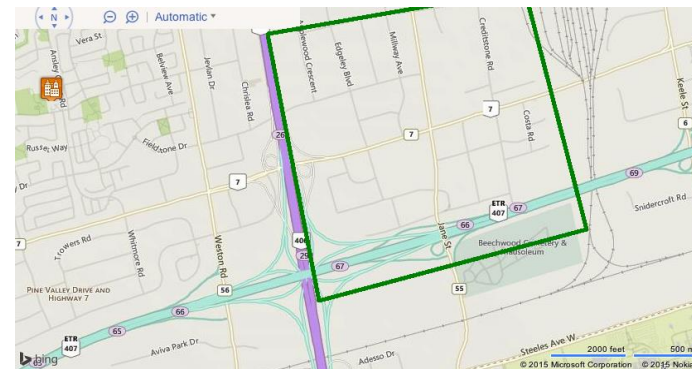
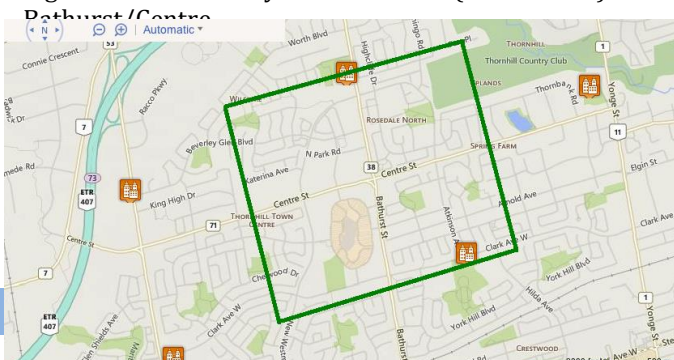
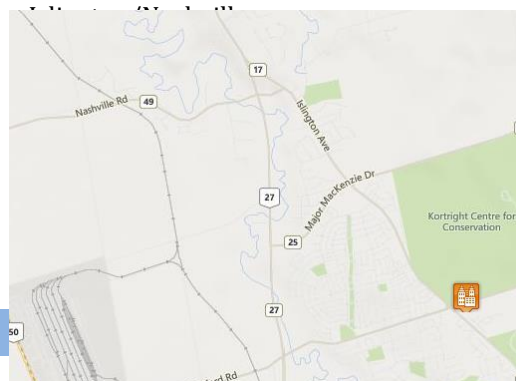


Figure 31: Community centres outside 1-km buffer at



# Indicator 7: Creating lit, vibrant, and walkable streets

## The indicator:

Vibrant main and side streets in the City allow for more pedestrian flow and connections through communities. Adequate lighting and walkability in various communities across the City of Vaughan is also encouraged to ensure safety for residents.

## Why measure?

This Report encourages the Jane Jacobs' notion of "eyes on the street"<sup>6</sup> to ensure vibrancy and safety throughout the City. The objective of this indicator is to create pedestrian connections to various shopping opportunities, jobs, and community infrastructure for residents. The City of Vaughan has a reputation for being one of the safest cities in Canada. Another goal of this indicator is to maintain this image by reducing the amount of crime in the City and make it a destination for new residents.

## How do we measure?

In approving future development plans, the City will ensure that adequate pedestrian connections to outer communities and within the site are established through the Sustainability Metrics Initiative. Also, using data from York Regional Police, the City can determine a rise or fall in crime rates in the future.



## Results:

The results will be developed with the review of development applications over time. The VMC plans are a prime example of creating a mix of uses, leading to a vibrant streetscape. Crime rates from 2012/2013 and 2013/2014 are depicted in Figures 33-34, which show a decrease in total criminal violations from 2012-2014.

## Considerations:

This Report should be used to guide future development practices within the City to ensure vibrancy and pedestrian connectivity in the City. This indicator conforms with the Vaughan Vision 2020, which outlines community safety as one of the main themes. Crime data is from 2012-2014 and does not include 2015.

Figure 32



Source: Google Images, 2015

Figure 33: 2012/2013 Vaughan Crime rates

CLEARANCE RATE DISTRICT 4 JANUARY - DECEMBER (2012 - 2013)							
	2012			2013			2013
	Actual	Total Cleared	Cleared %	Actual	Total Cleared	Cleared %	Variance Cleared %
Crimes Against Persons	1,822	1,390	75.9	1,590	1,230	77.4	1.5
Crimes Against Property	6,882	3,323	47.8	6,746	3,220	47.7	0.1
Other Criminal Code	324	475	146.5	388	454	116.9	0.7
Weapons Violations	122	90	73.8	109	79	72.5	-1.3
Public Nuisance Violations	32	17	53.1	42	26	61.9	8.8
<b>Total Criminal Violations</b>	<b>9,220</b>	<b>5,285</b>	<b>57.3</b>	<b>8,867</b>	<b>5,072</b>	<b>57.1</b>	<b>-0.2</b>
Drug Violations	180	167	92.8	142	121	85.2	-7.6
Other Federal Violations	16	17	106.3	11	11	100.0	-6.3
<b>Total Criminal &amp; Federal Violations (including Traffic)</b>	<b>9,221</b>	<b>5,369</b>	<b>58.1</b>	<b>8,920</b>	<b>5,204</b>	<b>58.3</b>	<b>0.2</b>
Traffic Violations	1,007	418	41.5	1,264	438	34.7	-6.8

Note: Due to rounding, figures may not add exactly to variance shown.

