

Regional Official Plan – Policy 5.2.3 Urban Area Expansion Criteria

Policy	Comment
5.2.3. To require an amendment to this Plan for any expansion of the urban areas identified on Map 5. Such amendments shall be adopted by Regional Council only if they are consistent with the following:	
a) regional population and employment forecasts;	• Table 1 in the Regional Official Plan (ROP) forecasts 696,000 jobs Region wide for 2026. • Table 1 in the ROP identifies 215,000 jobs for Vaughan by 2026. • Table 1 is being revised to include the Places to Grow 2031 forecast. York Region’s 2031 job forecast is anticipated to be 801,000 jobs. • Revised population and employment numbers will be incorporated into the ROP once York Region approves a preferred scenario to distribute employment and population forecasts assigned to the Region. • As of June 2007, The City of Vaughan had 170,000 jobs and there is a need for an additional 45,000 jobs by 2026, to meet the existing forecasts in the ROP. • In April 2007 York Region adopted a series of reports identified as “Planning for Tomorrow”. These reports indicate 2,200 gross hectares of “whitebelt” land is required for York Region to meet the 2031 job forecast for employment land employment. • Vaughan has historically accommodated a large portion of the Region’s employment growth 50 -55%, and although it is expected to decline marginally over the next 25 years, it will still account for a large portion of York Region’s total. Prior to 2009 York Region will be assigning a portion of the 2,200 ha to Vaughan to accommodate future employment demand. At this time it is expected that Vaughan’s portion will

	accommodate the Highway 400 employment lands (ROPA 52). • Vaughan's major source of employment land supply is the ROPA 19 area, which is currently constrained pending a preferred route for the Highway 427 extension and finalization of the related secondary planning and block planning process. As a result of the constrained supply situation in Vaughan it is appropriate to expand the Urban Area along Highway 400 to provide additional employment land supply to meet the City's future needs.
b) the need for expansion relative to other lands available for development in the area municipality;	• Development within the existing urban area, excluding the ROPA 19 area, is limited to small parcels that cannot meet the City's long term needs for large parcels for employment land employment. • There is a need to secure the strategically located lands along the Highway 400 corridor for long-term (post 2026) for employment purposes. • The ROPA 19 employment area is currently constrained and may fall short of anticipated employment projections due to low intensity/density transportation uses being approved in the vicinity of the intermodal facility. • The subject site's proximity to Highway 400, ready access to a future interchange with Highway 400, close proximity to the Toronto market, and an available labour force, makes the ROPA 52 lands suitable for employment purposes. • Designation of the ROPA 52 lands facilitates a second large future employment area for the City of Vaughan, and creates an additional area of supply, adding security to supply and permitting greater competition and price stability for employment land.
c) the role of the new development lands identified in area municipal growth management strategies;	• The ROPA 52 employment area will be accounted for as employment land in the City's recently initiated Official Plan review. • The City adopted OPA 637 for the subject lands and envisions the site to be used primarily for employment purposes. • On a City-wide basis the Employment Needs Study prepared by Hemson Consulting Ltd. concludes that these lands should be designated for employment purposes. • An employment designation for the ROPA 52 lands

	takes advantage of existing Provincial infrastructure.
d) the capability of the area municipality to provide growth within the urban area;	• The Region's Planning for Tomorrow exercise has identified a need for 2,200 ha of employment land within the Region's whitebelt lands, over and above that which can be accommodated by intensification or vacant parcels within the existing urban area. • With respect to Vaughan, development of employment uses within the ROPA 19 area is constrained pending the final alignment of the Highway 427 extension. • The ROPA 19 employment area may not achieve its anticipated employment target. • Other intensification sites within existing employment parks generally have only small parcels of land available. • Historically Vaughan has provided a large percentage of the Region's Greenfield employment growth and it is expected to continue to do so even with a marginal reduction to its Regional share. • Other areas do not offer the strategic locational advantage that the subject lands possess. The ROPA 52 area is located adjacent to a 400 series highway with a planned future interchange.
e) an analysis of options for growth direction and sequencing with respect to environment, agriculture and the implications on the availability of servicing including water, sewer, road and transit networks and human services;	• The City's only option for "greenfield" growth is northward within the "white belt" area. • A Feasibility Study for transportation, water supply, sanitary sewer servicing, and transit provided by landowners concludes these lands can be serviced and developed provided a number of improvements are implemented. • Sanitary sewer servicing will require the Duffin Creek Treatment Plant expansion and the South East Regional trunk sewer. • The site is anticipated to be developed at a density of approximately 50 jobs per net hectare, which is considered a transit-supportive density. • Any of the agricultural activities being carried out on the subject lands are being done so in anticipation of future urban development as a result of the "white belt" designation in the Growth Plan. Agricultural activities on the subject lands are viewed as interim, until the site is developed with urban uses. • A portion of the subject site is located in Regional Greenlands System and will be subject to the Regional Greenlands policies requiring an Environmental

	Impact Study be carried out and appropriate land use designations and setbacks being applied to protect the environment at the secondary plan stage. • A significant portion of the site that is located on the west side of Highway 400 is located in the Greenbelt Natural Heritage System and will be subject to applicable policies of Greenbelt Plan. Detailed land use designations and policies will be determined at secondary plan stage and implemented at the Block Plan and plan of subdivision stage.
f) the protection of and integration with the Regional Greenlands System;	• Land use designations, policies and setbacks established at the secondary plan stage will provide for integration of the proposed development with the Regional Greenlands System.
g) the amendment is large enough (i.e. a concession block) with clear and identifiable boundaries, such as concession roads, major natural features, rail or major utility corridors, to assess the creation of new communities at the regional level;	• The planning area comprises approximately 800 hectares (2,000 acres) of land, which is the equivalent of two concession blocks, and is bounded by Regional arterial roads and the King/Vaughan municipality boundary. It is large enough to be comprehensively planned.
h) the role of the development lands is supportive of an urban structure of centres and corridors with transit-supportive densities,	• The site is to be used for employment purposes consisting of manufacturing and other industrial activities requiring large parcels of land. Development is not expected to consist of high density residential or major institutional uses. The planned function of the area will not detract from the City's urban structure. The site is to be developed at a transit-supportive density of approximately 50 jobs per developable hectare.