Source: York Regional Police, 2013

Figure 34: 2013/2014 Vaughan Crime Rates

CLEARANCE RATE DISTRICT 4 JANUARY – DECEMBER (2013 – 2014)							
	2013			2014			Variance Cleared (%)
	Actual	Total Cleared	Cleared (%)	Actual	Total Cleared	Cleared (%)	
Crimes Against Persons	1,890	1,200	71.4	1,815	1,391	76.6	+6.7
Crimes Against Property	6,746	3,220	47.7	6,274	2,916	46.7	-0.8
Other Criminal Code	829	454	54.8	821	454	55.3	+0.7
Weapons Violations	109	79	72.5	102	87	85.3	+12.8
Public Works Violations	43	29	67.4	49	29	59.2	-8.2
<b>Total Criminal Violations</b>	<b>8,807</b>	<b>4,812</b>	<b>54.7</b>	<b>8,807</b>	<b>4,878</b>	<b>55.4</b>	<b>+0.7</b>
Drug Violations	642	621	96.7	709	709	100.0	+3.7
Other Federal Violations	11	11	100.0	9	9	100.0	-11.1
<b>Total Criminal &amp; Federal Violations (excluding Traffic)</b>	<b>9,460</b>	<b>5,454</b>	<b>57.8</b>	<b>9,525</b>	<b>5,596</b>	<b>58.8</b>	<b>+1.0</b>
Traffic Violations	1,264	430	33.9	1,289	534	41.4	+7.5

Note: due to rounding, figures may not add exactly to variance amounts.

Source: York Regional Police, 2014





Source: Google Images, 2015

## Theme 2: Making Vaughan a world-class city



Source: Google Images, 2015

The Vaughan Growth Progress Report considers the importance of the City being recognized on a global scale. Being the second-fastest growing municipality in Canada, this theme will serve as a framework to putting Vaughan on the map as a global competitor. It recognizes the significance of planning for economic growth through increased job opportunities, planning for the intensification of urban growth centres in the coming years, planning for regional transit linkages with neighboring municipalities, and building large-scale infrastructure required to make Vaughan a global destination.

### Indicator 1: Planning for population and job growth in intensification areas

#### The indicator:

Improving living conditions, jobs, infrastructure, and quality of life in intensification corridors to accommodate growth of the City.

#### Why measure?

The City of Vaughan has experienced a significant amount of growth since it was established in the 1970s and will continue to grow into the future. Being the second fastest growing metropolitan centre in the country,<sup>2</sup> the City must plan accordingly in order to ensure exceptional quality of life for all its citizens. The development of more intensified and complete communities will allow people to live, work, and play in one area, thus providing convenient living conditions for residents.

Figure 35: Existing high rise residential at Bathurst and Centre



Source: Google Images, 2015

#### How do we measure?

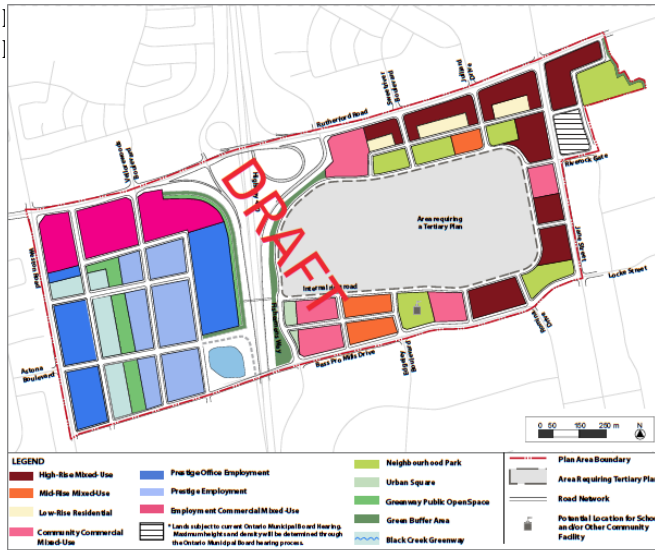
The City will ensure that, in conformity with its Official Plan, Secondary Plans, and zoning By-law, efficient infrastructure and living improvements are made to various communities within the City in order to ensure that growth can be adequately accommodated. The City will measure progress through the review of applications for new developments and permits for City infrastructure improvements.

#### Results:

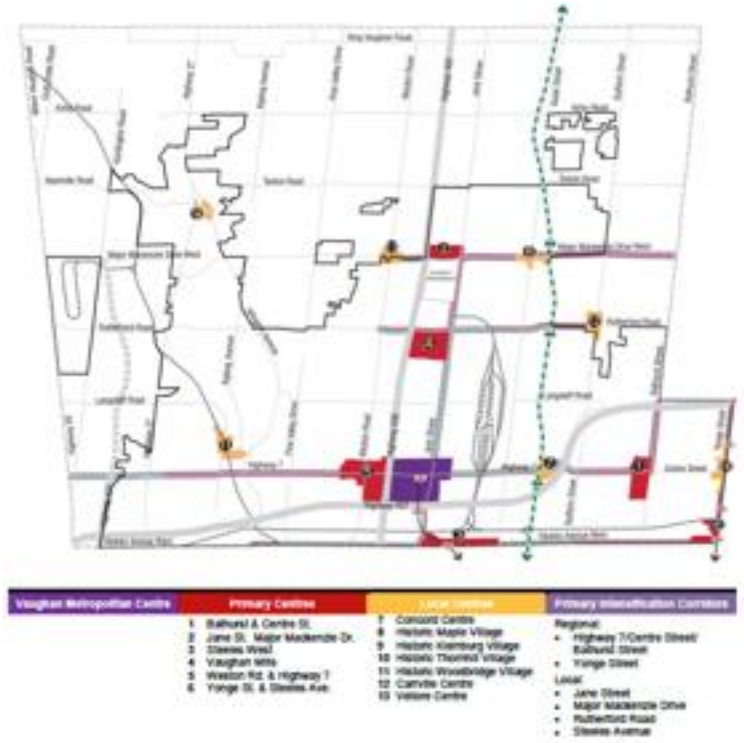
Existing high density residential, coupled with a wide variety of shopping amenities in the Vaughan Mills area (Figures 36-38: Jane and Rutherford) is a prime example of how other intensification areas around the City should be planned. The Vaughan Mills Secondary Plan projects that the four main study areas in the plan will hold a combined population of 7,839 residents and 10,912 jobs.<sup>21</sup> Planning in such a manner will allow many of those who live in Vaughan to work and shop here as well. Similarly, the VMC area has also planned for significant population and job growth in its secondary plan, projecting to host 11,500 new jobs and 25,000 people.<sup>12</sup> The Bathurst and Centre area, home to many existing high-rise residential buildings, is only continuing to grow (Figure 35). This area also provides Vaughan residents with the opportunity to live, work, and shop all in one area, with Promenade Mall and various plazas and grocery stores within close proximity of the residential towers and low rise subdivisions.

**Considerations:**

The indicator is a guide to ensure future accommodation for population and job growth in tandem with the Official Plan and Secondary Plans.



Source: Vaughan Mills Secondary Plan, 2014



EXISTING HIGH-RISE RESIDENTIAL BUILDINGS AT RUTHERFORD ROAD AND JANE STREET

Figure 38: High rise residential at Jane/Rutherford. Source: Vaughan Mills Secondary Plan, 2014

**Indicator 2: Building infrastructure to connect Vaughan to the world on global and regional levels**

**The indicator:**

Develop plans to build large infrastructure to make the City a global and regional destination.



Figure 39: The start of construction on the new Vaughan hospital site.

Source: Mackenzie Health, 2015

**Why measure?**

Since the City of Vaughan is the second fastest growing metropolitan centre in Canada, it is only fitting that it begins building and establishing itself on a global and regional scale. Large-scale municipal infrastructure projects, such as hospitals and transit will help in making Vaughan as well known and visited as its neighboring Toronto.

**How do we measure?**

Being that there are already plans in place and land secured to build a hospital, the City will ensure that the project transitions smoothly until its completion. Vaughan will also turn its attention to other large projects, such as extending transit connections. The Spadina Subway extension and the Highway 7 Bus Rapid Transit connection to Markham are progress to a more transit-oriented future in Vaughan. Progress will be measured throughout the construction process of the hospital and over time in planning for other large-scale infrastructure projects.

**Results:**

The City of Vaughan has acquired 82 acres on the northwest corner of Major Mackenzie Drive and Jane Street for a new hospital, as well as 5 acres south of Major Mackenzie Drive as a potential future transit hub.<sup>22</sup> The hospital, a project estimated to be worth over \$1 billion with the province providing \$58 million and residents paying for the \$80 million land value through a surcharge on taxes,<sup>23</sup> was granted an early work preparation in July 2014 in order to be completed on schedule.<sup>22</sup> The construction on the site is set to begin in the 2015/2016 fiscal year and last approximately 3-4 years, with a targeted opening date in 2019.<sup>22</sup> The Spadina Subway extension, which will be an 8.6-kilometer stretch from Downsview Station to the VMC, is a \$2.6 billion project jointly funded by the Federal Government of Canada (\$697 million), the Province of Ontario (\$870 million), the City of Toronto (\$526 million), and York Region (\$352 million).<sup>24</sup> The line was originally scheduled to be open for use in 2015, and was then delayed to the fall of 2016, and was recently delayed for a third time to the end of 2017.<sup>24</sup> The Highway 7 BRT is being completed in segments by VIVA. The \$1.4 billion project is already open for service and is 95% completed in the Richmond Hill and Markham areas.<sup>25</sup> The completion to the VMC is expected to be open for service by the end of 2016.<sup>25</sup>

**Considerations:**

This indicator will ensure that Vaughan becomes established on a global/regional scale and that quality of life is improved for residents in the City. It will also act as a guide to ensure that all future multi-level projects are completed on time and on budget.

Figure 40



Figure 41



Figure 42: Future BRT stop on Highway 7 at the VMC.



Source: Metrolinx, 2015

3D models illustrating the Vaughan hospital upon completion. Source: Vaughan, 2013



Source: Google Images, 2015

## Indicator 3: Participating in the planning of regional transit linkages

### The indicator:

Being a two-tier system, the City will collaborate with York Region and neighboring municipalities in planning for regional transit linkages.

### Why measure?

With Vaughan's growing population and job opportunities, there are people continuously moving in and out of the City. The goal of this indicator is to provide further transit options for those people. Linkages across the City and to other major cities, such as Toronto and Markham, are crucial for residents.

### How do we measure?

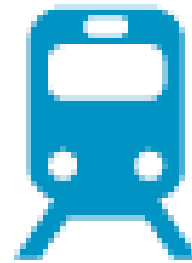
Vaughan's participation in the Yonge-University-Spadina subway extension and the Hwy 7 Bus Rapid Transit were successful. The City must now build on those successes in order to build more transit for its residents.

### Results:

The Spadina Subway extension to the VMC has not only created 20,000 new jobs throughout the construction process, but will also add 36 million transit trips and eliminate 30 million car trips each year.<sup>26</sup> The VIVA BRT project has also created 14,000 new jobs throughout the construction process and can serve at least 25,000 residents in the VMC area.<sup>26</sup>

### Considerations:

This indicator will allow Vaughan to be accessed on a regional-scale and will enable it to become established as a global city.



:

6



Source: Google Images, 2015

## Theme 3: Achieving a stable and competitive economy

The Vaughan Growth Progress Report recognizes the importance of maintaining a strong and competitive economy through the efficient use of land and infrastructure. The Report considers the significance of transit investment, road and hydro maintenance, and creating a high quality of life. It provides the City with a framework to plan for all types of economic activities, including industrial, office, retail, or other services, in order to support and maintain a stable economy and ensure all necessary infrastructure is upgraded to support all the needs of the employment sector.

The Report also supports the development of new employment areas, such as new offices or commercial buildings, in urban growth centres across the City in order to make use of existing infrastructure. Promoting alternatives to the private car, such as walking, cycling, and transit, are crucial elements in reducing traffic congestion along road systems to allow for the fast and efficient movement of goods and for other economic activities.

The three indicators will measure the progress in achieving the goal set out in this theme.

### Indicator 1: Generating income through development charges (approvals)

#### The indicator:

The number of development applications approved at the City, regional, and OMB levels in order to increase revenue from development charges.

Figure 44: Residential Permits Issued in York Region, 2012-2013

Municipality	2012	2013
Aurora	215	65
East Gwillimbury	100	57
Georgina	308	177
King	627	383
Markham	5,125	3,207
Newmarket	413	448
Richmond Hill	1,709	819
Vaughan	1,415	2,470
Whitchurch-Stouffville	688	204
York Region Total	10,990	7,830

Source: York Region Growth and Development Review, 2013

#### Why measure?

Funds generated from development are critical components in developing and maintaining a strong economy. Approving more development applications, namely those of a large-scale, will generate significant revenue for the City through development charges, Section 37 funds, and property taxes. This will allow Vaughan to compete (economically) on a global scale and also build the infrastructure necessary to sustain a growing population.

#### How do we measure?

The City will review data on ClearPoint to determine the total number of applications approved annually. The City will also determine the dollar amounts on development permits issued annually, as well as previous total revenue generated from development charges. Finally, it will analyze population forecasts and household forecasts for future growth.

**Results:**

Findings indicate that the City received 181 development applications (OP Amendment, Zoning Amendment, Site Development, Plan of Subdivision, Plan of Condominium, and Part-lot Control) in 2009, 188 in 2010, 215 in 2011, 218 in 2012, 211 in 2013, and 182 in 2014, as illustrated in Figure 8.<sup>8</sup> Results also indicate that in 2014, construction values were \$105,523,741,<sup>27</sup> while the value of the total building permits issued was \$790.6 million.<sup>28</sup> In 2013, York Region held the 6<sup>th</sup> largest number of residential permits issued in Canada, with Vaughan playing a major role.<sup>29</sup>

A total of 7,830 new residential building permits were issued in 2013 in York Region, down 26.1% from the previous years total of 10,598.<sup>29</sup> The drop in permits can be attributed to the large number of apartment and multiple dwelling units issued permits in 2012.<sup>29</sup> In 2012, Vaughan accounted for 1,415 of the total permits and in 2013 the City accounted for 2,470 (31.6%) of the total permits, as shown in Figure 44.<sup>29</sup> In 2013, 59% of the total permits issued in York Region were for multiple unit dwellings.<sup>29</sup> In the same year, 64% of the total building permits issued in the City were for multiple unit dwellings (Figure 46).<sup>29</sup>

Vaughan’s development charges (per unit) as of March 2015 total \$68,490 for residential single/semi-detached and \$59,926 for multiple dwellings.<sup>30</sup> Costs for non-residential total \$473.15 per square metre for retail uses, \$271.55 for industrial/office/institutional, \$465.66 for mid-high density mixed use (retail), and \$264.06 for mid-high density mixed use (non-retail), as depicted in Figure 47.<sup>30</sup> In 2013, Vaughan’s net earnings gained from development charges was over \$174 million, as shown in Figure 45.<sup>31</sup> It is estimated that from 2012-2021 the city’s population will increase by 58,000 people, with population growth in new housing units is expected to add another 63,000 people over the same time.<sup>32</sup> As of 2011, there were 86,063 households in the city, expected to increase by over 60,000 by 2021,<sup>32</sup> which will increase total revenues generated from development charges dramatically.

**Considerations:**

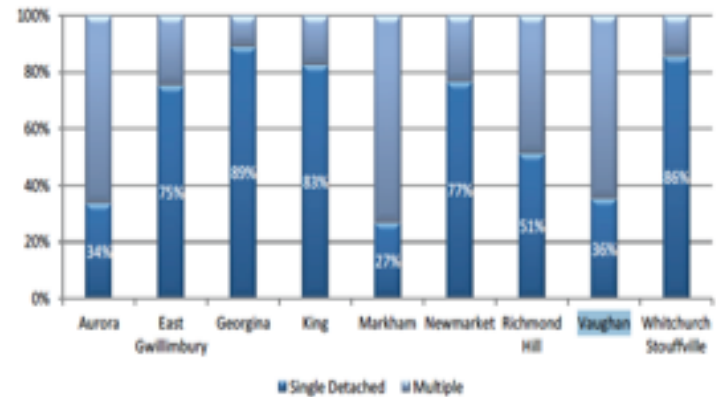
The ClearPoint data was measured in full from 2009-2014, as it has incomplete data for 2015. York Region data was measured from 2012-2013 and net earnings from development charges was 2013 data.

Figure 45: Vaughan’s Development Charge Revenue, 2013

	<b>CityWide Development Charges</b>	<b>Special Area Development Charges</b>
<b>Opening Balance</b>	\$155,057,382	\$6,712,272
<b>Revenues</b>	\$26,436,266	\$1,486,179
<b>Expenses</b>	(\$6,859,063)	(\$1,759,482)
<b>Closing Balance</b>	<b>\$174,634,585</b>	<b>\$6,438,969</b>

Source: Vaughan City Council Meeting Minutes, 2013

Figure 46: 2013 New Residential Building Permit Mix by Local Municipality



Source: York Region Growth and Development Review, 2013

Overall, there was a steady increase in development applications from 2009-2013, and a sudden decrease in 2014. Vaughan also saw a steady increase in the number of residential permits issued from 2013-2014, with over 1,000 more permits handed out in the two years, and most being for multiple-unit dwellings. Finally, the City has been gradually increasing its development charges for both residential and non-residential over the years.

Figure 47: Vaughan's Development Charge Rate Schedule

RESIDENTIAL					NON-RESIDENTIAL			
	Rate Per Unit		Apartment		Retail	Industrial / Office / Institutional	Mid-High Density Mixed Use 1 (Retail)	Mid-High Density Mixed Use 1 (Non-Retail)
	Single/Semi-detached	Multiple	Large > 450 sq. ft.	Small < 450 sq. ft.				
<b>City of Vaughan (effective March 1, 2015)</b>					<b>City of Vaughan (effective March 1, 2015)</b>			
Engineering Services	\$12,486	\$20,634	\$7,649	\$5,488	\$47.15	\$47.15	\$39.94	\$39.94
General Services	\$16,005	\$8,013	\$4,497	\$4,661	\$5.03	\$5.03	\$5.01	\$5.01
	<b>\$28,491</b>	<b>\$28,647</b>	<b>\$12,146</b>	<b>\$10,149</b>	<b>\$52.18</b>	<b>\$52.18</b>	<b>\$44.95</b>	<b>\$44.95</b>
<b>Region of York (effective November 16, 2014)</b>					<b>Region of York (effective July 1, 2014)</b>			
Water	\$6,454	\$6,295	\$5,972	\$3,875	\$81.83	\$81.24	\$83.83	\$81.24
Wastewater	\$12,385	\$14,882	\$12,302	\$8,875	\$112.26	\$89.89	\$112.26	\$89.89
Roads	\$1,891	\$10,349	\$7,356	\$4,814	\$202.58	\$87.88	\$202.58	\$87.88
General Services	\$5,359	\$7,824	\$7,000	\$1,401	\$33.88	\$17.98	\$33.88	\$17.98
	<b>\$25,089</b>	<b>\$39,350</b>	<b>\$32,630</b>	<b>\$17,965</b>	<b>\$412.55</b>	<b>\$276.99</b>	<b>\$412.55</b>	<b>\$276.99</b>
<b>Boards of Education (effective July 1, 2015)</b>					<b>Boards of Education (effective July 1, 2014)</b>			
Public	\$3,349	\$3,349	\$3,349	\$3,349	\$6.24	\$6.24	\$6.24	\$6.24
Separate	\$991	\$991	\$991	\$991	\$2.83	\$2.83	\$2.83	\$2.83
	<b>\$4,340</b>	<b>\$4,340</b>	<b>\$4,340</b>	<b>\$4,340</b>	<b>\$9.07</b>	<b>\$9.07</b>	<b>\$9.07</b>	<b>\$9.07</b>
<b>Total</b>	<b>\$68,490</b>	<b>\$68,926</b>	<b>\$43,924</b>	<b>\$31,755</b>	<b>\$473.15</b>	<b>\$276.55</b>	<b>\$466.66</b>	<b>\$264.06</b>

Source: City of Vaughan, 2015

## Indicator 2: Creating more jobs in the City

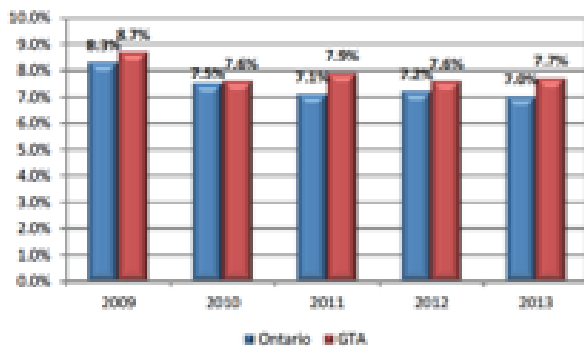
### The indicator:

The number of jobs provided within the City each year.

### Why measure?

Being that Vaughan has become a premier City for living, residents should be able to work and play close to home. Providing more jobs in the City is crucial in making this idea a reality. As one of the fastest growing municipalities in Canada, the economy should also be stable and competitive, making the focus on employment even more important.

Figure 48: Ontario and GTA Unemployment Rates 2009-2013



Source: York Region Growth and Development Review, 2013

## How do we measure?

Using data from the York Region Employment Survey, as well as a study conducted by Hemson Consulting, the City will determine the number of jobs provided in the City in past years, as well as estimate future employment forecasts.

Figure 49: York Region jobs

Municipality	Contacted Firms # of Jobs	No Contact Estimated # of Jobs	Agricultural # of Jobs	Work at Home Estimated # of Jobs	Total
Aurora	22,490	460	0	2,490	25,440
East Gwillimbury	7,130	20	820	1,330	9,300
Georgina	7,410	40	200	1,100	8,750
King	6,370	160	950	1,020	8,500
Markham	149,580	2,220	270	12,230	164,300
Newmarket	40,030	490	100	3,130	43,750
Richmond Hill	64,040	1,080	0	9,170	74,290
Vaughan	186,020	2,110	260	11,080	199,470
Whitchurch-Stouffville	11,250	150	340	1,960	13,700
<b>York Region</b>	<b>494,300</b>	<b>6,720</b>	<b>2,940</b>	<b>43,520</b>	<b>547,480</b>

Note: Totals may not add up due to rounding.

Source: York Region Employment Survey, 2013

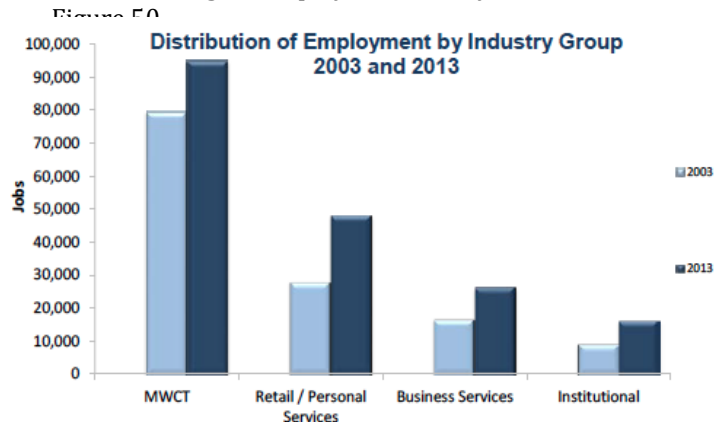
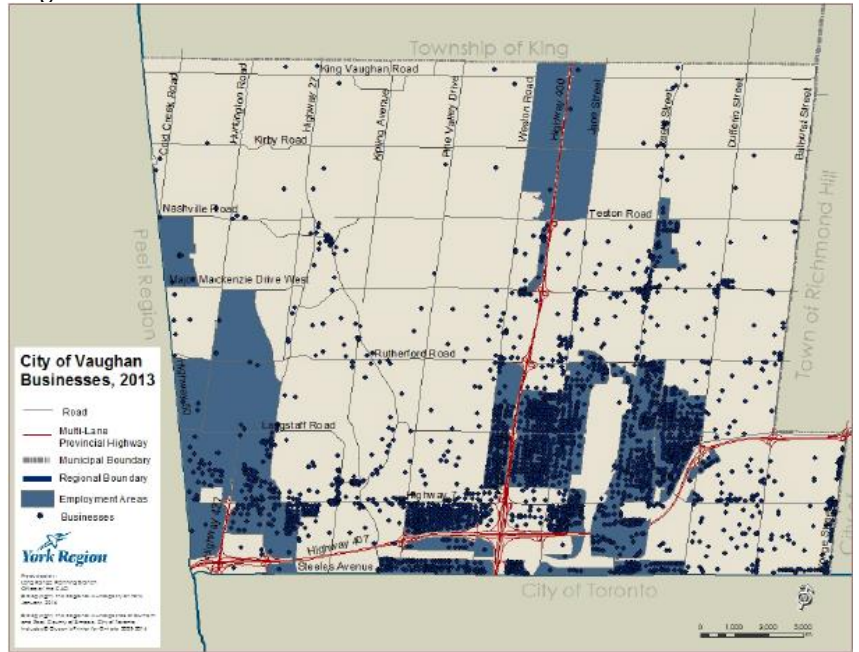


Figure 51



Source: York Region Employment Survey, 2013

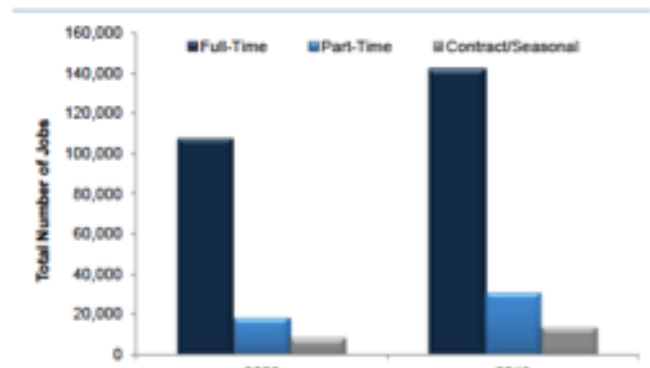
**Results:**

Of the total 42,350 jobs offered in York Region between January and December 2013, Vaughan accounted for 30.9% of the total jobs (Figure 53).<sup>33</sup> As of mid-year 2013, Vaughan had a total of 186,019 confirmed jobs and 199,470 estimated jobs (Figure 49).<sup>34</sup> Between 2012 and 2013, employment in Vaughan grew by 5.5% or 9,723 jobs.<sup>34</sup> Between 2003 and 2013, employment increased from 133,751 jobs to 186,019, an average annual increase of 3.4% or a total of 52,268 jobs.<sup>34</sup> The largest employment sector in 2013 was manufacturing at 23%, while the fastest growing sector from 2012-2013 was construction, with a net job growth of 2,852 or 13.9%.<sup>34</sup> The city’s employment forecast is expected to grow by over 77,000 employees by 2021, with between 3.8 and 5.4 million square metres of new non-residential building space to accommodate.<sup>32</sup>

**Considerations:**

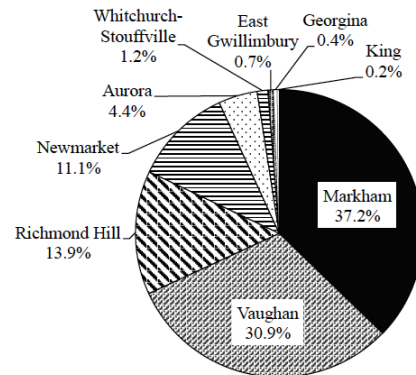
Most employment survey data is from 2012-2013.

Figure 52: Employment by Type of Worker



Source: York Region Employment Survey, 2013

Figure 53  
2013 Job Postings by Listed Employer Municipal Location



Source: Job Posting Trends in York Region, 2013



## Indicator 3: Emphasizing the use of local centres and attractions

### The indicator:

How much each tourist attraction and local centre is being used and the profits that are generated.

### Why measure?

In order to have a competitive economy, Vaughan must make use of its already existing money-makers. Emphasizing the use of and promoting these centres will be crucial to the growth of the economy.

### How do we measure?

The City will gather data on the revenue and the value that the number of visitors bring to some of the major attractions in the City.

Figure 54: 3D model of the Vaughan Mills Mall extension.



Source: Vaughan Mills Leasing Kit, 2013

### Results:

Vaughan Mills Shopping Centre attracts 13.4 million consumers, families, and tourists each year.<sup>35</sup> It had \$599 million in sales from June 2013-August 2013, with domestic shoppers averaging \$113 per visit in 91 minutes, and tourists averaging \$128 per visit.<sup>35</sup> The mall has also recently undergone a 200,000 square foot expansion, which will add over 50 new stores and cost \$87 million.<sup>35</sup>

Canada's Wonderland sells single day tickets ranging from \$39-\$85 and season passes from \$70-\$200 depending on the package type.<sup>36</sup> In 2011, Canada's Wonderland ranked 14<sup>th</sup> in North America for attendance at 3,481,000 visitors, up 3% from 3,380,000 in 2010.<sup>37</sup> It moved to 13<sup>th</sup> in 2012 with 3,655,000 visitors and went back down to 14<sup>th</sup> in 2013 with 3,582,000.<sup>37</sup>

The VMC is 179 hectares (442 acres) in size, and will include 1.5 million square feet of office space at a minimum, 750,000 square feet of retail, and 12,000 residential units to house 25,000 people.<sup>12</sup> It has density targets of 200 people and jobs per hectare by 2031, and employment targets of 11,500 jobs, 5,000 of which will be office jobs.<sup>12</sup>

### Considerations:

Vaughan Mills data is from 2013, Wonderland's visitor data is from 2010-2013, and VMC data is estimated projections.



Source: Google Images, 2015



Source: Places to Grow, 2006

## Theme 4: Achieving growth while maintaining a sustainable environment

The Vaughan Growth Progress Report works in tandem with the Greenbelt Plan, Oak Ridges Moraine Conservation Plan, Vaughan Natural Heritage Network, Green Directions Vaughan, and the Sustainability Metrics Initiative to protect, conserve, and maintain a healthy environment while achieving growth. The Report supports and maintains the policies outlined in the Greenbelt and Oak Ridges Moraine Plans, as well as the intensification and prosperity of urban growth centres across the City. It calls for the development of more vibrant and dense communities, which will result in more efficient use of land and reduce development pressures on sensitive lands outside of growth centres.

### Indicator 1: Preserving the Oak Ridges Moraine and Greenbelt

#### The indicator:

The steps taken to preserve Oak Ridges Moraine and Greenbelt lands.

#### Why measure?

The Province has seen a dramatic increase in urban sprawl over the last decade. It is important that Vaughan take the appropriate steps in assisting the Province in preserving some of its diminishing Greenfield and farmland.

#### How do we measure?

As there are still applications being submitted and increasing pressure to allow development on the Greenbelt and Oak Ridges Moraine lands, the City will continue to enforce the legislation that it is bounded by in the Greenbelt Plan and Oak Ridges Moraine Conservation Plan. The City will review how and why the conservation of these areas is so important. It will also review recent applications in the Greenbelt and Oak Ridges Moraine boundaries, and the issue of “grandfathering” approvals for applications submitted before the legislation came into place.

#### Results:

The Greenbelt is 1.8 million acres of protected land that wraps around the Greater Golden Horseshoe, one of the fastest growing regions in North America.<sup>38</sup> In 2006, it had a population of 8.4 million people, expected to increase to 11 million people in 2031.<sup>38</sup> The Greenbelt is designed to protect environmentally sensitive areas and productive farmlands from urban development and sprawl. It is also a solution for fresh air, clean water, local food, and a thriving economy.<sup>38</sup> The natural heritage of the Greenbelt consists of 535,000 acres of lakes, wetlands, river valleys, and forests, along with 78 endangered species.<sup>38</sup> The implementation of the Greenbelt is said to have offset the equivalent of 27 million cars driven in one year, as well as reduced the average travel of food from 2500km to 250km.<sup>38</sup> Ontario’s Greenbelt provides the province with \$9.1 billion in economic benefits and 161,000 full-time jobs.<sup>38</sup> The Greenbelt’s wetlands, forests, and agricultural lands are also vital to water safety in the province.<sup>38</sup> Combined, they save \$2.3 billion each year in water filtration, drinking water treatment, flood control, and recreation.<sup>38</sup>

In Vaughan, there has been controversy recently surrounding the approved Highway 427 extension that will connect Vaughan to Caledon in order to alleviate traffic congestion on the other major routes.<sup>40</sup> The four to six lane highway will pave through a large amount of Greenbelt lands, pave prime farmland in Caledon, and encroach on many watersheds along the way.<sup>40</sup> There will be three new interchanges at Langstaff Road, Rutherford Road, and Major Mackenzie Drive.<sup>41</sup> With much opposition to this first extension, more controversy is expected with the door still open to a further extension to Highway 9, which will pave through Greenbelt lands.<sup>41</sup> Although the legislation was meant to curb sprawl, it does stipulate that the Province is entitled to build infrastructure on it, such as a highway, if it serves growth and economic development in Ontario.<sup>40</sup>

The Oak Ridges Moraine is an irregular 190,000-hectare ridge that stretches 160 kilometers through Peel, York, and Durham regions, along with Northumberland County, City of Kawartha Lakes, Simcoe County, Peterborough County, and Dufferin County.<sup>42</sup> Being a significant landform in Ontario, the Moraine divides the watersheds draining south into western Lake Ontario from those draining north into Georgian Bay, Lake Simcoe, and the Trent River system.<sup>42</sup> The Moraine offers many features beneficial to the province, such as clean and abundant water sources, a wide-range of species, attractive and distinct landscapes, prime agricultural lands, and sand and gravel resources.<sup>42</sup> There are 64 rivers or streams that begin on the Moraine and run in various directions draining into lakes and rivers.<sup>42</sup> 90-percent of the Moraine is in private ownership and 60% of the total area lies in the Greater Toronto Area and crosses 32 municipalities.<sup>42</sup> The current population on the Moraine is 250,000-300,000 people, with another 5 million who live close by.<sup>43</sup> One of the Moraine's most important functions is water recharge and discharge.<sup>43</sup> It is estimated that more than 250,000 people rely on the Moraine to provide them with clean drinking water.<sup>43</sup>

There is also increasing development pressure for new residential, commercial, industrial, and recreational uses along the Moraine. There has been a significant issue with the “grandfathering” of applications submitted before the legislation protecting the Moraine came into place. For example, in February 2015, Riteland Holdings

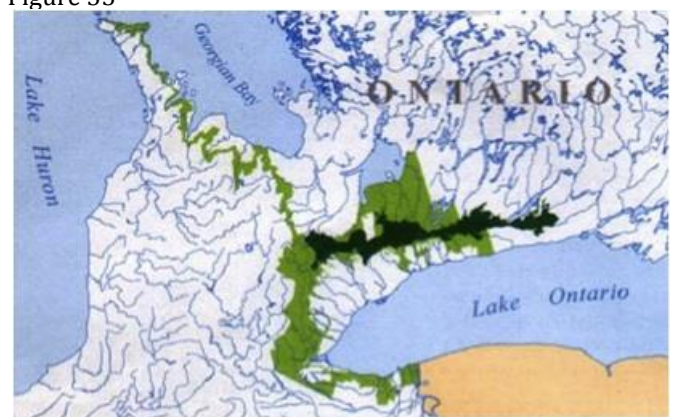
Inc. revived a 16-year old application to build 28 luxury homes on protected Moraine lands in Caledon.<sup>39</sup> The grandfather clause that allows all development applications submitted before November 16, 2001 to go forward, means that the subdivision will most likely be built.<sup>45</sup> Activists have called on provincial and municipal levels of government to put an end to the grandfathering of development in the Moraine.<sup>45</sup>

Overall, Vaughan can attempt to mitigate the effects of these loopholes in the legislation on Greenbelt and Oak Ridges Moraine lands. As the Province is able to build on Greenbelt lands if necessary, the City of Vaughan can attempt to negotiate with the Province in using the least amount of land as possible, or perhaps, suggesting a different location for the infrastructure. Vaughan can also take the same approach as Caledon, who conducted a “Caledon Transportation Needs” Study Update, where it outlined that the Highway 427 extension should have minimal impact on Greenbelt lands.<sup>48</sup> As for the “grandfathering” of applications on Oak Ridges lands, the City of Vaughan can vote to reject any applications and force them to the OMB, where the City and residents can voice their opinions and attempt to have it rejected.

### Considerations:

Oak Ridges Moraine results were from Caledon and King City. They were specified in this report because similar issues can arise in Vaughan with future applications.

Figure 55



Source: Oak Ridges Moraine Land Trust, 2015

## Indicator 2: Heritage – preserving local communities and neighborhoods such as Kleinburg

### The indicator:

Limiting the amount of development near heritage lands.

### Why measure?

Vaughan has an extensive history in some of its small communities, such as Kleinburg. Protecting and preserving some of that history is crucial in maintaining the character of the neighborhood and City itself.

### How do we measure?

The Vaughan Growth Progress Report reviews some of the regulations developed in regards to heritage preservation that halts development or redevelopment of certain communities and encourages the reuse of heritage buildings, while still considering economic growth.

### Results:

The City of Vaughan has a Natural Heritage Network Study pending approval. The study will assess the role of the existing Natural Heritage Network in maintaining elements of biodiversity and ecological functions for the long term, and propose additional NHN areas.<sup>46</sup> It will determine the viability and conservation of the current NHN with respect to biodiversity and ecological functions, identify suitable ecosystem targets for the NHN in the City of Vaughan balanced with population and employment targets, and specify potential NHN in the City of Vaughan to meet proposed ecosystem targets.<sup>46</sup>

Vaughan has also developed an Economic Development Strategy for Kleinburg, which outlines the use of Business Improvement Areas in order to still generate income and spur economic growth from heritage buildings.<sup>47</sup>

### Considerations:

The City must continue to develop and enforce regulations on heritage preservation.

Figure 56: Map of Kleinburg and Study Area



— Kleinburg Core Area  
— Kleinburg Newville Heritage Conservation District  
— Mainstreet Commercial

Source: Kleinburg Economic Development Strategy, 2011

## Indicator 3: Reducing land consumptions while still supporting population and employment growth

### The indicator:

The number of people and jobs per hectare of land.

### Why measure?

Although the City is the second-fastest growing municipality in Canada, there is only so much land available to be developed. With most of the residential development being low-rise single-family subdivisions, the City must now encourage more densities per hectare, along with mixed-use developments, in order to accommodate its dramatically growing population and employment sector.

### How do we measure?

This indicator will be measured in new developments using City data on the number of people per hectare of land throughout each area of the City.

### Results:

The City's newest and most significant mixed-use development, the VMC, estimates that there will be 200 jobs and people per hectare of land.<sup>12</sup>

### Considerations:

The City will measure developments of all sizes.

Figure 57



## Conclusion

The Vaughan Growth Progress Report was prepared by Cesare Pittelli, a second-year Master of Environmental Studies student at York University. The Report was developed for the City of Vaughan Strategic Planning Department as a major project for the program.

The proposed indicators will be reviewed by staff at the City of Vaughan, who will determine if any will be used in the future.

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